

**PORTLAND FREIGHT COMMITTEE NOTES Meeting No. 218**

WHEN: Thursday, October 7, 2021 @ 7:30 AM

WHERE: Virtual Zoom Meeting



Please click this URL to join:

<https://zoom.us/j/97499103224?pwd=Y3RxeGJpTEZYREcvVIFGeStZL1hndz>

09 Password: 101442

<b><u>Time:</u></b>	<b><u>Topic:</u></b>	<b><u>Lead:</u></b>
<b>7:30 AM</b>	<b>Welcome and Zoom Meeting Protocol: Minutes approved.</b>	<b>Nubia Milpas</b>

<b>7:35 AM</b>	<b>Hot Topics, Points of Interest, Successes:</b>	<b>Jana Jarvis / All</b>
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PFC members report on current activities from their respective industry and agencies.

- Mr. Lear explained that the bill may only fund one or two structures and highlighted the importance of being informed of other revenues streams that may support the funding of more infrastructure projects.
- Members discussed the Interstate 5 Marine Drive interchange.

<b>7:50 AM</b>	<b>Update on Federal Funding for Structures</b>	<b>Mark Lear</b>
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- Mr. Lear explained that the U.S. Senate was discussing the Invest in America Act that provides over \$1 trillion for infrastructure.
- Mr. Lear explained that PBOT is constructing a list of 30 bridges in Portland in need of infrastructure investment. He noted that the list was based on three evaluation factors.

<b>8:00 AM</b>	<b>2040 Freight Plan – GHG Emissions Presentation</b>	<b>Gabriela Giron-Valderrama</b>
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- Gabriela Giron-Valderrama provided updates about the 2040 Portland Freight Plan.
- Mrs. Giron-Valderrama presented on greenhouse gas reduction best practices for urban freight industries. She discussed the benefits and impacts of electric freight vehicles, fueling infrastructure, and idling reduction technology.
- Mrs. Giron-Valderrama asked committee members for their thoughts and feedback about the gas reduction practices outlined in the presentation.
- Bob Short asked if the GHG volumes/percentages were based on sampling or theoretical measurements. Sorin answered that it is a combination of sampling at the AQ monitoring stations throughout Portland which provide input to the EPA models

that produce the GHG estimate outputs. Other inputs such as vehicle fleet, vmt, etc., are provided by other field measured data.

- Tom Bouillion mentioned that, in contrast to a point made in slide 16, rail can be competitive for goods movement under 500 miles. He cited the regular movement of cargo by rail between the Port of Tacoma and T6.
- Kate Merrill asked if there are federal funding programs for grade separations. Mark Lear responded that there are and that PBOT is aware of them.
- Steve Kountz remarked that the Plan ought to differentiate between GHG which impacts climate and urban smog which has more localized impacts. Consolidated industrial districts may limit concentrations to those areas.

#### **8:40 AM Update on Potential Connect Oregon Projects**

- Tom Bouillion requested a letter of support from the committee for the Port of Portland's Connect Oregon 2021 project proposal.
- Mr. Bouillion outlined the Port of Portland's Connect Oregon 2021 project proposal.

#### **9:00 AM Update on MLK and Grand Crossings**

*Gabriel Graff*

- Gabriel Graff shared that new signals were being installed in the Central East Side. - He outlined various street intersections that were receiving signals throughout Portland.

#### **9:25 AM Public Comment**

- Michelle Sprague: Recently, the maintenance Bureau replaced plastic flexible wands in the center of the intersection of Southeast and Clinton with a tower of metal bollards. They are intended to step up if they get hit. Freight vehicles are very likely one of these metal bollards. On the other hand, we have the division transit project removing the left turn. Which will loop the freight traffic from Southeast 12th to Southeast 13th and turn it to Clinton and proceed north on 12. They will make a circle. The issue is that 12th is a much higher street classification for freight than any of the street and the Clinton industrial area. It is also compounded by all of the intersection in that Central Eastside Industrial District be blocked by the trains. In order for these large vehicles to maneuver they have to use the streets that are intended for this local traffic which accommodate the freight. I'm wondering if this could be put into parts of your discussion because, we have the division of transit projects saying that the street can be used for cut through traffic, so to speak. But there only five blocks apart cannot be used for cut through traffic. It leaves the freight vehicles and the drivers with very little alternatives. I hope that is clear.

#### **9:30 AM Adjourn**

Questions about this agenda or other questions about the Portland Freight Committee please contact:

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- Gabriela Giron Valderrama, [Gabriela.GironValderrama@PortlandOregon.gov](mailto:Gabriela.GironValderrama@PortlandOregon.gov)
- Also, visit the Portland Freight Committee website at:  
<https://www.portland.gov/transportation/freight-committee>