

Portland Freight Committee Notes from January 9, 2020, Meeting No. 198

<u>Time:</u>	<u>Topic:</u>	<u>Lead:</u>
7:30 AM	Introductions/Approval of Meeting Notes: Minutes approved.	All
7:35 AM	Hot Topics, Points of Interest, Successes: ODOT completing NEPA assessment for tolling ODOT has new Director, Chris Strickler. Reorganized ODOT towards end of year, now has 4 reports instead of 12. City will be updating Employment Opportunities Analysis (EOA over the next year. Grant from DLCD awarded. Land use constraints, industrial conversion and redevelopment...these new issues will be addressed in this update.	Jana Jarvis/All
7:50 AM	NE 47th Ave Local Improvement District: Update on the NE 47 th Local Improvement District project. Contract end date is Sept 16, 2020. Sewer construction is beginning now, expect to see flagging and two-way traffic. Movement is expected to be slowed. Road construction of concrete street will begin in May 2020, 7AM to 6PM during the day. Concrete is expected to last more than 40 years. Construction impacts: Localized road closures May to July, meaning just the area or segment they are working on. Southbound during non-working hours open in evenings determined by traffic engineers modeling to be best option. Road construction is expected to be completed by the end of June. Road should be open with flagging July to September while sidewalk is being built. Utility work has already taken place. Contractor is coordinating utilities and pole relocation closer to property lines. City has a process to eliminate conflicts with utilities needing to cut into road. Proposed LID to construct new street, Bryant St., connecting NE 47 th to 46 th . Coordination of City Bureaus to prepare for the needed infrastructure of this future street.	PBOT
7:52 AM	Update on PFC Term Limits Discussions with Commissioner Fish's office went well. Better understanding of the structure of the PFC, and the consequences of the impacting resolution. Technical expertise representing freight and freight movement, impossible to replace this knowledge.	Pia Welch
7:55 AM	PFC 2019 Recap and Priorities for 2020: Report on progress made on 2019 priorities and key topics to be addressed in 2020. Extension requested for I-5 bridge federal funding repayment. DOT is requiring construction and obtain ROW must begin by 2024	Bob Hillier/All
8:15 AM	E-Commerce Research Project: Summary of research reports' key findings and recommendations. Examining issues and impacts of e-commerce. Understand if it increases traffic congestion, how curb space is impacted, green house gas emissions with the increase of smaller trucks, how brick-and-mortar stores are affected, neighborhood circulation.	Bob Hillier/Sorin Garber

4 tasks: formed peer-review committee; growth in e-commerce, nationally and citywide; conducted interviews with freight providers, academics, and other cities;

Deliverables: Two technical memorandums on expected growth of e-commerce deliveries and summary of stakeholder interviews; This study focused on business to customer, on-demand retail activity. Consumers are demanding fast and free delivery.

Major findings: e-commerce retail sales are increasing. Deliveries per household have doubled from 2009 to 2017. Truck VMT has increased primarily due to short-haul and last-mile trips. Prologis is redeveloping the Portland Meadows site, and proposals to repurpose Wapato jail to a logistics hub/fulfillment center have been raised.

Crowd sourcing, extended delivery hours, use of alternative delivery methods, such as bikes and hand trucks.

Recommendation 1: Analyze curbside usage in the Central City by delivery vehicles

Recommendation 2: Variable pricing of Central City curb space

Recommendation 3: Drop-offs to parcel lockers

Recommendation 4: Incentives for emission-free delivery vehicles

Recommendation 5: Improved in-building management of deliveries

Recommendation 6: Develop an off-hour delivery program for Central City deliveries

Recommendation 7: Develop a “last-mile exchange” or crowd-sourced strategies to provide delivery options for shippers and carriers

Recommendation 8: Develop Central City logistics centers

Recommendation 9: Direct trucks to available curb delivery spaces

Questions:

Did you look at emerging new business models?

In this report we have recommended to examine this.

Comment:

It is not the freight deliverer making these changes, it is strongly driven by customer demand.

This topic is much broader than transportation. Economy, land use, social equity, and retail are all changing.

