

**PORTLAND FREIGHT COMMITTEE
AGENDA
Meeting No. 170**



WHEN: Thursday, August 3, 2017 @ 7:30 AM
WHERE: Lovejoy Room (2nd Floor), City Hall,
1221 SW 4th Avenue, Portland Oregon

<u>Time:</u>	<u>Topic:</u>	<u>Lead:</u>
7:30 AM	Coffee/Pastries/Introductions:	All
7:35 AM	Hot Topics, Points of Interest, Successes: PFC members report on current issues and events from their respective industries and affiliations. <ul style="list-style-type: none">• Crossing improvements on N. Columbia Blvd at George Middle School.• September construction closure of N. Columbia Blvd at UPRR crossing.• August 21st Eclipse event traffic issues.• Fossil Fuels Zoning Ordinance update.• Terminal 6 Update	Pia Welch/All
8:15 AM	Legislative Update: Andrew Plambeck will provide the highlights and key takeaways from the recently approved HB2017. (See summary: https://olis.leg.state.or.us/liz/2017R1/Downloads/CommitteeMeetingDocument/137402) Action requested: Informational Item	Andrew Plambeck (ODOT)
8:30 AM	Cornelius Pass Road Safety Project: Riad Alharithi (Multnomah County Road Engineering Services Manager) will provide an update on the upcoming Cornelius Pass Road Safety Improvements Project and planned detour routes for hazardous materials. https://multco.us/roads/cornelius-pass-road-safety-improvements Action requested: Informational Item	Riad Alharithi (Mult. Co)
9:30 AM	Adjourn	

Questions about this agenda or other questions about the Portland Freight Committee (PFC):

- Contact Robert Hillier, 503 823-7567 or Robert.hillier@portlandoregon.gov
- Also, visit the Portland Freight Committee website at: www.portlandonline.com/transportation/freight

**Notes from Meeting No. 169
July 6, 2017**



7:35AM - Hot topics, points of interest, successes (Raihana Ansary/ All)

Suttle Road LID - Council on May 10th and unanimous approval. Looking for support from the PFC. Agreed they will support.

OD Truck Route Study - Taken to council on July 19th. Lots of roads included the last and first mile. Comprehensive study that analyzed 34 OD truck corridors and 20,611 single trip permits. Going to add the recommended capital improvements to the RTP to search for alternative funding sources.

Comment: Keep Vision Zero in mind while addressing needs in these 34 corridors.

Question: I-5 undercrossing. How important. What's the significance? Answer: A lot of the over height loads can use Columbia Blvd, but some of the goals in the Freight Master Plan won't be achieved with the current height. 17'4" to be a freight route. For Columbia Blvd to be a high freight route, it needs to be able to accommodate taller trucks. Comprehensive approach looking at heights and chokes.

Comment: Union Pacific is going to build a new bridge and you need to keep this in mind.

Bob: Wanted engineering costs, so DKS came up with this. We have basic cost ranges to give a general range of how much these capital improvements would cost. Kinder Morgan high-pressure jet fuel line makes things difficult.

Question: Any consideration given to barging from the Willamette to the Columbia?

Answer: Limited budget required us to work with the existing roadway system. Didn't get into a whole lot of barging detail because it would require new facilities. Good idea for the update to the freight plan.

Comment: Reducing beam width on the UP bridge was brought up as a solution.

Transportation System Development Charge Update

9 projects added since the last meeting with the PFC (5 from PFC recommendations and 3 from OD study). Looking for support from the PFC and for someone to testify in favor of the TSDC at the end of the month.

Question: Lots of warehouse and light industrial development in the last few years. You should email this information to Bob to share with PFC. Curious about whether the rate is going up or down.

Question: Does this apply to a place expanding its facility?

Answer: It is based on use and square footage. If you don't change use or square footage, there won't be any charges.

Question: SDC charges the last few years have become proportionately expensive compared to development. Are there any checks and balances? Any comparisons to other cities?

Answer: We're very sensitive in setting our rates at 50% and trying to keep comparable to what they are today. Consultants did some work looking at the impact of fees on development. Easier to do residential comparison to residential. Business uses vary and that makes comparing more difficult than houses. 50% was consistently what we heard and over that is a deal-breaker.

Comment: Last update funded projects at 40%. Recommendation for our group to leave feedback on the project list and let brokers/ developers focus on the impacts. Methodology and rate structure are far out of our purview.

Comment: Need to convey to the different groups how these rates work for different uses. Response: Went to 25 different organizations and invited participation. The audience determines the level of interest. You go to neighborhoods and their interested in the project list. You go to developers and their concerned with the rate.

