

Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC) Workshop**
Date/time: Wednesday January 12, 2022 | 10:00 a.m. to 11:30 a.m.
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Karen Buehrig
Allison Boyd
Chris Deffebach
Lynda David
Dayna Webb
Jay Higgins
Don Odermott
Chris Ford
Idris Ibrahim

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
SW Washington Regional Transportation Council
City of Oregon City and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
Oregon Department of Transportation
Community Representative

Alternates Attending

Jaimie Lorenzini
Julia Hajduk
Glen Bolen

Affiliate

City of Happy Valley and Cities of Clackamas County
City of Sherwood and Cities of Washington County
Oregon Department of Transportation

Members Excused

Eric Hesse
Karen Williams
Laurie Lebowsky
Lewis Lem
Jessica Stetson
Wilson Munoz
Yousif Ibrahim
Donovan Smith
Rachael Tupica
Katherine Kelly
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Rich Doenges

Affiliate

City of Portland
Oregon Department of Environmental Quality
Washington State Department of Transportation
Port of Portland
Community Representative
Community Representative
Community Representative
Community Representative
Federal Highway Administration
City of Vancouver, WA
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Mike McCarthy
Steve Kelly
Chris Lamm
Adriana Antelo

Affiliate

City of Tualatin
Washington County
Cambridge Systematics

Michael Weston
Steve Koper
Sorin Garber
Alice Biber

City of King City
City of Tualatin

Oregon Department of Transportation

Metro Staff Attending

Dan Kaempff, Principal Transportation Planner	Ted Leybold, Resource & Dev. Manager
Lake McTighe, Senior Transportation Planner	Grace Cho, Senior Transportation Planner
Tim Collins, Senior Transportation Planner	John Mermin, Senior Transportation Planner
Eliot Rose, Tech Strategic Planner	Ken Lobeck, Senior Transportation Planner
Joe Gordon, Senior GIS Specialist	Kyle Hauger, Sr. Researcher & Modeler
Grace Stainback, Associate Trans. Planner	Clint Chiavarini, Senior GIS Specialist
Al Mowbray, Senior GIS Specialist	Thaya Patton, Sr. Researcher & Modeler
Summer Blackhorse, Program Assistant	Marie Miller, TPAC Recorder

Call to Order and Introductions

Chair Kloster called the meeting to order at 10:00 a.m. Introductions were made. Reminders where Zoom features were found online was reviewed. The link for providing 'safe space' at the meeting was shared in the chat area.

Public Communications on Agenda Items - none

Consideration of TPAC workshop summary, November 10, 2021 (Chair Kloster) No edits or corrections from the committee were received.

Regional Freight Delay & Commodities Movement Study Policy Framework (Tim Collins, Metro/ Chris Lamm, Cambridge Systematics) Tim Collins began the presentation with an overview of the study objectives:

- Identify which mobility corridors are carrying the highest volumes and highest values of commodities
- Explore how increases in e-commerce are impacting the transportation system and regional economy
- Examine how congestion and unreliability on the regional transportation system impacts commodity movement
- Make recommendations for future regional policy and planning efforts to improve commodity movement; while addressing equity, safety and climate when applicable

Project Management Team members (PMT) and Stakeholder Advisory Committee Members (SAC) were noted. With regional freight policy framework and questions being developed in task 3, the study will move to the big picture with next tasks outlined.

- Task 4 Regional Freight Modeling Work and Measures
- Task 5 Growth Trends in E-commerce and Delivery Services (includes logistics solutions and Covid-19 impacts on ecommerce and delivery services)
- Task 6 Policy Findings and Recommendations
- Task 7 Final Report and Presentations

Regional Freight priorities and RTP policy strategies were noted. The Regional Freight Strategy has a regional freight action plan. Each of the freight action items are associated with one of the seven regional freight policies. Some of the action items speak directly to the objectives and work tasks in the Regional Freight Delay and Commodities Movement Study.

