

**PORTLAND FREIGHT COMMITTEE
AGENDA
Meeting No. 196**



WHEN: Thursday, November 7, 2019 @ 7:30 AM
WHERE: Lovejoy Room (2nd Floor), City Hall,
1221 SW 4th Avenue, Portland Oregon

Time: Topic: Lead:

7:30 AM Welcome

7:35 AM Lombard Multimodal Safety Project: Shelli Romero (ODOT)
The Lombard Multimodal Safety Project is being designed to improve safety for all transportation modes along North Lombard (US30 Bypass) between N Fiske Ave and N Boston Ave. A reduction in travel lanes and removal of parking will begin at N Newman Avenue to N Boston Ave to accommodate a new center turn lane and bike lanes. The project also includes pedestrian improvements such as new crossings, audible pedestrian signals and ADA ramps while also maintaining access for over-dimensional trucks as a state designated ORS 366.215 freight route.

8:00 AM Special Guest – Oregon House Speaker Tina Kotek
State Representative and Oregon House Speaker Tina Kotek (District 44) will be our special guest this month. District 44 includes the Rivergate, Airport and Swan Island Industrial Districts and the surrounding North Portland neighborhoods. This will be an opportunity to engage with the Speaker on some of the key issues facing her district and our region such as Carbon Reduction/GHG Emissions, the I-5 Columbia River Bridge replacement, the Columbia-Lombard Multi-Modal Project, and the I-5 Rose Quarter Project.
<http://www.oregonlegislature.gov/kotek>

9:20 AM PFC Officer Nominating Subcommittee Report: Bob Hillier (PBOT)
Report back from the October 18th PFC Nominating Subcommittee on Chair and Vice Chair positions as stipulated by the PFC Bylaws. Additional nominations from the floor shall be permitted at the November 7th meeting and elections shall be held at the December 5th meeting. The Chair/Vice Chair serve a two-year term beginning in January 2020.

9:30 AM Hot Topics, Points of Interest, Successes: Pia Welch/All
PFC members report on current issues and events from their respective industries and affiliations.

9:40 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 October 3, 2019, Meeting No. 195

7:30 AM

Introductions/Approval of Meeting Notes:

All

7:35 AM

Hot Topics, Points of Interest, Successes:

Pia Welch/All

- Americans for Modern Transportation: <http://americansformoderntransportation.org/#home>
- City Council Resolution in 2017 stipulated 8-year term limits for all City committee membership. PFC and updating of bylaws are not immune to this despite original information that would not affect PFC as a technical committee. Original formation of PFC came from City Council chartered as a technical advisory committee for developing the original Freight Master Plan. Office of Community & Civic Life is leading the charge for these committee transitions in response to concern that committees were not seeing turnover that represented interests and groups satisfactorily. Timeline is not known at this time. PFC leadership has asked for detail on which groups are not represented and what the concerns are with the PFC membership. Clarity being sought by PFC Chair who will report back to group.
- PBOT will be forming a stakeholder advisory committee in early 2020 to help inform the development of the Freight Master Plan Update.
- The NE 47th Ave Project construction will start in November 2019
- The Pricing for Equitable Mobility Task Force application process has been extended – PFC members should consider applying to weigh in on pricing transportation.
- FHWA responded to state’s extension regarding reimbursement for Interstate Bridge replacement. Extended to beginning of construction, 2025.
- Cornelius Pass Road will be reopened later this month. There will be additional work in 2020 to complete the work that was not able to be completed. At the conclusion of the project, Cornelius Pass Road will be transferred to the state, likely in late 2020 or early 2021. ODOT’s ramp (US-30 east and I-405 south) will close when Cornelius Pass opens.
- Last of twelve Pacific Coast trucks were scrapped as part of EPA Clean Diesel project.
- Central Eastside Industrial District programs are up and running: graffiti removal, etc.
- The Central City In Motion is proceeding with design and quarterly check ins with the PFC project manager would be helpful to ensure truck access issues are being addressed.
- The Freight Master Plan Update RFP was released last week and will close on October 17th.
- The September 26th Working Waterfront Coalition tour was very successful.
- N Greeley protected multi-use path project; Upcoming lane closure as early as the week of 10/7/2019. Contact Project manager Nicole Peirce @ (503) 823-6186 for project information.

8:07 AM

PFC Officer Nominating Subcommittee:

Bob Hillier (PBOT)

The following PFC members will form the Nominating Subcommittee: Corky Collier, Bob Short, Tom Dechenne, and Jana Jarvis

8:09 AM

North Going Street Bridge Repair Update:

Cameron Glasgow (PBOT)

- PBOT hired a consulting engineers - KPFF
- Main column that was struck by the train was rotated and deflected 6 inches. Damage went all the way through bridge deck. Damage assessment and Swan Island business outreach Sept 9 – 15
- Today there are 3 lanes open (2 westbound, 1 eastbound). PBOT is working with UPRR to get access to do permanent repairs and open another eastbound lane. Future repairs will not close any additional lanes.
- Updates available by text or email through PBOT Communications Team

Questions

- Is the railroad paying for the repairs?

- Risk Management is requesting reimbursement for contracting and bridge damage.

