

**PORTLAND FREIGHT COMMITTEE
AGENDA
Meeting No. 177**



WHEN: Thursday, March 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: <ul style="list-style-type: none">• 2018 TGM Grant Projects	Pia Welch/All
8:00 AM	PBOT Parking Management Manual Update: Malisa McCreedy (PBOT) and William Reynolds (Kimley-Horn) will present the draft Parking Management Manual Update and solicit feedback from the committee. See attached report at the following link: https://kimley-horn.securevdr.com/d-sb76e62096d740948 Action requested: Informational Item.	William Reynolds (KH)
8:30 AM	Build Portland: Emily Tritsch will present the latest Build Portland projects list for committee review and comment. Project list attached. Also see the previous Build Portland work sessions presentation: https://www.portlandoregon.gov/cbo/article/655239 Action requested: PFC support for Build Portland Transportation Projects.	Emily Tritsch (PBOT)
9:00 AM	PBOT Budget & Capital Improvements: PBOT staff will provide an update on the current PBOT Budget process and capital improvement projects. Action requested: Informational Item.	Mark Lear (PBOT)
9:20 AM	NW Front Avenue Project Update: Andrew Aebi will provide an update on the NW Front Avenue SDC improvements as a follow-up to last month's introduction of this project. Action requested: Informational Item.	Andrew Aebi (PBOT)
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. 176
February 1, 2018**



Hot Topics, Points of Interest, Successes 7:35AM

Pia Welch - Privilege tax for vehicles over 20,000 lbs.

Tony Coleman - Know Before You Go in July – Ramp closures between I5 and I84

Comment: Will Westbound traffic be able to transfer?

Response: Yes. The dates and closures will be on the ODOT website.

Comment: How would tolling happen, and how would the revenue be used?

Response: Judith Grey, the value pricing team leader will be presenting later today.

Comment: Are there any plans to monitor the auxiliary lane changes?

Response: ODOT has been requested to not do night work on auxiliary lanes. We are managing lane closures and construction time tables to address observed congestion issues.

Peter Stark – Traffic analysis that was done for the Naito Parkway project was done during a period that the Morrison Bridge was closed. I'm concerned that the projections of the study may not correctly estimate the impact on freight vehicles. Kate will be replacing me on the committee in the Spring.

Tom Bouillion – There have been a lot of developments at Terminal 6 over the last year. The findings of a recent study on potential container shipping have been released. The first arrival of Squire ships has occurred. Another service has started up in the last month: BNSF intermodal shuttle service.

Tom Keenan – You can't expect business people to show up at PBOT open houses with just 1 or 2-day notice.

Pia Welch – I have noticed a trend of short notice and release of materials for open houses. I will let PBOT Director Leah Treat know that this is an issue.

Kevin Johnson – A shuttle will be running along Water Ave. to relieve parking and congestion in the CEID.

Peter Stark – There has not been an RFP yet.

Comment: You're going to get vehicles to park at the Ford building?

Response – The idea is to get people to park past the ODOT blocks, perhaps as far as OMSI. We will be studying a variety of options for improving parking capacity off-street.

Sorin Garber – Washington legislative action: Important Corridors being designated (will include Columbia River Crossing). 2 Other important transportation bills.

Steve Kountz – News updates on brownfields: The City is exploring tax breaks for brownfield development. State legislature is considering an income tax break for brownfield redevelopment.

Comment: Aren't there transportation access issues with brownfields in Portland?

Response: Yes, there are lots of issues with brownfield redevelopment.

Comment: Is the City taking advantage of land bank legislation?

Response: People are waiting for the legislation to be in place to start working on it.

Comment: Portland's land use planning relies on robust brownfield redevelopment, but so far, this is happening more slowly than was projected.

Comment: What is a land bank?

Response: It is a system that allows development of brownfields with less risk to buyers.

Response: A land bank is patient capital that can wait for opportunities.

Comment: What is happening with the Esco property?

Response: Esco is trying to get the zoning changed from Industrial to Commercial Mixed Use.

Portland Region Value Pricing Update 8:00 AM

Judith Gray gave a presentation on Value Pricing, otherwise known as Congestion Pricing, which is being considered for implementation by ODOT on freeways in the Portland area.

Comment: Will single occupancy vehicles be charged differently than freight vehicles?

Response: That is something that we are exploring in this plan, and we would welcome your comments on the survey if this is something that is a concern to you.

Comment: Is there a problem with the Federal Highway Administration tolling an existing facility?

Response: Historically, tolling has typically occurred on new facilities. FHA has a Value Pricing Program. This program has been around for a while, but one of the restrictions on the program is that prices must be able to vary with changing traffic conditions.

Comment: Why isn't WashDOT at the table?

Response: They are. We are working with WashDOT, Vancouver and Clark County in the conversation.

Comment: Will revenue be shared between Oregon and Washington?

Response: HB2017 and HB101 do not say anything about revenue sharing. They establish pricing and a fund to collect congestion charges. They say nothing more.

Comment: In Seattle, pricing considers the number of people in the vehicle. Will this system work that way?

Response: Ridesharing is something that is being considered. That would be good input for the survey.

A lot of people don't realize photo enforcement is used on Seattle HOV lanes and no need for toll booths.

Comment: Equity analysis – Economists support the idea of congestion pricing, but switching from a public good to a priced good has impacts on poor people. It prevents them from having access to transportation.