Comments from the committee:

- Don Odermott noted that historically freight was measured by roadway counts and weight, not tracked by value. Where did the basis of this data come from? Mr. Collins noted several freight inputs; how freight movement goes around the county, input and exports in the country, no longer simply origin to destination for routes, and survey inputs on truck routes and time needed to reach destinations. More information on the financial values, and comparisons with truck sizes will be developed and discussed with Task 4.

Chris Lamm added information about the survey with census bureau data, value of goods movement and freight tonnage estimated. Mr. Odermott added that in the last RTP the freight element was not recognizing congestion links that failed in the system. It was hoped the new Freight model would provide better calculation on this.

- Karen Buehrig asked what type of information is expected from the model for policy decisions. Mr. Collins noted several elements are expected; truck volumes on different mobility corridors, truck speeds, times of travel, and value with tonnage and specific areas identified from 10 different commodity groups. Asked when feedback on this is expected in the study will be completed, the PMT and Stakeholders Advisory Committee meetings should have this information in April, along with GPS data.
- Chris Deffebach was excited to see improvements with the data from the study. It was noted that ODOT did a transit corridor statewide network study, but regional focus on a freight corridor with the I-5 was needed. Standards with time mobility is now obsolete with congestion on the system 12 hours a day. It was noted the importance of this study being folded into other freight plans with implications on the whole corridor systems. Mr. Collins noted the timing with the study regarding both I-5 and I-84 freight movement. It was agreed RTP strategies, mobility policy updates and freight studies would be coordinated together.

Mr. Collins reviewed Freight Policy Framework development:

- Importance of developing a freight policy framework
 1. Needs to be consistent with other regional policies
 2. Address economic benefits and impacts of commodity movement
 3. Address the growth impacts of goods delivery and e-commerce.
- Knowing the existing regional freight and transportation policies; what should be in our freight policy framework?
- Public sector considerations related to the growth impacts of goods delivery and e-commerce.

Policy questions for the study will address what emerging trends in the freight sector that have certain types of impacts on the transportation system, when and how should the public sector play a role in addressing the growth impacts that e-commerce and goods delivery is having, are there new ways to address goods movement performance and what is relevant to know about freight and goods movement, and what are ways in which the freight sector can reduce greenhouse gas emissions.

It was noted higher demand in ecommerce deliveries with more delivery vehicles and trips, and more fulfillment center development gave importance to curb management, congestion, emissions, safety, land use and development, workforce and access to work, and effects on local and regional economy. Public sector agencies have noted these changes and are addressing them.

Comments from the committee:

- Karen Buehrig asked how this affects the relationships with other modes of freight delivery such as ports and airlines. Mr. Collins noted we can utilize the Port's data on commodities and value of dollar. Beyond rail and marine ports commodities data are known but not always tonnage and value. Asked about distribution sites outside the Metro area, it was noted the study is looking at trips coming from outside our region, notably intermodal facilities in the valley that could affect delivery changes. The study is looking at several elements that might not necessarily be included in the model.
- Glen Bolen noted that with daily ecommerce deliveries, were public coordination available. Mr. Lamm noted some outside the US have urban consolidation centers for delivery carriers but there were challenges. One being ceding control of the last mile between companies, and consumer demands for same day delivery that is popular now. Asked what affects rising shipping costs of deliveries were sustainable, factors being studied include supply/demand, challenges in our public policy environment, and opportunities on orders with demand changes.
- Mike McCarthy asked about diversion affects with trucks taking routes away from major roads to avoid congestion and making longer routes to get to destinations. It was noted that quantified numbers on diversion with where, amount of times, and the safety impacts from this would be useful. Noted also was the effect of companies relocating or declining to locate in the region because of the rising congestion for deliveries. Mr. Collins noted the model did not specifically target diversion but other studies on freight delays were included in the study. Mr. Lamm added other data was available at the corridor level with the study.
- Don Odermott concurred with the congestion comments by Mr. McCarthy. Truck routes taken externally to the travel model are missing, as well as the reliability data in the study.
- Allison Boyd asked if a question in the study more directed on environmental justice could be added regarding impact on freight corridors. Mr. Collins requested specific language for this question be sent to him for enclosure.

