

PFC Workgroup Meeting Summary

RE: Portland Freight Committee Workgroup: Transportation System Development Charge Projects
 Date/Time: March 8, 2017, 8-10AM
 Location: Lovejoy Room, City Hall
 Attendees: Tom Dechenne, Tim Collins, Steve Kountz, Raihana Ansary, Corky Collier, Tony Coleman, Tom Bouillion, Tom Mills, Bob Hillier, Mauricio Leclerc, Zef Wagner

The PFC workgroup considered projects in the Transportation System Plan and Regional Over-Dimensional Truck Route Study and recommends the following projects be added to the TSDC eligibility list:

Transportation System Plan Projects:

TSP ID	Lead Agency	Name	Description	Cost	Financially Constrained?	Staff Response
20042	Portland/TriMet	South Waterfront Transit Improvements	Implement transit improvements identified in the North Macadam Transportation Development Strategy, including multi-modal transit hub and local bus service improvements.	\$2,806,000	Yes, Years 1 - 10	Most of the transit improvements identified in the North Macadam plan have been completed, and TriMet has not indicated plans for a transit hub or changes to local bus service in the Service Enhancement Plan. The Central City 2035 Plan proposes to remove this project from the TSP.
*30042	Portland/TriMet	MLK Jr Blvd Transit Improvements NE (Broadway Lombard)	Provide capital improvements that enhance the frequent bus service along MLK Jr Blvd.	\$1,926,330	Yes, Years 11 - 20	Staff agree that this is a priority, and will update the TSDC list to show a combined ITS, Transit, and Safety project on MLK.
30072	Portland/Port	Rivergate ITS	Connect real-time information to ODOT's Highway ITC systems.	\$ 480,000	Yes, Years 1 - 10	Based on staff feedback this appears to be a beneficial project that would complement the Rivergate Overcrossing. We will update the TSDC list to include this project.
30106	Port	Time Oil Road Reconstruction	Reconstruct Time Oil Road	\$9,000,000	Yes, Years 1 - 10	Staff agree that this could be a beneficial partnership between PBOT and the Port. The project will be added to the TSDC list at a reduced eligibility to account for

						the expected contributions from other funding partners.
40025	Port	82nd & Airport Way Grade Separation 82nd Ave & Airport Way, NE	Construct a grade-separated overcrossing to allow for uninterrupted flow along Airport Way and remove at-grade light rail crossing.	\$50,000,000	Yes, Years 1 - 10	Staff agree that this could be a beneficial partnership between PBOT and the Port. The project will be added to the TSDC list at a reduced eligibility to account for the expected contributions from other funding partners.
*40059	Portland/ODOT	MLK Jr Blvd Freight Improvements MLK Jr, NE (Columbia - Lombard)	Expand roadway to provide better connection between streets for improved freight movement in and through the area.	\$12,605,000	No	This project was put on the financially unconstrained portion of the TSP because it is very expensive, performed poorly in the project evaluation, and does not yet have clear support or interest from ODOT, the facility owner. PBOT would like to finish the current project on Columbia Blvd at MLK and then re-evaluate the need for this project and its priority level.
40093	Portland/Port	Airtrans/Cornfoot Intersection Improvements	Add signals and improve turn lanes at AirTrans Way/Cornfoot Rd.	\$650,000	Yes, Years 1 - 10	Staff agree that this could be a beneficial partnership between PBOT and the Port. The project will be added to the TSDC list at a reduced eligibility to account for the expected contributions from other funding partners.
40102	Portland/Port	Columbia Blvd Freight Improvements Columbia Blvd, NE (60th - 82nd)	Construct street and intersection modifications to improve freight reliability and access to industrial properties. This project will be refined through the proposed Columbia Corridor Access Study.	\$14,859,000	No	This project was put on the financially unconstrained portion of the TSP because it is very expensive, performed poorly in the project evaluation, and has major impacts on adjacent industrial properties. PBOT has proposed a comprehensive study of the corridor to evaluate the feasibility and need for this project and to analyze alternatives.

