

Heavy Vehicle Use Tax (HVUT) Candidate Projects List: 2/10/2017 PFC Workgroup Ranking and Comments

Candidate Safety Projects: \$3.9 million to allocate												
PFC Ranking	Map ID	Project Name	Freight Classification/Function	Traffic Count Location (Year)	Average Daily Traffic (ADT)	Trucks Volumes	% Trucks	Trailers 5-axles or >	% all Trailers of ADT	PBOT Funding Recommendation	PFC Funding Request	PFC Workgroup Comments (2/10/2017)
1	S6	N/NE Columbia Blvd ITS	Classified as a Priority Truck Street and NHS Intermodal Connector. Identified as a High Truck Crash Corridor on PBOT's Vision Zero Network. On Freight Master Plan project list.	N Columbia Blvd west of Midway Ave (8/2016)	12,109	3,148	26%	1496	12%	\$500,000	\$500,000	Eligible for SDC funding (#30008, \$5million)
2	S5	Bridge Column Safety/Impact Attenuators	All proposed locations are on roadways that are identified as High Truck Crash Corridors on PBOT's Vision Zero Network.	*see S6 Columbia Blvd						\$250,000	\$250,000	
3	S2	NE Marine Drive/33rd Signalized Intersection	This segment of NE Marine Drive is not classified as a truck street but functions as a major truck corridor for regional freight movements. Identified as a High Truck Crash Corridor on PBOT's Vision Zero Network.	NE Marine Dr east of 13TH Ave (2/2014)	10,648	2,725	26%	961	9%	\$500,000	\$500,000	Eligible for SDC funding (#40006, \$1million)
				NE 33rd south of Marine Dr (12/2015)	5,315	1,000	19%	197	4%			
4	S8	St. John's Truck Strategy, Phase 2	Classified as a Priority Truck Street and NHS Intermodal Connector. Identified as a High Truck Crash Corridor on PBOT's Vision Zero Network. On Freight Master Plan project list.	N Lombard south of St Johns Ave (1/2015)	8,700	2,279	26%	651	13%	\$700,000	\$560,000	Reduce \$700,000 request by 20% and seek other matching funding sources. Eligible for SDC funding (#30070, \$4million).
5	S3	N Greeley Ave Multi-Use Path	Classified as a Priority Truck Street and NHS Intermodal Connector.	N Greeley south of Going Street (9/2016)	25,488	3,759	15%	892	3%	\$650,000	\$520,000	Reduce \$650,000 request by 20% and seek other matching funding sources.
6	S4	Guardrail Installation and Upgrade Program		*see M8 NE Cornfoot Rd	5,024	1,053	21%	357	7%	\$500,000	\$500,000	
7	S7	NE MLK ITS/Signal Improvements	Classified as a Major Truck Street and as a High Crash Corridor on PBOT's Vision Zero Network. On Freight Master Plan project list.	NE MLK south of Ainsworth St (9/2016)	27,256	2,140	8%	200	<1%	\$1,000,000	\$800,000	Reduce \$1,000,000 request by 20% and seek other matching funding sources. Eligible for SDC funding (#40058, \$1million). This funding request is strictly for ITS measures on MLK. There is an additional \$350,000 in funding for the MLK Pedestrian projects (\$200k from Fixing our Streets and \$150k from PBOT's Active Transportation budget.)
										Total Request:	\$3,630,000	
Available for Safety:					\$3,900,000			Cut Required:			-\$270,000	Redirect surplus to other HVUT safety projects: S2, S4, S5, S6
Candidate Maintenance Projects: \$3.5 million to allocate												
PFC Ranking	Map ID	Project Name	Freight Classification/Function	Traffic Count Location (Year)	Average Daily Traffic (ADT)	Trucks Volumes	% Trucks	Trailers 5-axles or >	% all Trailers of ADT	PBOT Funding Recommendation	Funding Request	PFC Workgroup Comments (2/10/2017)
1	M6	N Burgard Rd: Terminal Rd - Columbia Blvd. (1,900 feet)	Classified as a Priority Truck Street and NHS Intermodal Connector. While not identified as a High Truck Crash Corridor Burgard does connect to Lombard and Columbia Blvd which are High Truck Crash Corridors.	Burgard east of Time Oil Rd (8/2015)	8,116	3,336	41%	1555	19%	\$100,000	\$100,000	
2	M3	N Marine Drive: Kelly Pt Park to Leadbetter Rd (2,640 feet)	Classified as a Priority Truck Street and NHS Intermodal Connector. Identified as a High Truck Crash Corridor on PBOT's Vision Zero Network.	Marine Drive East of Leadbetter (9/2008)	19,053	4,634	24%	2877	15%	\$1,500,000	\$1,500,000	Compare cost of rebuilding street with concrete vs asphalt overlay. May drop from HVUT list with concrete rebuild.
3	M2	N. Lombard St: N Ramsey to 2,500' north	Classified as a Priority Truck Street and NHS Intermodal Connector. Identified as a High Truck Crash Corridor on PBOT's Vision Zero Network.	N Lombard north of Ramsey Rd (9/2010)	5,735	2,007	35%	1385	24%	\$1,000,000	\$1,000,000	
4	M7	N Suttle Rd: N. Portland Rd to dead end (3,000 feet)	Classified as a Freight District Street.	No traffic counts available						\$500,000	\$500,000	Total project cost is \$9.4 million and contingent on approved LID. What will \$500,000 buy? Consider eliminating.
5	M8	NE Cornfoot Rd: NE 47th Ave to Alderwood (7,800 feet)	Classified as a Priority Truck Street and NHS Intermodal Connector.	NE Cornfoot east of NE 47th (3/2009)	5,024	1,053	21%	357	7%	\$500,000	\$500,000	Total project cost is \$8.65 million (Paving, Guardrail, MUP). More cost effective to complete as one project. Consider eliminating \$500,000 request.
				NE 47th south of Cornfoot (12/2015)	8,497	2,107	25%	684	8%			
6	M4	N Going St: Interstate Blvd East to Structure (500 feet)	Classified as a Priority Truck Street and NHS Intermodal Connector.	EB Going to SB I-5 on-ramp (3/2016)	7,700	1,100	14%	723	9%	\$600,000	\$600,000	
7	M5	SE Clay St: UPRR to Grand Ave (1,000 feet)	Classified as a Freight District Street.	SE Clay St east of 1st Ave (2/2015)	3,661	297	8%	33	1%	\$900,000	\$0	Eliminate \$900,000 request due to low truck volumes compared to other HVUT eminence projects.
										Total Request:	\$4,200,000	
Available for Maintenance:					\$3,500,000			Cut Required:			\$300,000	Redirect any surplus to higher ranked projects as needed.
Workgroup Attendees				Affiliation								
Mike Albrecht				Franz Bakery								
Corky Collier				Columbia Corridor Association								
Tom Keenan				Central Eastside Industrial District/Portland Bottling Company								
Bob Short				Private Citizen								
Pia Welch (Chair)				FedEx								
Tony Coleman				ODOT Region 1								
Steve Kountz				Bureau of Planning & Sustainability								
Tom Bouillion				Port of Portland								
Mychal Tetteh				PBOT								
Bob Hillier				PBOT								