

Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC) Workshop**
Date/time: Wednesday November 9, 2022 | 9:00 a.m. to 12:00 p.m.
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Karen Buehrig
Allison Boyd
Chris Deffebach
Lynda David
Eric Hesse
Jaimie Lorenzini
Jay Higgins
Tara O'Brien
Lewis Lem

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
SW Washington Regional Transportation Council
City of Portland
City of Happy Valley & Cities of Clackamas County
City of Gresham and Cities of Multnomah County
TriMet
Port of Portland

Alternates Attending

Sarah Paulus
Mark Lear
Neelam Dorman
Glen Bolen
Jason Gibbens

Affiliate

Multnomah County
City of Portland
Oregon Department of Transportation
Oregon Department of Transportation
Washington State Department of Transportation

Members Excused

Don Odermott
Chris Ford
Karen Williams
Laurie Lebowsky-Young
Idris Ibrahim
Jasmine Harris
Katherine Kelly
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Rich Doenges

Affiliate

City of Hillsboro and Cities of Washington County
Oregon Department of Transportation
Oregon Department of Environmental Quality
Washington State Department of Transportation
Community Member
Federal Highway Administration
City of Vancouver
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Bryan Graveline
Chris Lamm
Chris Smith
Cora Potter
Francesca Jones

Affiliate

Portland Bureau of Transportation
Cambridge Systematics

TriMet
Portland Bureau of Transportation

Guests Attending

Gabriela Gron
John Boren
Kerrie Franey
Mel Krnjaic Hogg
Nick Fortey
Steve Kelley
Steve Kountz

Affiliate

Portland Bureau of Transportation
Oregon Department of Transportation
Oregon Department of Transportation
Portland Bureau of Transportation
FHWA
Washington County

Metro Staff Attending

Ally Holmqvist, Eliot Rose, Grace Cho, John Mermin, Kyle Hauger, Lake McTighe, Marie Miller, Matt Bihn, Matthew Hampton, Shannon Stock, Ted Leybold, Tim Collins

Call to Order and Introductions

Chair Kloster called the meeting to order at 9:00 a.m. Introductions were made. Reminders where Zoom features were found online was reviewed. Chair Kloster noted that all attendees would be listed as panelists for full viewing and participation for this workshop meeting. The link for providing 'safe space' at the meeting was shared in the chat area.

Committee and Public Communications on Agenda Items

- Karen Buehrig asked if the Equitable Transportation Funding Research Report was added to the Nov. 4, 2022 TPAC packet. This was confirmed, found on page 176 of the 11/4/22 packet.

Consideration of TPAC workshop summary, September 14, 2022 (Chair Kloster) Edits or corrections were asked to be sent to Marie Miller. No edits/corrections were received.

Regional Freight Delay & Commodities Movement Study (Tim Collins, Metro/ Chris Lamm, Cambridge Systematics) Chris Lamm began the presentation with localized E-Commerce impacts shaped by Regional and National trends. National E-Commerce trends show a tremendous spike in ecommerce demand in 2020, and while growth rate has slowed since, sales and deliveries continue to increase. Effects from the pandemic regarding e-commerce in the state and region has been marked by a high demand for industrial land for distribution space. It was noted E-commerce requires 3x logistics space of brick-and-mortar retail space, and every \$1 billion in ecommerce retail sales requires 1 million square feet of distribution space.

Employment in key ecommerce sectors boomed during 2020-2021. Couriers and messengers show a 58.2% increase, and warehousing and storage show a 65.2% increase. Interviews with area employers have asked for input with questions:

- How has the volume of business changed since early 2020? How much of that change is attributable to e-commerce?
- How has business responded to that change in demand (hiring, new equipment, new/expanded facilities, etc.)?
- Are supply chain reliability, economic uncertainty, and/or other factors affecting operation? How?
- What challenges are experienced while transporting and/or delivering ecommerce shipments in the Portland region? What effects do these challenges have on business?
- Have these challenges been improved, worsened, or unchanged since the onset of the Pandemic?

Summary of impacts in the region show a rise of E-Commerce means more industrial real estate development, deliveries and jobs and wages in key sectors. Unknown is the net traffic and

environmental impacts. Interview findings included a spike in e-commerce business, traffic was light but by late 2021 it was “back to normal and then some”, challenges delivering in urban neighborhoods (congestion loading, complete streets, etc.), and consumer purchase habits = strain on logistics and carbon footprint.

Comments from the committee:

- Chair Kloster noted a question in chat: Slide 4: what are the numbers in the table? (for example, numbers of trucks, numbers of warehouses (or square feet). Mr. Lamm noted these are number of jobs with employment in industrial sectors.
- Eric Hesse noted the dollar amount with ecommerce activity and asked if there was information on volume activity. Mr. Lamm noted the data source reported this as dollar sales. We did not have the number of parcels and shipments that are represented in the sales figures. Some private data resources may have this but are pricey and not readily available.

Appreciation for the preliminary interviews data was given. Asked to define “urban streets”, Mr. Lamm noted the mixed uses, corridors, arterials and urban retail spaces mentioned, as well as the streetcar areas a problem, downtown business district, trucks where loading dock challenges exist and finding shared space on curbs.

