

**PORTLAND FREIGHT COMMITTEE
AGENDA
Meeting No. 176**



WHEN: Thursday, February 1, 2018 @ 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. Other Hot Topic issues to discuss	Pia Welch/All
8:00 AM	Portland Region Value Pricing Update As part of HB 2017 the Oregon Transportation Commission established a Portland Region Value Pricing Policy Advisory Committee to guide ODOT throughout the value pricing feasibility analysis. ODOT Value Pricing Project Manager Judith Gray will provide an update on the status of this process and next steps. See project website: http://www.oregon.gov/odot/get-involved/pages/value-pricing-committee.aspx Action requested: Informational Item.	Judith Gray (ODOT)
8:40 AM	PBOT Project Updates PBOT Project Management staff will provide updates on the following projects: <ul style="list-style-type: none"> • North Burgard/Lombard-Time Oil Road Project (project construction in 2018) • NE MLK/Columbia Blvd Intersection Improvements (project construction in 2018) • Rivergate Overcrossing (project design and right-of-way phases in 2018) • Pedestrian crossing on Columbia Blvd at George Middle School • NE Cully/Alderwood at Columbia Blvd Action requested: Informational Item.	Winston Sandino
9:20 AM	Other Topics/Public Comment:	All
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. 175
January 4, 2018**



Announcements and Hot Topics

Tony Coleman: Wants to offer a presentation on the I5 interstate bridge. Traffic will shift during peak hours to have more lanes in the direction of peak travel. The project will begin in 2020. *Pia Welch said that it could be added to the April agenda.*

Andrew Plambeck: STIP is transit funding, which is being paid for by a payroll tax. Much of the funding will go to TriMet, but there are other transit systems in the region that will compete for funds.

Question: Has there been any work on the weight mile standard?

Response: Yes, it will be phased up over multiple years to a 55% increase. It will increase by 20% in the first year.

Question: Washington State is forming a committee to study the Columbia crossing. They have invited Oregon to participate. Has ODOT decided who will participate on that committee?

Response: We are in conversations with WashDOT to work with them on the crossing.

Marie Dodds: An advisory body has been set up to explore the types of tolling and potential mitigation on I-5 and I-205. Our task is to come up with recommendations to ODOT on congestion/value pricing. Some members of the group have taken issue with the idea of applying revenue from tolling to funds other than the highway trust fund.

Question: Will tolling be during peak hours only? Will freight be treated differently?

Response: That still must be worked out. Right now, the conversation is mostly about peak hour pricing. Whether freight vehicles will be tolled hasn't been decided yet. There will be 4 more meetings.

Robert Hillier: The Value Pricing Advisory Committee meetings are available to view online.

Question: is there any value in us showing up?

Response: There is time set aside for comments from other members of the public.

Question: Is this group exploring tolling on other roads?

Response: That is not part of this committee's charter.

Question: Does the HB2017 allow for tolling on other roads?

Response: The wording in the law specifically refers to tolling on the 2 freeways (I-5 and I-205) to manage congestion, rather than trying to raise revenue for other projects.

Question: The barge industry has an agreement to avoid bridge lifts during peak hours. Congestion pricing could divert traffic to times when barges will be traveling.

Pia Welch: Term limits have been implemented for advisory committees by City Council.

Peter Stark: Term limits were used to replace experienced people on the budget committee with people with little knowledge or experience on the relevant issues.

Robert Hillier: I will be meeting with the modal coordinators and PBOT outreach staff to discuss how we will be working with the term limit resolution going forward. The resolution has been passed, and it is binding. But we had very little advanced warning that it would be proposed. There are 8 long standing members of this committee, including the chair, that would be ineligible for this committee if this rule is implemented.

Peter Stark: The intention is to get new blood into committees, but the danger is that rules like these can kill committees.

Robert Hillier: This committee is composed of members that are experts in the field of multi-modal freight.

Question: If a representative of a company is term limited, could another member of that organization join in their stead?

Response: That still needs to be worked out.

Question: Is there an opportunity to present some of these issues to Council to change the rules?

Response: Well, the rule has been passed. I recommend that you talk to your Council members. I understand members of the BAC and PAC are going to set up a meeting with Commissioner Eudaly.

Question: Is this a statewide or citywide rule?

Response: It's a City rule

Corky Collier: I have put thought in this from the time that I was term limited from the Budget Committee. I suggest that we work with the other committees to weigh the advantages and disadvantages of term limits, and that we propose an alternative to the term limit rule. As an alternative, I propose that we establish 1 month terms, which would allow us to circumvent the rule.

Robert Hillier: The Commissioners will be drafting bylaws for the committees, which would preclude you from changing the length of terms.

Marie Dodds: Term limits might have made sense for neighborhood associations, where there are plenty of people that could fill vacancies.

Question: It would be nice if members of the other modal committees would attend meetings of the other committees.

Response: The problem is that members of the other committees don't share hours that overlap with our committee.