The presentation was concluded with data on employment trends, national retail ecommerce trends, near term and long term freight and delivery affects, and further key data points to investigate with the study. The presentations were added to the packet following the meeting, with the committee invited to contact Mr. Collins and Mr. Lamm on further questions.

FFY 2021 Obligation Target Performance and Annual Obligation Report (Ted Leybold & Ken Lobeck, Metro) Mr. Leybold presented an overview of the obligation target performance, including definition by the Federal Highway Administration and process. The process involves agreement between ODOT and Oregon's large MPOs (Portland, Salem, Eugene), provides MPOs with flexibility in year-to-year spending of funds, provides ODOT with more certainty in spending levels of MPOs, and helps Oregon qualify for supplemental federal transportation funds each year.

Reward and penalty based incentives are implemented annually following 2021-2023 performance cycle. Only Regional Flexible Funds are subject to meeting targets. Obligation performance are measured on a three-year rolling average. Metro implementation includes draft programming of funds at beginning of federal fiscal year, adjust programming in consultation with ODOT local area liaisons and agency staff to "lock in" obligation target by December, and measure and report obligation performance at end of federal fiscal year.

In 2021, Metro met 102.8% of a \$30,451,550 obligation target. Obligation target for 2022 is \$40,266,561. Three-year obligation total for 2021 – 2023 time period must be 80% or greater of funds programmed to obligate in those years. "Older Funds" (pre-2021) must be obligated by 2023 or will be lost. Lead agency responsibilities were outlined with consequences to lead agency(s) responsible if region misses obligation target and funding penalty is imposed. Mr. Lobeck noted the memo in the packet that provided more details on projects.

Comments from the committee:

- Jay Higgins asked if these were already discussed with the local agencies for monitoring. Mr. Leybold noted several presentations at Metro, and Mr. Lobeck serving on the monthly meeting with ODOT and local agency liaisons that review projects to monitor these funding budgets and implementations.
- Chris Deffebach asked if risk assessments would be a consideration with next round of RFFA grants. Mr. Leybold noted that if applying for a second round on the same project they would identify the delay and how to get the project back on track. Noting the 'readiness to go' on projects, it was agreed that a well scoped project was encouraged, with more questions asked about projects on applications.

Asked by Chair Kloster if quarterly project reports were planned, Mr. Leybold and Mr. Lobeck agreed to provide which would report on project status and any programming issues.

Committee comments on creating a safe space at TPAC – no comments received.

Adjournment

There being no further business, workshop meeting was adjourned by Chair Kloster at 11:32 a.m.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC workshop meeting, January 12, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	1/12/2022	1/12/2022 TPAC Workshop Agenda	011222T-01
2	TPAC Work Program	1/5/2022	TPAC Work Program as of 1/5/2022	011222T-02
3	Minutes	11/10/2021	Minutes for TPAC workshop, 11/10/2021	011222T-03
4	Report	1/12/2022	Draft Timeline for Tasks in the Statement of Work for the Regional Freight Delay and Commodities Movement Study	011222T-04
5	Memo	1/5/2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: Metro Annual Obligation Target Overview	011222T-05
6	Presentation	1/12/2022	Regional Freight Delay and Commodities Movement Study Project overview and Freight Policy Framework	011222T-06
7	Presentation	1/12/2022	Regional Freight Delay and Commodities Movement Study Developing the Study's Freight Policy Framework	011222T-07
8	Presentation	1/12/2022	Regional Freight Delay and Commodities Movement Study Subtask 3.2 COVID-19 E-Commerce Research Overview	011222T-08
9	Presentation	1/12/2022	Transportation Funding Obligation Targets	011222T-09