- Lewis Lem noted the layers of freight movement and distribution that are more complex and different from commute travel. There appears to have Portland serve a function as a regional distribution center, a neighborhood ecommerce delivery system, and for larger cargo function nationally. Mr. Lamm noted you could look at the data sources centered on freight and commodity flows with analysis framework or look at freight coming into international gateways to areas of the country or look at other domestic planned freight routes (warehouse to other warehouse or distribution centers). These are well captured in some of these databases but what is missing is the last mile for deliverable service. Methodologies have been tested to try and estimate this, but absent is the lack of hard data or modeled data getting the last mile delivery section captured which may take more time.
- Chris Deffebach asked if we are above, below or normal in regional growth. Mr. Lamm noted that regarding consumer sales & retail the state of Oregon as a whole is slightly higher in growth for consumer spending but since 2022 the rate of growth may have slowed down slightly. This is basically normal with the rest of the county.

It was asked what the next steps are from this information. Was it something we should encourage? Is it for planning economic growth so we have land for distribution sites and infrastructure? Is it something we should put into the RTP project list, such as vibrant community goals? Are there investments we should make that come from this freight and commodity movement study? What do we do with the information from a policy perspective? There was concern about the unknown net traffic and environmental impacts.

Tim Collins noted the study began with a policy framework and developed questions we wanted to have answered. This information will be presented in the Feb/March timeframe for the committee. Ms. Deffebach noted it was important to find out how or if this impacts our RTP call for projects and ways to support the freight work, which doesn't appear to be shown in some of the call for projects yet, or the needs assessment.

Mr. Lamm added one of the policy questions we considered early on is what the role the public sector should be playing in the management of the policy level. There are some that come to

mind; land use policies, curb management strategies, designs and considerations in mixed use/residential areas. Facilities for consumer deliveries closer in the metropolitan area could be better efficient with transportation and outcomes with traffic and environmental issues regarding freight movement.

- Eric Hesse noted it was worth thinking about what Portland does in planning for changes to global demands with environmental impacts. There is a trend reported, but what do we do about it? Considerations with the study in combination with others that factor in land use, traffic patterns, industrial sites and jobs growth and regional prosperity are all important.
- Tara O'Brien noted that with the information shared with intent to position EVs to freight, there are opportunities for considering that more clearly in our update to our climate goals in the RTP. Micro freight and light duty vehicles and transitioning to electric modes can be part of the discussion in the RTP process. Another potential opportunity for collaboration is regarding the loading areas, which TriMet is interested in for service planning.
- Lewis Lem asked if there were suggestions of future questions from the work to-date, given recent changes such as COVID that threw our system into a new dimension. What are the next steps for the region? Mr. Lamm noted depending on what Metro and other agencies view in terms of strategies, opportunities and considerations, more questions will be developed for other potential data sources, analysis approaches, how to monitor programs and progress moving forward, and factors that shape trends and other elements.
- Glen Bolen noted regional economic success relies on export industries with a high job multiplier. Is there a threat that warehouse/distribution space will outbid manufacturers for space? This would likely mean more low-wage job growth without bringing in outside revenues.
- John Boren noted that in addition to Glen's point, data centers have been proliferating in industrial areas that had primarily been intended for employment.

Tim Collins presented information on the 2020 modeling results on commodities, reminding the committee of the main 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

Freight network maps were shown. Commodities traveling in the freight corridors (modeled) are grouped into 10 categories that include:

- 1) Agriculture; 2) Chemicals and Fertilizers;
- 3) Coal, Oil, Waste, (energy sector commodities);
- 4) Electronics (including computer microchips);
- 5) Food; 6) Gravel, Sand, (rock products); 7) Machinery;
- 8) Misc. manufactured goods;
- 9) Motor Vehicles, other commercial vehicles; and
- 10) Wood, Paper, etc.

The memo in the meeting packet was referred to that shows locations w/ largest values for goods. The model looks at commodities moved by trucks on the regional freight network. The dollar values and tonnage in the memo have increased from the memo sent to MTAC and TPAC in June of this year. The

new values and tonnage now take into account the commodities on freight trucks that are traveling through the region (external to external truck trips). More details were noted in the packet memo.

Next steps on the study include updates to PMT, SAC, and MTAC/TPAC throughout the 22 – 23 month long study, analysis of 2045 future year regional freight modeling outputs and look at growth rates from 2020 to 2045, and creating a table of the data (truck volumes, percent that are trucks and travel speeds) in 19 of 23 regional mobility corridors.

Comments from the committee:

- Lewis Lem noted motor vehicles are a good example to visualize all of these goods movements...if you can imagine them distributing out from T6 and T4 in different directions, and then also coming south from Tacoma marine terminals on continuing to move south on I-5...so the story makes general sense.
- Karen Buehrig asked for confirmation on information covered in all corridors. Mr. Collins agreed that more work is being done with all information integrated into the final report before completion. More updates will be provided to the committee in future meetings.

Committee comments on creating a safe space at TPAC – none received

Adjournment

There being no further business, workshop meeting was adjourned by Chair Kloster at 10:48 a.m.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC workshop meeting, November 9, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	11/9/2022	11/9/2022 TPAC Workshop Agenda	110922T-01
2	2022 TPAC Work Program	10/25/2022	2022 TPAC Work Program as of 10/25/2022	110922T-02
3	2023 TPAC Work Program	10/25/2022	2023 TPAC Work Program as of 10/25/2022	110922T-03
4	Minutes	9/14/2022	Minutes for TPAC workshop, 9/14/2022	110922T-04
5	Memo	11/1/2022	TO: TPAC and interested parties From: Tim Collins, Senior Transportation Planner (Regional Freight Planner) RE: Commodities Movement Study - 2020 freight model updated results	110922T-05
6	Presentation	11/9/2022	Localized E-Commerce Impacts Shaped by Regional and National Trends	110922T-06
7	Presentation	11/9/2022	Regional Freight Delay and Commodities Movement Study 2020 modeling results on commodities	110922T-07