Rec 9 is interesting. Studies have showed that around a third of traffic are looking for parking. Suggestion to pursue this issue.

Should look at dynamics...land use...old grocery store being pursued by Amazon.

Warehouse and land use context. Worthwhile to think how we could get ahead of these changes from a regulatory approach.

8:45 AM

Cap and Trade Tentative):

Brendan Finn

Governor Brown’s Transportation Policy Advisor, Brendan Finn will discuss the upcoming 2020 Oregon Legislative Session on carbon emission cap and trade.

Director of Urban Mobility and Megaprojects, new office

Cap & Trade overview: iterative process in the legislation, it didn’t get across the finish line due to political issues. Looking at market-based approach to meet state goals. Can buy allowances, so looking at how that ... Phasing in transportation with a geographic approach. There are exemptions for certain industries, but as far as transportation is concerned, it is all about fuel. 75-80 percent of gas providers would be ... Portland region would be implemented immediately. California also transitioned in transportation in a

two year period. A concern is that this transition creates a market for bi-state allowances; we would likely not be able to link up with California in the near-term.

Questions:

Is Washington part of this deal?

WA tried to do more of a carbon tax, but it was not successful with voters. WA is interested and believes they will be next, building off the inertia to accomplish with their own legislature. WA is different, does not have a clean-fuel standard.

Last session, transportation sector was portrayed as being anti-environmental when concerns were really around funding and transportation infrastructure. How can we avoid the misperception and clarify that our concerns are about funding?

There are challenges in the freight industry, especially heavy duty, in transitioning toward cleaner fuel. The State is driving policies that do not fund electrification of transportation. In other sectors, we are asking what the best technology is, but the dynamic is very different in transportation, especially freight. The technology is not necessarily available. Funding is the elephant in the room.

The future for funding adaptation of our transportation systems must move away from the gas tax, and a VMT-based mechanism like OreGO is my vision of the future.

Is cost responsibility out of the picture?

It is a difficult process, but we are not looking at altering the highway trust fund.

In the move toward electrification, California is experiencing rolling blackouts. Has this been considered?

This is not my field of expertise, but from the conversations I have been in, there are management approaches and resources

Comments:

Protecting the highway trust fund and its funding stream has to be a priority.

Passenger vehicle travel and commercial vehicle travel should be treated differently.

Megaprojects:

I-5 Rose Quarter project

The original price estimate was miscalculated around 500 mil... It is much higher, more like 750 million and goes up the longer it is delayed. The original 1 cent gas tax contribution is not sufficient. This is my first big assignment, and we will have to go back and talk with the legislature. Going from an EA to and EIS will mean a 3-5 year delay, adding significantly to the cost. Local stakeholders have requested consideration for local impacts, and the Governor asked the OTC to allow these considerations in the process.

I will begin by sitting down with the engineering group to understand what our current funding could get us, then following up with the legislature.

I-5 Bridge Replacement

The two DOTs are looking at past work and working to utilize what we can. I am feeling good about the direction the project is headed. Congestion pricing is very pertinent. There is also a very real safety issue that the Governors of Washington and Oregon are rallying around.

Comment: there are accountability provisions (in HB2017) that require the delivery of projects

There is a lack of understanding about what the gas tax mechanism can fund. Messaging around this could be useful.

Questions:

Q:Would we want to toll I-5?

A: There is a commitment to demand management along with the infrastructure.

Q:What do you think went wrong with the CRC project, and what could have gone better?

A:There were a lot of people that didn't like the project. It is important to me to solidify local support from the City and Multnomah County with the I-5 projects. The first CRC process failure was a political issue from Southwest Washington that centered around light rail. I think this will be a smaller project that will include high-capacity transit, congestion relief, and support for freight movement.

Q:Are we spending more money on I-5 than we would have had to if the CRC project had been successful?

A:Washington is interested in Rose Quarter because it impact the corridor. Attention is being paid to the timing of the Rose Quarter environmental review process and the I-5 bridge sequencing.

ODOT Reorganization

ODOT has gone from a highway department to a multimodal department. The organization structure is expanding its horizons to meet all modes, for example, in a way that can help freight move better. The operations side has been consolidated.

9:30 AM Adjourn