

**PORTLAND FREIGHT COMMITTEE
AGENDA
Meeting No. 183**



WHEN: Thursday, September 6, 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. <ul style="list-style-type: none">• Regional Business Leaders Transportation Summit Recap	Pia Welch/All
8:00 AM	Heavy Vehicle Use Tax Update: In May 2016, Portland City Council passed the Heavy Vehicle Use Tax (HVUT) for generating an estimated \$2.5 million per year over four years to fund both street maintenance and safety improvement projects. The HVUT currently charges companies that have a Portland business license 2.8% of their Oregon Weight-Mile tax. Adjustments to this rate are authorized per city code based on the projected yearly revenues being generated. PBOT staff will provide an update on the revenue forecast to date, the proposed rate changes and the current status of the identified maintenance and safety projects. See PBOT link: https://www.portlandoregon.gov/transportation/64188	Mychal Tetteh (PBOT)
8:40 AM	Central City In Motion Update: PBOT project manager Gabe Graff will provide an update on the Central City In Motion plan, including the 18 project proposals currently under consideration. One of the proposals is to provide dedicated Freight and Bus lanes on MLK and Grand. The project team seeks the committees input on how PBOT might best manage Freight and Bus lanes, specifically how to determine which freight vehicles should utilize such a facility. See project link: https://www.portlandoregon.gov/transportation/71158	Gabe Graff (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

Hot Topics, Points of Interests, Successes

- Regional Transportation Plan Update Comment Period, due on Aug. 13th. Hearing at Metro at 2pm today (8/2).
 - The committee decides to set up a subcommittee to review freight related projects in RTP.
 - Metro recently released the Urban Growth Report and will hold a hearing and vote on the plan.
- I-5 Bridge Replacement
 - Corky Collier (Columbia Corridor Association) and Ron Arp (Identity Clark County) have drafted a letter concerning I-5 Bridge Replacement project to Oregon legislature. They encourage committee members to sign to urge Oregon legislature to work with Washington legislature on the issue. There is no ownership of the letter. It expresses a general support to look into the bridge replacement.
 - Washington legislature has reviewed what needs to be updated from the Columbia River Crossing project. They have already appointed 8 legislators and extended invitation to Oregon legislature to appoint 8 members to work together. This letter is to urge Oregon to work together with Washington.
 - It's worth noting that the Washington legislature has decided on no tolling, and the new bridge would have to maintain the same number of lanes.
- Central City in Motion Projects in Central East Side
 - The main concern is the project that would take away 250 parking spots in Central East Side to build protected bike lanes. Proposal to take away one lane on 11th/12th and leave one wider lane is concerning for trucks.
 - Central East Side commissioned a freight study, which has just started the modeling process. It includes putting bike lanes along freight corridors. There will only be a couple of weeks from the end of freight study to the council vote date. There is lack of public involvement in freight. No involvement of Pearl District. Central East Side proposed to push back council vote date.
- PFC SW Corridor DEIS Comment Letter
 - The committee has drafted a letter to get answers on questions concerning TSP policy issues, how does it impact Barbur Blvd, over-dimension vehicles, and I-5 backup issue. Letter attached in previous email.
- Portland Container Tour Recap
 - The tour included major ports between Portland and Seattle, including Terminal 6, Port of Portland, Terminal 18 in Seattle, Port at Puget Sound, etc.
 - Very informative on the ways containers move around at ports and connect with freight
 - Economic implications of expansion of SEATAC into Puget Sound? The Port of Portland has looked at overspill effects to Puget Sound and SEATAC, but no study on that specifically
 - Rail and ship traffic are closely connected. Currently, a lot of increase in transporting containers is rail improvements
- ODOT Road Closures Update
 - Glisan On-ramp to Southbound I-5 14-day full closure from 7/27 to 8/11.
 - Four on-ramps to north bound I-5 closures this weekend from 10 pm on 8/3 to 5 am 8/6.
 - Two I-5 ramps at Lower Boones Ferry Road closure from 10 pm on 8/3 to 5 am 8/6.
 - See more details at <http://i205construction.org/>.
- Update on 0.5% privilege tax HB 2017 and litigation against the State (AAA and Oregon Trucking Association)
 - The 0.5% privilege tax is designated to EV rebates. AAA Oregon and Idaho and Oregon Trucking Association brought this case to court, but they lost the case in Oregon Supreme Court.

SW Capitol Highway Project Update 8:00AM

- Project scope: from Multnomah Village to West Portland, about 9/10 mile, mostly residential.
- History: the street was constructed 102 years ago and was annexed from 1950s to 1978
- The segment needs infrastructure improvements. Currently, there are no sidewalks, no pedestrian crossing, no stormwater facilities, etc.
- Typical section design: sidewalk on eastside, protected bike lane on eastside (downhill), on westside more topographical issues, will have combined multi-use path (uphill)
- Comment: Curb to curb width 24' including swales and center line is too narrow for trucks.
 - Answer: We consulted TriMet and the city engineer and both are comfortable moving forward, but we will look more into the issue.

I-5 Rose Quarter Project Update 8:33AM

- Online survey at www.i5rosequarter.org. Submit online comment form and sign up for Project Email Update.
- In late fall 2018, the NEPA required Environmental Assessment will be published.
- Question: How does the project improve freight connections to lower Albina and industrial district nearby?
 - Answer: Auxiliary lanes and new connection from NE Hancock and N Dixon will improve connectivity. Access to southbound I-5 will be moved closer to lower Albina.
 - Trucks at Broadway and Interstate often run on curbs when turning. Highway cover-ups will provide more space for all modes of transportation
- Question: What's the response to the No More Freeway advocates? Air quality impacts on PPS school site?
 - We've had conversations with PPS. They conducted a study on air quality and the project team also is conducting an environment assessment to compare build/no build scenarios impact on air quality. We share project updates with the No More Freeway people to clarify there is no new freeway through lane and more improvements other than freeway. The No More Freeway group is a vocal group that involves all users, but there is equal support from other people.
- What's the ADT of project area before and after? The no build ADT is very similar to the build ADT.
- Eastbound on Weidler to I-5 doesn't seem to have enough improvements for trucks.
- Comment: need for more air quality monitoring in project area for more accurate data for modeling and study.

Regional Value Pricing Project Update 9:03AM

- Three alternatives presented to the advisory committee: a) no value pricing; b) tolling on I-5 and I-205 from Multnomah to Columbia; c) tolling all I-5 and I-205 in the city in all directions.
- The advisory committee is very diverse and has members that think tolling would solve congestion problem, and members that vehemently oppose it. We don't think tolling would solve congestion and have supported expansion of capacity. AAA and Oregon Trucking Association agree to not oppose tolling in the project advisory committee. One of the reasons is HB 2017 doesn't have funding to expand freeway capacity. Another one is that tolling I-205 would divert vehicles to I-5 and add more traffic to existing bottlenecks. Tolling may also provide the funding we need to expand capacity.
- Tolling fund might go into Highway Trust Fund, but there is no definitive answer yet.
- The Port of Portland supports the broadest tolling. We see it as a way to manage demand and raise more revenues. The Port supports option C and sees option B as a way to it.
- Question: What are the studies available on tolling impact?
 - Answer: Consultants have conducted modeling and have concerns about diversions to other highways if we only toll part of the freeways. That's how they ended up recommending the two options.

- Comment: Another question would be whether trucking companies would divert to local streets once the toll is implemented. Would truck drivers choose to divert if the company allows it?
- Comment: Some traffic on our freeways are not Portland destination. How would tolling impact them?

Adjourn 9:30AM