

**PORTLAND FREIGHT COMMITTEE
NOTES**

Meeting No. 209

WHEN: Thursday, January 7, 2021 @ 7:30 AM

WHERE: Virtual Zoom Meeting



Please click this URL to join:

<https://zoom.us/j/97499103224?pwd=Y3RxeGJpTEZYREcvVIFGeStZL1hndz09>

Password: 101442

| <u>Time:</u> | <u>Topic:</u> | <u>Lead:</u> |
|--------------|---|------------------------------|
| 7:30 AM | Welcome and Zoom Meeting Protocol: Lonsdale | Stephanie |
| 7:35 AM | Update on STIP Process | Travis Brouwer (ODOT) |
| | <ul style="list-style-type: none">- The STIP includes about \$2.2 billion in state and federal transportation that is used for capital projects. This includes all the money from the Federal Highway Administration, as well as money from HB2017 passed by the Oregon legislature passed in 2017 that provides a significant investment in projects in the transportation system.- Public engagement and input had three primary themes: 1) Support to increase non-highway funding to advance equity, address climate change, and address accessibility and mobility for all; 2) Support for Fix-It investments and reluctance to cut spending on bridge and pavement preservation to avoid accelerating system deterioration; 3) Support for Enhance Highway investments to reduce congestion and facilitate economic development. STIP survey on spending priorities saw a high level of support for maintaining roads and bridges, improving safety, protecting the environment. The Oregon Transportation Commission (OTC) helped design five different funding allocation scenarios for different categories of STIP funding, then we analyzed the outcomes of those scenarios for things like state of good repair, the system, mobility, congestion, equity, and climate—areas that came out of our Strategic Action Plan. The public input indicated a desire for a balanced investment across the transportation system.- Average pavement conditions are around 90% fair or better. To sustain these levels would require over \$220 million per year, so with any of the funding levels the Commission considered we are going to see a deterioration of our pavements over time. Similarly with our bridges, we will see a slight deterioration in our bridge conditions over the next decade due to the amount of STIP moneys available.- OTC approved the funding allocation on Dec. 15 among different categories. On January 21, we will talk with the Commission about how to distribute funding within each of the categories. Discussion will include how to prioritize the \$65 million they put into enhanced highway, how | |

we are going to allocate funding across non-highway programs, and within the fix-it category, how to allocate funding among the different asset types.

- Next steps: Project selection 2021-2022; public review/approval in 2023.

Questions and Comments

- Is there going to be a decision prioritizing smaller versus larger areas that have access to other funds?
 - o Each program is different in how they focus those funds, and some have a specific focus on rural areas of the state. These are taken into account, but each program differs.
- In HB2017 there was money set aside to look at better transportation access in industrial areas. Will this be used to enhance transit access for people working in these areas?
 - o About half the .1% payroll tax goes to TriMet. While I cannot comment on what TriMet is doing with that money, they have ramped up significant service expansion over the last several years. I will note that question for ODOT's public transportation division that is facilitation the allocation among modes and programs for the non-highway program.
- If you adopt policy to spread the money and the system is going to gradually deteriorate, it seems like that will catch up with you.
 - o The Commission wrestled with this and were all committed to significant investments in bridge and pavement preservation, which you saw was the largest category of funding, and yet had other needs across the state as well. It was a difficult conversation.
- Portland evaluated how much deferred maintenance would end up costing. Have you done anything like that?
 - o Yes, we know that it costs more to come back and fix pavement in the long run. We have not come up with a single number on the long-term deterioration cost. We focused on how much it would cost to keep the system in a state of good repair.
- Has there been discussion at OTC on giving funding to overbudget megaprojects that were approved through HB2017, such as the Rose Quarter?
 - o There has not been significant discussion, but it has been mentioned as we talk about the limited enhanced highway funding. We are developing a finance plan for that that includes toll revenue and the publicly available funding from HB2017 and looking to complete the Comprehensive Management Plan and move that forward.
- If we do see a national infrastructure bill, do you anticipate we will use the same funding allocation as in this STIP?
 - o I think there is bipartisan agreement on infrastructure as an area for additional investment and there is growing alignment. House Transportation Committee staff are very interested in moving forward with congestion relief in the Portland Metro Region. What ODOT and the Commission would do with money from an infrastructure bill would depend on how the bill directs the funds –what is allowed.
- Has the non-highway fund seen an increase in dollar amount as a result of a new source of funding for transit?

- o Direction for investing in non-highway comes out of the ODOT/OTC Strategic Action Plan and from the Governor considering climate and equity. We are using more of our federal highway funds for non-highway, but the safe school investments made by the legislature in HB2017 also account for some of the growth in funding for non-highway.