Response: The advisory committee does include people from both social justice and environmental justice advocacy groups. There has also been specific outreach to people of color and people from different language groups. The project has been tasked with analyzing the equity impacts of the program. We do understand that there is a disproportionate impact on low income people. Some of the concerns that we are exploring is that we want to make sure that this is not a proxy enforcement mechanism to target specific groups. We are also looking at discounted transponders or discounted transit passes for impacted groups.

Comment: Wealthier people tend to live closer to city centers in the Pacific Northwest, contrary to the national trend. This means that working class people often commute further in this region than do wealthier people. Is the analysis of equity impacts taking this into account?

Response: We care a lot about the commute impacts on low income people.

Comment: How will you decide what pricing scheme to settle on?

Response: Pricing strategies won't be decided by the Policy Advisory Committee. Our metric is to minimize the overall time lost to congestion. We could put in criteria into the model, such as, we want to keep traffic flowing at 40 mph or faster 90% of the time.

Comment: The idea of using the revenue generated to make system improvements is good. On this subject, environmental justice and equity priorities appear to be in conflict. Previously, ODOT explored building new tolled lanes on 217 but rejected the proposal. Are people that were involved in that process working on the current one?

Response: Some of the issues that led to the rejection of that proposal had to do with intersections. I believe that the issues are different in this case.

The issues with 217 was that tolling would only leave a single, un-tolled lane open. Also, a lot of access issues.

Comment: I understand converting lanes to HOV helps but how can you predict impacts on existing lanes?

Response: Any strategy would have to address HOV implementation. But many trips that are currently made on freeways are less than 4 miles in length, and these trips could be made using local streets, transit or other modes.

Comment: In Seattle, many people avoid driving in tolled lanes because the cost is so high.

Response: Tolling is variable in value pricing schemes. You can adjust the price to achieve goals. The price can be lowered if you want to attract additional traffic from other lanes.

Comment: Economic models are based on people making rational decisions, but it seems that sometimes, people don't make rational decisions about transportation and pricing. I hope that algorithmic pricing schemes don't achieve extremely high pricing (such as \$44 dollars that was reported in Alexandria, Virginia).

Response: We can set a threshold that prevents pricing from exceeding reasonable levels.

Comment: Sums of money that seem like huge outlays for some people may be insignificant for others, given the growing wage gap. There is a danger that tolling will produce privileges that accrue to the wealthy, and I hope you will take that into account.

PBOT Project Updates 8:48AM

Winston Sandino presented updates on several current PBOT projects.

Comment: The Burgard/Lombard-Oil Time Rd project is coming in under budget. Can you use the extra money to divert bike traffic to another location with fewer conflicts with freight vehicles?

Response: It's federally allocated money. We have to give it back if we don't use it on the project. Also, there is extra money for contingencies. We may find that there is deeper, loose soil that might have to be dug out, and have rock inserted. Also, there might be necessary environmental remediation.

Comment: There is a lot of truck traffic on Alderwood. Will you be shortening the turn lane in that area?

Response: No. We are widening the lanes on Alderwood and increasing the storage capacity of the turn lanes from Columbia. PBOT is also buying additional right of way on Columbia for future widening.

Comment: Does traffic analysis show more right turns in this area than left turns? I think most traffic would turn left onto Columbia to go to I205.

Response: I'm not sure what analysis shows in this location.

Comment: Does the TSP have a project to separate grades at Cully?

Response: It is a TSP project. But grade separation is not part of the project.

Comment: The long-term plans anticipate the widening of Columbia between Cully and Alderwood, but what about the rest of Columbia? There are larger backups in other areas.

Response: There is a TSP project to widen Columbia over a much longer stretch. Columbia widening project was identified in the 2006 Freight Master Plan.

Comment: The Freight Master Plan includes an overcrossing for Cully over Columbia, and double tracking at Kenton. As UP congestion increases, the need for these projects will change over time. But the short-term needs are addressed by this project.

Response: This project costs \$5 million. An overcrossing would be much more expensive.

Comment: Has the freight community been engaged in the pedestrian Crossing at George Middle School?

Response: We don't have the money yet. We don't want to move to design until we talk with all affected stakeholders. We will present 3-4 alternatives to the community.

Comment: My concern is an intersection level analysis will be done but the corridor-wide impacts will not.

Response: We are looking at the corridor-wide impacts. A TGM grant was approved to look at the corridor between the freeways. We are exploring extending the scope to include Columbia west of I5.

Rivergate 9:30AM

The rail crossing over Rivergate Blvd can cause traffic to back up onto Lombard St. Funding has been secured to build an overcrossing that would alleviate this problem. Options are being explored to reduce the cost building the bridge. There is still a gap between existing funding sources and projected costs. The project would also realign the intersection between Rivergate and Lombard to improve turning movements.

Comment: Why was there a cost overrun?

Response: There were lots of issues. One of the biggest problems was the depth to which the pilings would have to be driven. These costs were anticipated, but there has been a general escalation of costs. Standard bidding costs have increased over the last few years. Current costs are still estimates, and there could be additional changes when bids come in.

NW Front Avenue and Naito 9:36AM

The Project is intended to improve pavement conditions on the existing street and to add bike facilities. The project would involve a road diet. The project team is exploring truck movements, and trying to avoid doing anything that would hinder freight vehicles.

Comments: Is the rail line affected?

Response: The rail line is South of Naito.

Comment: How wide are vehicle travel lanes?

Response: 11 feet. If you measure from the yellow line to flexible barriers, there will be 13 feet. We may eliminate some of the "candle stick" poles that will likely be taken out by freight vehicle turning movements, anyway.

Adjourn 9:42AM