

IMPACT STATEMENT

Legislation title: *Accept a grant in the amount of \$24,130 from Oregon Department of Transportation for the Portland Truck Parking and Loading Plan and authorize an Intergovernmental Agreement (Ordinance)

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Purpose of proposed legislation and background information:

This legislation will fund the planning process for developing the Portland Truck Parking and Loading Plan.

Previously, City Council passed Ordinance No. 186634 on June 11, 2014, authorizing application to the Oregon Department of Transportation and Department of Land Conservation and Development for four Transportation and Growth Management grants, including a Truck Parking and Loading Plan.

The Portland Truck Parking and Loading Plan will define common truck parking and loading problems and develop a toolbox of strategies for targeted areas within the City to increase the efficiency and effectiveness of “last mile” local freight delivery operations. The study will focus on the Central City area and the Central Eastside Industrial District, which have been found in recently completed investigations to have inadequate loading/unloading facilities. The problem definition task will rely heavily on stakeholder interviews and input from the Project Advisory Committee. Performance measures will be identified for use in assessing the efficiency and effectiveness of last mile freight delivery operations. Toolbox strategies will be developed in collaboration with key stakeholders while giving consideration to the perspectives of shipping, receiving, enforcement, and multimodal road users. The strategies will be drawn from local experience and insights as well as best practices documented and demonstrated in other major metropolitan areas.

Based on current City and regional land use policies Portland’s Central City is expected to become more densely populated and economically diverse over the next 20 years. Among the many ripple effects will be increased demand for products and the “last mile” freight traffic needed to deliver them. In addition to more traffic, there will be additional competition for street space among transit vehicles, trucks, pedestrians, bicyclists, and motor vehicles. The inherent benefits of providing adequate loading and unloading space are a more efficient commercial delivery system and effective use of public right-of-way space for other transportation modes.

Financial and budgetary impacts:

The total project budget associated with this TGM project is \$140,610. The amount of the Grant awarded to the City is \$24,130, with the City providing match of \$16,870, which is GTR funded with in-kind services.

The City's match requirement is 12% or \$16,870 of the total TGM Project costs \$140,610 for the City:

ODOT Consultant amount	\$ 99,610
City award	\$ 24,130
City in-kind services match	<u>\$ 16,870</u>
Total TGM Project Costs	\$140,610

This IGA will not create new positions and will use existing GTR funded position for in-kind services match.

Community impacts and community involvement:

This Council item will initiate this planning project. No negative impacts are anticipated at this time. During the planning process, effort will be made to equitably distribute the benefits and any impacts associated with the plan.

The planning process will include public engagement guided by a public involvement plan developed specifically for the project. Outreach will be conducted to involve residents of and organizations and businesses within the selected transit corridors. This outreach will include efforts to engage a diverse range of communities of people (age-specific, cultural, physical ability, ethnic, racial, religious, language, low-income, under-served populations, etc.). Adoption of the Plan, once completed, will require a public hearing held by City Council.

Budgetary Impact Worksheet

Does this action change appropriations?

YES: Please complete the information below.

NO: Skip this section

KK 6-9-15