Question: Did part of the study look at how SDCs would impact different parts of the city? City could use SDC to encourage and discourage some types of development in different parts. SDCs give the city the ability to control development.

Answer: Some of the neighborhoods are obviously different. We talk about SDC as a development strategy.

We're starting a more in-depth look at project spending citywide. Going through a process to identify how project meets the objectives of the shared goals. Geographic equity is one of our priorities. Discussion from developers and neighborhoods about what we do if a project gets on a list and what's the next step. Once it's passed, we can talk about how people stay involved and follow projects through. Eligibility gauged by readiness to build and how much alternative funding is available. We will share the criteria for funding with Bob to share with the letter writer.

Agency Updates

ODOT – a number of closures in the coming weeks on 99E northbound, northbound I-5 to OR-217, and bridge sealing closures. Detour plans for I-205 closures with ODOT.

Terminal 6 and Container Operation - Tom Bouillion will come back next time to talk about of this.

Metro's Development of Equity Criteria - They've developed a lot of interesting criteria, but not sure how it will be used. Would like to have someone come in and present on this.

HAND Neighborhood Representative - SE Clinton diverter causing freight trucks to back up on streets or get stuck on 14th Ave. Vehicles up to 68' coming through this area.

Central Eastside - Structured parking planned by PDC. Doing a lot for transportation, but want structured parking now despite decreasing automobile usage in the future. Hope to make it easier for freight, and bicycles operating in Central Eastside.

State Transportation package moved out of Oregon House to Oregon Senate as a watered-down version. Not as good as we hoped, but it's moving forward. Not sure if any of the Rose Quarter projects were included. 217 and other projects still in there.

Question: Why did the package get watered down? Answer: Concern about the voters not liking taxes. The surcharge, additional gas tax, was the point of contention. Rose Quarter is still in there, but funding uncertain (tolling would be an option). Congestion pricing and tolling like in Seattle.

8:42AM - RTP Call for Projects Update (Bob Hillier/ All)

PFC Subcommittee formed and met in June. 250 Portland RTP projects. PFC task to look at freight projects and categorize. Four different primary objectives used to categorize RTP projects. Looking for PFC support. Also, are these the types of objectives the PFC wants to support? Missed deadline for PFC submitting a letter of support, so PFC would need to send directly to Metro.

Question: We just came up with those criteria on the spot. Not sure how well they'll fit Metro's criteria. A lot of projects removed.

Answer: Not removed from the list, but these are the projects that the PFC supports and match the values of the committee.

New TSP projects to be added to RTP.

Comment: Columbia Boulevard Freight circulation study would look at improving the circulation and widening, which is expensive.

Comment: Two multi-modal projects - Columbia Channel, Army Core of Engineers project, should be included. Not sure whether channel deepening/ widening would be on the RTP list. How much would this cost? Check in with Kim on this one. Kenton Line Double Tracking is another that's a regional rail strategy. The PFC should add both of these. Corridor Study and rail separations would be a partnership with the Port and the city. Study that's out there, but the partners haven't sat down to seriously discuss how much it would cost to study. Lack of coordinating with the Columbia Corridor. Someone needs to step up to the plate and develop a plan for this corridor. 47th Ave, new Post Office, and double tracking going on there. TGM grant could be very important to studying this area.

9:16 - Transportation System Plan Phase 3 Update (Francesca Patricolo)

Overview of the performance measures in TSP update. In compliance with the Regional Transportation Functional Plan. Review these performance measures and forward comments to the TSP email. Let PBOT know what you think and what you would change.

Comment: Don't see anything about economic development.

Response: The modeler uses Comp Plan, which had economic factors baked in to the modeling.

Comment: How do you measure freight reliability? Does it mean a trucker can make the trip, or makes the trip in 12 minutes? When you talk about economy you need to talk about how goods move in and out of the system. Discussion of reducing trips and increasing efficiency in freight. Needs to be a mention about the economy. Talk about how less trips frees up more room for freight. Freight not mentioned anywhere in here. Distance impacting how far people bicycle. Answer:

Look for more transparency as it pertains to the economy and how TSP objectives will impact freight. PFC wants some data to see how we're going. City recognizing the decrease in bike trips recognizes that we need to use data to inform our performance measures and development of the plan.

Comment: Keep in mind the connection between freight and Vision Zero, as it relates to freight conflicts on Clinton (mentioned earlier).

9:30AM - Adjourn