8:00 AM Hot Topics, Points of Interest, Successes:

Jana Jarvis/All

- Multnomah County workforce shuttle services – County received funding in HB2017 for Job Connector Shuttles, including Troutdale Industrial Park, Swan Island, and planned for the Airport area.
- Metro put out RFP for Regional Freight Delay Study in December. Metro staff will be reaching out for stakeholder advisory committee.
- PBOT and the office of Commissioner Jo Ann Hardesty are beginning to share information and coordinate. PFC staff liaison will follow up with PBOT government relations team to initiate communication between the Commissioner’s office and the PFC to build relationships.
- Pacific Northwest Waterways Association is looking to get additional funding from Corps of Engineers for the lower Columbia River dredging project. The Columbia River jetties, a second large project, are funded to work on rock replacement.
- Bernie Bottomly has retired from TriMet

8:15 AM Joint Task Force on Supporting Businesses in Reducing Diesel Emissions Jana Jarvis

- The task force was formed as a result of 2019 legislation that state by 2029, pre-2007 heavy-duty trucks could no longer be registered in the tri-county area. The legislation included escalating time frames depending on the type of truck. Over the last year and a half, this task force has met eleven times to current fleet makeup in the region, different technology options that are available, the Volkswagen settlement funds for cleaner diesel programs, fleet owners that were facing issues in transitioning, and a variety of programmatic and revenue options.
- Report did not recommend any particular funding source, but rather focused on a variety of funding strategies. The most consensus was around a new tire tax, leading to the drafting of a bill by a few legislators.
- There is a possibility for folks running off-road equipment that a red dye diesel tax will soon emerge at the same rate of off-road diesel – 40 cents a gallon.
- The Final Report that will go to the legislators talks a lot about why diesel is needed, what it has contributed to the economy, and how difficult and expensive the transition will be, and how long it's going to take to transition out of this older equipment.

Questions and Comments

- Will the state’s efforts hinder new technologies?

- The state would embrace these newer technologies. Industry folks on the task force really worked to create a better understanding of the role of diesel and the realistic timeline of newer technologies coming online.
- Discussions on taxes are not the most productive way to move forward.
- BNSF has deployed an electric locomotive engine made of 20,000 cells of lithium batteries. The engine has around a 300 mile range and regenerates on downhill.

8:35 AM Draft PFC Letter for Public Comment on Burnside Bridge Jana Jarvis/Mark Lear

- FHWA approval of the Earthquake Ready Burnside Bridge Draft Environmental Impact Statement (DEIS) is anticipated for the week of January 25th. A notification email will be sent out when the 45-day public comment period begins. PBOT staff would like to confirm the principles and ideas that this group would like to see go into the letter, then after the DEIS comes out we can finalize a letter from the committee on this topic. Individuals are encouraged to participate in the public comment period to represent their own companies and interests as well.
- From previous discussions, this group has indicated that they would like to see the following in the preferred alternative:
 - facility is built in a way that allows for heavy loads and the envelope of trucks height and width;
 - should anticipate operational needs of freight vehicles, especially in a post-disaster and recovery scenario;
 - should improve operational safety of "S" curve on east side of bridge;
- County staff encourage the committee to provide feedback on the conceptual bicycle and pedestrian mid-bridge crossing. Links to the DEIS and public comment opportunity will be shared with the committee when available.
- PBOT liaison will bring draft of freight consideration and points to February meeting, and could use March meeting to finalize.

9:05 AM 2040Freight Update Francesca Jones (PBOT)

- The project team is developing key questions to inform the public involvement planning process and could use the PFC's input to brainstorm ideas on reaching audiences and the communities we would like to reach. Which groups would benefit from being in the conversation?
- Several committee members volunteered to work with project team and map out important regional organizations and partners. The 2040Freight project team will share information about this request to collaborate in a follow up email.

Questions and Comments

- The PFC strongly supports enhancing elected officials and general public understanding of the importance of freight

- The pandemic is an opportune time to talk about the value of freight.
- Truck driver is the number one job in Oregon and 28 other states.
- Consider the use of media for emphasizing the value of freight.
- Mapping out freight contacts would be useful. There are some freight providers that are not being notified of projects that would benefit them.

9:20 AM Public Comment

Jana Jarvis

- Michelle: When looking at industrial areas, look at who is in the area. There are folk in the Central Eastside who may be a resource, such as video.
- R.J. (Bike Loud PDX co-chair): There are interesting initiatives that are happening around last mile delivery. Several companies are interested in sidewalk robot deliveries. I think this poses a real threat to accessibility, especially for people with wheelchairs. There should be regulation around these devices. Bicycles can provide a lot of last-mile delivery options. Bike Loud would be happy to work with the committee, even to expand a tax credit program for small- and medium-sized businesses that want to use e-bikes – especially owners of small businesses that otherwise would find the cost of a vehicle potentially cost prohibitive.

9:30 AM Adjourn

Questions about this agenda or other questions about the Portland Freight Committee please contact:

- Mark Lear, Mark.Lear@PortlandOregon.gov
- Also, visit the Portland Freight Committee website at:
<https://www.portland.gov/transportation/freight-committee>