

2040Freight Community Advisory Committee

November 12, 2020

Meeting Notes



Introductions

What CAC members appreciate about freight:

- Pallets
- Freight touches everyone from birth
- Logistics
- Freight's importance to local economy, sending items to family
- Supply chain
- Appreciates convos around zero-emission freight
- Value efforts to make freight more sustainable
- Appreciates people in industry
- Freight connecting diverse economies
- Global, Fast-paced, opportunities in freight
- Constant creativity and problem solving
- Economic empowerment and opportunity, living wages
- Efficiency of freight, moving a lot with little power
- Freight is Essential, personal
- Home deliveries
- Maritime and behind-the-scenes freight movement
- How critical goods movement was in shut downs
- How freight creates connections within and outside of communities
- Freight reflects our values, connections to people, and as our populations become more diverse, and I think it has an impact what our freight looks like
- Container ships

PRESENTATION - The Climate Crisis: What It Means for Portland

What stood out to CAC members?

- Threat to airport of sea-level rise sticks out as big concern
- 2030 is the deadline to ramp down emissions, but we don't have alt technologies for many freight modalities in the city. Electric (heavy-duty) trucks are entering market, but slowly. We will have to deploy technologies quickly.
- Businesses may be put at a disadvantage. If we put more restrictions on the freight community, we may not be able to compete. Still, we absolutely must consider the environment.



- Transportation emissions have gone up, but do we know how much is from freight versus non-freight? How much does non-freight changes in vehicle size and tonnage play into this? As cars are getting larger, they cause more wear on the roads and more emissions.
- California has said they will not allow internal combustion engine (ICE) vehicle sales. We may be behind the ball on that planning.
- What kind of emerging tech does the City already have? And which infrastructure projects can help with climate crisis? We probably have some things in development that could be in the back of our mind as we are discussing.
- Which kind of resources can the City advocate for to help uptake of new technology? For training/maintenance/repair on lower emission technology?
- (RE: Chart comparing freight tonnage modes) How did we get to a place where trucks are so dominant? Can anything be done about it? Can new/emerging tech come into play?
- There are opportunities for positive contributions to public understanding.
- PBOT staff should engage in an exercise: analysis showing inefficiencies in street and highways systems to move freight faster. The Rose Quarter is considered a huge west coast bottleneck. If we can figure out how to increase single occupant vehicle (SOV) efficiency, we could benefit freight movement. Where could we see the greatest freight bottleneck improvement?
- Concern is felt about the impact of the US President on local attempts to deal with climate change. What happens if national leadership swings that direction again?
- Clients, vendors, shippers and carriers care about clean freight, and it must be a multifaceted approach to developing solutions. Government plays a foundational role – i.e. if we had realistic carbon pricing; policy that helps with infrastructure improvements; shifting modes/handoffs has a place. Finding a balance is critical to keep in mind.
- Interested in how we are aligning our priorities across the state/states. Overhead costs for businesses and frontline staff must be considered.
- How can Portland position itself for federal funding opportunities for infrastructure development and zero emission freight?

Additional notes:

- There were a lot of questions about and hopes for technologies that will improve freight movement and reduce GHG
- Many questions about supply chains and interest in CFS data, etc. Some in the group might benefit from a Freight 101 presentation.

- Improve freight by reducing passenger car traffic -- more precisely, analyze where truck traffic would achieve the greatest benefits at the worst bottlenecks and consider options to reduce car travel at those locations to free up roadway space for trucks
- Concern that some of our policies about reducing GHG from freight could place freight industry locally at a disadvantage
- Suggestion that we look at how Portland (and Oregon) GHG reduction policies align with our neighbors (not just WA County, Clark County, but neighboring states)
- Observed that there is a hunger for innovation to come out of the FMP from many CAC members

