

**PORTLAND FREIGHT COMMITTEE
AGENDA
Meeting No. 184**



WHEN: Thursday, October 4, 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">• Heavy Vehicle Use Tax Oversight Committee Recap• Central City In Motion Freight Study Review Meeting Recap	Pia Welch/All
8:00 AM	Columbia/Lombard Mobility Corridor Plan Update: The Columbia/Lombard Mobility Corridor Plan will kick off this fall and a Stakeholder Advisory Committee will be formed to help guide the process. PBOT staff will provide a project overview and discuss the process for selection stakeholder members. (see attachment).	Bob Hillier (PBOT)
8:30 AM	Freight Priority Program Update: The Council approved Heavy Vehicle User Tax allocated \$500,000 to the Freight Priority Program for completing targeted freight and safety improvements. PBOT staff will provide an update on the identified improvements currently being considered.	Bob Hillier (PBOT)
9:00 AM	PBOT Project Updates: PBOT project manager Andrew Aebi will provide updates on several projects in the Columbia Corridor: <ul style="list-style-type: none">• NE 46th & Saratoga Local Improvement District (new LID)• NE 47th Ave LID Project Update• Columbia/Lombard Wayfinding Project• NE Suttle Road LID Project	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

Portland Freight Committee

Notes from September 6, 2018 Meeting No. 183

Hot Topics

SW Washington and Identity Clark County are asking the governors of both Washington and Oregon to reopen the discussions on replacing the I-5 bridge. Several Business Organizations came forward to support this effort. A letter has been prepared to Oregon House Speaker Tina Kotek and Senate President Peter Courtney to reengage in conversations with Washington over the I-5 bridge replacement.

The Port of Portland is working with the Union Pacific Railroad to explore the feasibility of double-tracking a spur line that runs under N. Lombard Bridge to provide improved rail service to Terminal 4. This

Heavy Vehicle Use Tax Update

Mychal Tetteh and Tyler Berry provided an update on the Heavy Vehicle Use Tax projects and revenue forecasts.

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 (\$10 million total) to help 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.

Current funding projections show only \$8 million will be collected over the four-year period leaving an estimated \$2 million shortfall. The shortfall has necessitated the need to either raise additional revenues or reduce the original project allocations. The current PBOT proposal to increase the City's share of the Weight-Mile Tax (WMT) from 2.8% to 4.8% was discussed with committee members.

Representative from Oregon Trucking Association cited potential commerce clause issues which may result in class action litigation. For much of the discussion of the proposed HVUT increase, appeals process and burden to small businesses were emphasized.

It was also noted that increasing the WMT rate would provide a further incentive for other businesses to apply for an exemption thus negating the extra revenues collected

It was suggested to use part of the City's allocation from the 53% increase in the statewide WMT approved under HB2017 since this increase is already being borne by the freight industry.

8:25AM Vote Called; The PFC members voted unanimously not to increase the current WMT rate and instead recommended seeking other funding sources to complete the originally approved project list.

The PFC directed staff to prepare a letter outlining the PFC's position to not increase the WMT rate to PBOT Director Chris Warner to present to the Fixing Our Streets Oversight Committee for their review and consideration.

Central City In Motion Update

PBOT project manager Gabe Graff provided an update on the status of the Central City In Motion plan, including the 18 project proposals currently under consideration. Ray Delahanty from DKS Associates presented the traffic analysis results that was conducted for the CCIM plan.

One of the proposals is to provide dedicated Freight and Bus lanes on MLK and Grand.

Mike brought up an issue with priorities for merging and freight turns. This opinion was shared by many that by adding uses to lanes, the BAT+ will be less effective in providing a priority lane.

Weight based detections for the BAT+ were discussed. Corky added that trucks use transponders.

Ultimately, one point was emphasized - keep it simple. BAT+ includes too much signage is confusing to truck/auto drivers.

Bob – Bikes should be on separate routes then using high volume traffic streets. A lot of concern was raised about removing travel lanes on 11th/12th and 7th for bike improvements.

Two issue spots were emphasized: 1) the stretch of NE Broadway near the I-5 Entrance (Turning right is difficult; trucks hit ramp and curb) and 2) Brooklyn Yard to I-5 ramps on SE Morrison and at NE Broadway (extremely difficult to merge left along NE Grand Ave due to heavy traffic)

Many in the Central Eastside Industrial District took issue with the removal of 250 parking spots being dedicated to bike lanes. Kate stressed the need to mitigate for the proposed loss of parking in the CEID.

Gabe referenced the need for the City to take measured and a proactive approach to addressing the growing congestion in the Central City.

Sorin raised concern that the PFC still doesn't understand what the impacts are and emphasized the need to conduct a more thorough traffic impact analysis. Gabe will provide Bob with the full DKS traffic analysis to share with PFC members.

Questions ensued around: How does this increase viability of the Central Eastside Industrial District? Where are the equity considerations for the people that need to drive to get to work? How would CCIM contribute to the industrial businesses in the Central Eastside?

The PFC requested a follow up meeting with the project consulting team to better understand the traffic impact analysis.

Adjourn 9:30AM