

**PORTLAND FREIGHT COMMITTEE
AGENDA
Meeting No. 198**



WHEN: Thursday, January 9, 2020 @ 7:30 AM
WHERE: Pettygrove Room (2nd Floor), City Hall,
1221 SW 4th Avenue, Portland Oregon

<u>Time:</u>	<u>Topic:</u>	<u>Lead:</u>
7:30 AM	Introductions/Approval of Meeting Notes:	All
7:35 AM	Hot Topics, Points of Interest, Successes:	Jana Jarvis/All
7:50 AM	NE 47th Ave Local Improvement District: Update on the NE 47 th Local Improvement District project.	Andrew Aebi (PBOT)
8:05 AM	PFC 2019 Recap and Priorities for 2020: Report on progress made on 2019 priorities and key topics to be addressed in 2020.	Bob Hillier/All
8:15 AM	E-Commerce Research Project: Summary of research reports' key findings and recommendations.	Bob Hillier/Sorin Garber
8:45 AM	Cap and Trade Tentative): Governor Brown's Transportation Policy Advisor, Brendan Finn will discuss the upcoming 2020 Oregon Legislative Session on carbon emission cap and trade.	Brendan Finn
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 December 5, 2019, Meeting No. 197

Time: **Topic:** **Lead:**

7:30 AM **Introductions/Approval of Meeting Notes**

7:35 AM **Hot Topics, Points of Interest, Successes** **Pia Welch/All**

- Kenton Business Association sent a comment letter to ODOT raising concerns about the Lombard Safety Project, regarding safety issues, greenways, and parking issues.
- Amendment proposal from Commissioner Fish's office asks that committees update by-laws, term limits, applying through the Office of Civic Life
- Return of weekly container service at Terminal 6 beginning in January. Great news for local Oregon shippers.
- E-Commerce research project final report will be released shortly. Bob and sorin will provide an update at the January meeting. There are 11 recommendations being proposed.
- Waterfront current events: final verdict came back from labor dispute, jury awarded ICTSI a \$93 million dollar verdict against the International Longshoreman Union. Might bankrupt the Union.

7:55 AM **Heavy Vehicle Use Tax (HVUT) Update** **Mark Lear (PBOT)**

Mark Lear discussed the proposed HVUT2 and potential freight district projects. Concerns from PFC about how the city allocates funding, request for the continuation of the HVUT is tied to the passage of the gas tax. Cornfoot road reconstruction: \$6 million for base repair, upwards of \$10 million total cost. \$2 million for Going Street Intersection. Lombard to St Johns: not a reconstruction, just base repair. One Committee Member asks if buses might be compelled to pay for road repair as well as freight companies.

Questions

- Will TriMet bus share some of the costs of road? More information is needed.
- Why not make sure that Cornfoot road is done right, rather than repaired piece-meal, with nice multi-use paths, a good road, and a repaired 47th?
- Are SEC funds from the Post Office being allocated to the Cornfoot repair? More worried about the long-term cost over a 20-year span, rather than the upfront cost of this repair.

8:10 AM **Portland Meadows Redevelopment Project** **Ken Sun (Prologis)**

The Prologis team spoke about the Portland Meadows Redevelopment Project. Customers are primarily e-commerce and logistics. It's exciting to bring a project of this scale so close to downtown, where it will be central to everything. Prologis can accommodate a variety of tenants. Prologis will construct a public street and frontage improvements, as well as signalizing intersections.

Questions

- Has PBOT been working with Prologis to improve public transit access to the Meadows project and the influx of workers? Bus 6 serves the Prologis redevelopment.
- Are there any environmental concerns? No, there's some lead paint and asbestos in the buildings, but that will be remediated when the existing buildings are demolished
- When will you start construction? The first building will start being built this year, with a completion Q3 next year. They're initiating planning on the next phase now.

- Is there any manufacturing? The mix of businesses is anticipated to be similar to what you see on Airport Way. It has a flexible design, but they anticipate the majority of businesses to be E-Commerce.
- How many potential jobs? About 900-1,000 jobs created.
- Concerns about connections to 99 or I-5. Reality is that it's about strategy on behalf of the business (arriving/leaving off peak times, using public transit).
- How did you choose this site? Availability and location.

8:30 AM Rose Lane Transit Project

April Bertelsen (PBOT)

Initiative that PBOT is kicking off in coordination with Commissioner Eudaly's office, building off of PBOT's Enhanced Transit Corridor. Looking to develop a bundle of transit priorities, using striping, signage, paint, and posts. They are also looking to develop a Rose Lane visual identity that can be applied across the Rose Lane network and promote transit. Rose Lane's are fast, frequent, and full.

- Goals: advance equity, combat climate change, improve resiliency and safety, make more efficient use of the public Right-of-Way, increase transit ridership. PBOT's goal is for 25% of trips to be made by transit.
- Hope to reduce transit disparity between POC and white people, provide people with more choices for where they want to live and work, and lead to better health outcomes (such as air quality).

Why prioritize transit?

- Buses and streetcars are stuck in traffic
- We cannot build our way out of congestion, so we need to improve access to transit

Criteria:

- Delay: worst 3 tiers of delay (59.6 hours of delay)
- Ridership: 1,500 riders
- Frequency: At least 4 buses in one direction per hour

Toolbox:

- Laneway and intersection treatments
- Multi-modal interaction treatments
- Stop and station treatments
- Operational and other treatments (like transit signal priority)

Questions/comments

- Potential for shared bus/transit and freight dedicated lanes? Freight traffic may be stuck in congestion. When PBOT applies for FHWA approval, they can request freight be included, but it will require more analysis.
- Is there an advisory committee that concerned individuals could participate in? There are lots of questions about this work. While there are no advisory committees,
- How many people are on the Rose Lane team? PBOT staff, consultants (Nelson/Nygaard, Jarrett Walker), support from TriMet.
- It's an ambitious project, but perhaps criteria needs to be higher. 4 buses per hour is too low.

- Concerned about conflicts with Central City in Motion program (like bus lanes on 7th) or e-Commerce and the use of curb lane. As we look more closely at Rose Lanes, we'll have to consider how to mitigate delivery delays (avoiding peak times). Significant travel impacts to cars/freight.
- What were the impacts to Seattle? Seattle is doing a number of different treatments, full-range plans that we would want to implement.
- One of concerns freight has is a lack of loading zones. It's one thing to allow freight to move through Rose Lanes, but another to allow freight to stop and unload. Constraining freight movement while implementing the HVUT is not ideal.

9:15 AM

PFC Officer Elections

Bob Hillier/All

- Jana Jarvis for chair
- Kate Merrill for vice chair
- Thank you/appreciation to Pia Welch and Raihana Ansary for their work as chair/vice-chair

9:30 AM

Adjourn