40113	ODOT	Columbia/MLK Intersection Improvements, Phase 2 Columbia/MLK, NE	Intersection and signalization improvements with a dedicated northbound right turn lane, a second dedicated southbound left turn lane, wider sidewalks adjacent to the roadway, and improvements to the geometry of the existing southbound through/right turn lane.	\$12,000,000	No	This project was put on the financially unconstrained portion of the TSP because it is very expensive, performed poorly in the project evaluation, and does not yet have clear support or interest from ODOT, the facility owner. PBOT would like to finish the current project on Columbia Blvd at MLK and then re-evaluate the need for this project and its priority level.
70005	Portland	Cesar Chavez Corridor Improvements Cesar Chavez Blvd, NE/SE (Sandy - Woodstock)	Repair street, upgrade sidewalks, and add pedestrian/bicycle crossing improvements. Upgrade signals and make striping changes to improve traffic safety and transit operations.	\$5,000,000	Yes, Years 11 - 20	While this is an important corridor for traffic, it is not a major freight route and is not a high priority based on equity or safety compared to other major traffic streets. For these reasons, it is appropriate to leave it in the 11-20 year timeframe for now.
70045	Portland/ODOT	Inner Powell Blvd Corridor Improvements Powell Blvd, SE (Ross Island Bridge - 50th)	Retrofit existing street with multimodal safety improvements including enhanced pedestrian and bicycle crossings, pedestrian and bike activated signals, median islands with trees, redesign of selected intersections and stormwater management facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$7,997,100	Yes, Years 11 - 20	Upcoming ODOT and TriMet projects will be addressing a majority of the elements identified in the Inner Powell Plan, and further improvements are unlikely without a jurisdictional transfer. If a jurisdictional transfer becomes a reality, this project could become more of a near-term priority.

*Combine 30042 with 40059 as one project

Regional Over-Dimensional Truck Route Study Projects:

TSP ID	Lead Agency	Name	Description	Cost	Staff Response
TBD	Portland	Columbia Blvd Pedestrian Overpass Replacement	Replace or reconstruct the pedestrian overpass near George Middle School with a higher overpass to enable the use of Columbia Blvd as an Over-dimensional freight route	\$3,000,000	Staff agree with the conclusions of the study that this project would be beneficial for freight and would facilitate the use of Columbia Blvd for its intended function. This project will be added to the updated TSDC list.
TBD	Portland	Columbia Blvd Railroad Undercrossing Improvement	Lower the Columbia Blvd undercrossing at the UP Railroad Bridge just west of I-5 to enable the use of Columbia Blvd as an Over-dimensional freight route	\$3,000,000	Staff agree with the conclusions of the study that this project would be beneficial for freight and would facilitate the use of Columbia Blvd for its intended function. This project will be added to the updated TSDC list.
TBD	Portland/ODOT	N Portland Rd Columbia Slough Bridge Replacement	Replace the weight-restricted N Portland Rd bridge over the Columbia Slough to enable the use of N Portland Rd as an Over-dimensional freight route	\$7,500,000	Staff agree with the conclusions of the study that this project would be beneficial for freight and would facilitate the use of N Portland Rd for its intended function. This project will be added to the updated TSDC list.

In addition to the projects referenced above the PFC also recommends the following project be included on the TSDC eligibility list:

TSP ID	Lead Agency	Name	Description	Cost	Staff Response
TBD	Portland	N. Suttle Rd Street Improvements (N Portland Rd to dead-end)	Construct 3,000 lineal feet of industrial street improvement including sidewalks	\$9,402,000	Staff agree that this could be a beneficial partnership between PBOT and private property owners along Suttle Rd. The project will be added to the TSDC list at a reduced eligibility to account for the expected contributions from other funding partners and to reflect that a portion of the project could be seen as “major maintenance” rather than capacity.

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