8:30 AM

Transportation Funding Proposals:

Mark Lear (PBOT)

Mark Lear discussed the current proposal to continue the Heavy Vehicle Use Tax (HVUT) for another funding cycle and the status of the Metro 2020 transportation funding package.

Heavy Vehicle Use Tax

- There are funds for maintenance of our roads generated by HVUT and Local Gas Tax. PBOT is considering how to keep the cost responsibility.
- Collections from year 1 and year 2 have been consistent. Project total collection of around \$8.5 million, which is short of the \$10 million target
- 6 HVUT projects are complete, 3 in construction, and several in design
- Options for consideration that have been discussed with the Commissioner's Office:
 - Status quo/No change – 2.8% rate, 12% cost responsibility;
 - Rate adjustment – estimated 3.0%, 13% cost responsibility
- Projects for consideration: If this was funded by HVUT, would it be a good project? Are their segments that are higher priority than others?
 - NE Cornfoot Road Pavement Repair: The road needs a lot of maintenance. Post Office is generating more truck trips; other facilities serving freight and e-commerce. Alderwood and NE 47th Ave projects.
 - We haven't gotten a clear answer on the pavement conditions. Would we be getting a reconstruction? This would be a good candidate for rebuilding in concrete.
 - Fixing Our Streets is working to do preventative projects.
 - I-5 Ramp Alberta to Going Pavement Repair
 - NE 11th Ave Railroad Crossing & Freight Connector
 - At grade crossing at a complicated intersection. Project would change circulation. One lane going east and signal at NE 11th and Lombard.
 - Comment: Consider if there is a quiet zone; that would have an impact.
 - Comment: Have they done any testing on right turns from 11th onto Columbia?
 - Yes, PBOT is testing to ensure accommodation of the loads moving through.
 - NE 33rd Ave / Marine Dr Traffic Signal
 - Comment: Port of Portland is interested. Concerns about cost constructability. Reference to Airport Futures is in reference to the development in the area. Until drainage improvement, development is not likely to occur.
 - Comment: Drag racing up on Marine Dr has resulted in 5 or so deaths in recent years. Mitigating this somehow would be useful.
 - SE Water Ave & Yamhill St
 - Comment: This is a trouble spot for pedestrians and backups leading onto freeway. Automatic switches will help with trains. There have been trucks turning over taking that turn too fast.
 - Comment: We commissioned PBOT to do safety study on Water Ave.
 - Columbia/Lombard Wayfinding Improvements (Phase 2)

Comments and Questions:

- HB 2017 weight mile tax went up 53% percent over 10-year period. Starts at 20%. PBOT has received \$30 million and will get another \$30 million. Significant portion will not go to maintenance. Funds that are supposed to go to roads has been going to other projects. The money given should be on the table.
 - Response: This is a healthy discussion that we may not have time for today. PBOT reports to the state how money is spent. This informs the calculation of what trucks pay. EcoNorthwest did a Cost Responsibility Study.
- Measure went to voters in 2016. Trucking paid 2016-2019. Gas tax came up a year behind, and this needs to be a part of the conversation. Concern that taxes in trucking raised 53%, making Oregon the most expensive state for trucking. Metro is also considering sending a regional transportation funding proposal to the voters in 2020.
 - Response: We are polling and will have these data points. The increases are a result of voter approval. We can have a deeper dive conversation to get into the budgeting details.
- Money has been diverted to other projects (from maintenance) for years. The City needs to ask itself where maintaining streets is in its priorities.
- Previous phase was during uptake of business cycle. Economy has slowed down, trade is down, bond market is down, maybe going into a recession. Impact on jobs and equity impacts. Look at what the impacts of an increase of tax would be.
- PBOT's Strategic Plan does not say anything about HVUT.
- Coordinate with the multi-use path project. There is a problem getting bikes and peds to the north side of Cornfoot. Putting in a signal at AirTrans has been discussed. If that comes to pass, it may have synergy with the NE 47th project.
- Regarding the renewal of the HVUT, phase one of this tax was not dependent on voter approval of the gas tax. We should push for this contingency to added for HVUT 2.

Fixing Out Streets 2 (FOS2)

- Focus in on basic maintenance and safety. Good news: making critical maintenance investments. Bad news: still performing too little preventative maintenance, still deaths are occurring (a significant portion are pedestrians).
- PBOT is working to develop the right-sized projects and programs to improve outcomes, speed up project delivery, clearly report on investments, and ensure adequate funding for critical ADA project elements.
- FOS2 allocation to:
 - Paving projects - \$25 million
 - New safety projects - \$25 million
 - Basic safety and maintenance programs - \$24 million

Comments and Questions

- Please bring info to future PFC meeting on where money is coming from and where it is being spent. Pia will coordinate and set up two special meeting to cover funding and Fixing Our Streets 2 separately.
- Would be worth looking at projects in freight districts.
 - Mark will share PBOT map of project improvements
- Should include bus stops in industrial areas
- PFC would like to see more data on breakdown of additional revenue from HB2017, FOS funding and allocation to different projects and programs, and clarity on how much money is being spent on staff time.

9:30 AM

Adjourn