Robert Hillier: In the past, we have convened the chairs of the various committees to have discussions that affect multiple modes.

Corky Collier: The nature of this committee is that it is an expert group, we are more than just an advisory committee. We should invite the commissioners to attend.

PFC 2017 Recap and Priorities for 2018 and Project Updates

Robert Hillier presented the annual report on the Freight Committee

Robert Hillier: PBOT staff will be meeting later this month with state representative/speaker Tina Kotek, who secured \$1.5 million in HB2017 for crossing improvement at the George Middle School.

Question: Did we get results on usage rates of the pedestrian crossings in the area?

Answer: PBOT staff, myself included, have observation pedestrians and cyclist using the existing bridge, but are also crossing Columbia Blvd at grade.

Question: If you are going eastbound on Columbia at that point, you are going uphill. A crossing could stop a truck that is building momentum to try to climb the hill. A traffic light might be a better solution at that location because it would be more predictable than a pedestrian activated signal.

Answer: What's driving this discussion is that a pedestrian was killed at that location. It's not a simple solution to decide where to put a crossing as there is no single preferred at-grade crossing location currently observed.

Union Pacific

Aaron Hunt presented on the Union Pacific rail system in the State of Oregon. The Brooklyn Yard in Portland is one of the top 10 most important rail yards in the system. There are chronic issues with street blockages at 8th, 11th, and 12th. UP is exploring a new switching system at the north end of the yard to alleviate some of the blockage issues. UP is in the process of implementing Positive Train Control (PTC), which is required to be implemented on all lines that carry passenger traffic, or chemicals that can pose inhalation hazards. UP has replaced the lag bolts on all of the lines in the Columbia Gorge. Lag bolts were the cause of the derailment of the petroleum train in 2016.

Question: Do you know the status of BNSF implementation of PTC?

Answer: I believe that they are further along than UP. I believe that all of their lines in Oregon and Washington already have PTC.

Question: Are there disadvantages to using PTC other than cost?

Answer: Yes. Sometimes you experience false stops that slow traffic throughout the network.

Question: What will be the outcome of the analysis on the switches in the Brooklyn rail yard?

Answer: The outcome will be that new switches will result in a significant reduction in train holding times. The current system requires conductors to get out and walk the length of the train to manually flip switches. An automated system would reduce the switching time.

Question: PBOT is exploring improving at-grade rail crossings in the Columbia/Lombard Corridor. Do you have any feedback on these issues?

Answer: We need to make sure that whoever is doing the study is coordinating with us at the outset.

Question: Are you exploring double tracking the rail line on NE Cully?

Answer: That is not a priority. Right now, Mosier is the biggest bottleneck in our system.

Question: There is a desire to build a cement road multimodal pathway. Has UP explored that?

Answer: The Albina Yard is a key hub in our network. There is a lot of remote controlled traffic in the area, and it is the location where our crews change. It would cost \$30-50 Billion to move the yard.

Question: Are you still looking at double tracking in Portland?

Answer: All of our focus is on sidings or double tracking in Mosier.

Question: Is there any discussion of the closing of the at grade crossing at 11th and Lombard? That's an important point for oversize freight.

Answer: There is still discussion about that issue.

Question: We sometimes get surprised by closing of over-dimensional crossings. How do we stay informed about these issues?

Answer: The UPRR expert on rail closings is Terrill Anderson. We recently did a study that identified all of the crossings and explored which needed to be closed and safety improvements that could be made on the others.

The list of crossings is proprietary, but we could discuss issues that are pertinent to the interests of this group.

Question: How have you addressed the issues with the Mosier train derailment?

Answer: We are required to carry petroleum products by federal requirements because we are a common carrier. We only move about 3 trains a month that carry these materials, but we are working to improve safety on these trains. We are monitoring groundwater in Mosier.

Question: Did you work on a project to improve track curvature near the steel bridge?

Answer: That is a topic that UP is interested in, and it is something that we would like to explore through the Connect Oregon project if the funding was available. We did replace the lag bolts on all track curvatures that are greater than 3 degrees.

General Discussion

Question: We have discussed the idea of doing a press release to distribute the message of what the Freight Committee is and who we represent. Would it be a good idea to do that now, in light of the term limit conversation?

Answer: We need some kind of news hook. Would congestion pricing be a good topic to get our message out?

Question: NPR was talking about doing a story on the diesel emissions reduction act, which focuses on school buses.

Question: Has there been a study that differentiates between the emissions from Asia that are impacting our air, vs. what we contribute?

Question: Should we discuss autonomous vehicles and autonomous trucks in the near future?

Question: Can we get Freightliner to come in and discuss their work on platooning?

Answer: PSU has a group that is exploring the AV (autonomous vehicle) issue.

Answer: AAA has been active on the national scene. They made recommendations to NHTSA.

Question: Could someone from AAA make a presentation to this group?

Answer: Yes.

Adjourn 9:30 AM