

**PORTLAND FREIGHT COMMITTEE
AGENDA
Meeting No. 200**



WHEN: Thursday, March 5, 2020 @ 7:30 AM
WHERE: Lovejoy Room (2nd Floor), City Hall,
1221 SW 4th Avenue, Portland Oregon

<u>Time:</u>	<u>Topic:</u>	<u>Lead:</u>
7:33 AM	Introductions/Approval of Meeting Notes: Minutes approved	All
7:35 AM	Hot Topics, Points of Interest, Successes: <ul style="list-style-type: none">• DEQ Volkswagen Grants 2020 (Gerik Kransky): https://www.oregon.gov/deq/Regulations/rulemaking/Pages/Rvwgrants2020.aspx• CEIC interested in working on solutions to rail blockages• CEIC is hosting Blumenhaur during a quarterly luncheon at the Redd on April 9, 2020• Job position description released for ODOT & WASHDOT I-5 bridge replacement• Identity Clark County seeking additional letters from businesses regarding the I-5 corridor• DEQ on HB2007: OR is getting \$72.9 million from Volkswagen settlement. \$40 mil expected to be available for reduction of diesel engine changeouts. Rules for new statewide grant program being developed – invitation for PFC members to engage in rulemaking meetings. (Federal funding around 400,000 annually for diesel emissions reductions)• Short session in legislature is ongoing. Due to republican walkout, quorum is not held. HB1503 precipitated this situation.	Jana Jarvis/All
7:53 AM	Deconstructing Diesel Study: <p>Lewis & Clark Law School Green Energy Institute staff attorney Amelia Schlusser will present the key findings of the Deconstructing Diesel Study and strategies that the City of Portland and Multnomah County can pursue to reduce diesel emissions in the metropolitan area. Study link as follows: https://law.lclark.edu/live/news/41558-gei-publishes-deconstructing-diesel-a-law-amp</p> <ul style="list-style-type: none">• Diesel pollution has health and social impacts & environmental impacts. Black carbon is an extremely potent climate forcer, second only to carbon dioxide.• Environmental justice populations (minority and low-income) are disproportionately exposed to higher concentrations of black carbon, and location of schools warrants concern for vulnerable populations.• Legal constraints<ul style="list-style-type: none">○ Clean Air Act: Section 209(a), preempted “standards,” and “new” vehicle or engine○ Federal Aviation Administration Authorization Act (FAAAA): Section 14501(c)(1) general preemption. Exceptions: safety regulations, route control, insurance requirements• FAAAA allows states to give local authority	Amelia Schlusser

- Local strategies
 - Mandatory truck routes, time-of-day truck routes, loading zone restrictions, dynamic road user fees.
 - Anti-idling strategies, supporting transition to alternatively fueled heavy duty vehicles, local indirect source rules
 - Indirect source rules impose restrictions on the rate of emissions from all mobile sources operating within or associated with a specific location or facility.
 - Environmental Quality Commission is considering a petition on statewide indirect source rules. If not adopted, local governments can adopt indirect source rules.

Comments: Heavy duty electric trucks are not yet commercially viable

It is important to distinguish between renewable diesel and biodiesel.

Are there advantages of using biodiesel?

Biodiesel does not add carbon to the biogenic carbon cycle. Some studies show that it has fewer negative health impacts, but unsure if it is significantly safer for the environment.

Majority of particulate pollution caused by off-road sources. Why not focus on the majority?

- Much is sourced from construction equipment. Statewide regulation

Are indirect source rules a land use action? How do they fit with State Land Use Goals?

- Similar to regulating emissions from a stationary source. It is a form of environmental air quality regulation, not a land use regulation.

We would need to be careful about disincentivizing things like our terminal facilities.

Have you done any studies on the economic impact on disrupting the supply chain for retailers?

- Not proposing we stop transporting goods.

8:30 AM **Columbia-Lombard Multimodal Project:** **Bryan Poole**

PBOT project manager Bryan Poole will provide an update on the recommended improvements from the Columbia-Lombard Multimodal project.

- Open house at Human Society March 12th, 2020, 5:00 – 7:00 PM
- Improvements include:
 - Safety treatments for people biking and walking
 - Freight circulation
 - Intelligent transportation systems (ITS) for signals
 - Redesigning interchanges at NE 33rd Ave,
- Funded & recently completed projects include
 -

Questions What freight issues have you identified?

-Based on feedback, refrain from worsening freight issues while improving multimodal movement. We have heard that a primary issue is access – turn movements, offset intersections, driveway access with no turn pockets

We cannot lose focus of freight movement and economic activity in this corridor

Additional options for bike/ped movement can improve freight movement, for example NE Cornfoot Rd.

Are signal priority treatments for the whole corridor or specific segments?

-There is funding for Columbia Blvd east of NE 42nd Ave

Has there been analysis of Kenton neighborhood rail crossings? 5 lane to 3 lane reduction point bottleneck? Air cargo and e-commerce expansion?

-Yes. This is not the appropriate planning process to call for multi-million dollar megaprojects for grade separation or ODOT bridge replacement over NE 82nd Ave. The City would have to work with partners to identify the projects and potential funding.

Did you look at the I-205 bottleneck?

-We are not focusing on this, partially because it is on the outer edge of the corridor; also because it is an ODOT project and would require extensive funding that this planning process does not have.

9:30 AM Public Comment:

Members of the public are invited to provide comment to the committee.

- Division rapid transit and Gideon Overcrossing – no left turn on Division, proposing alternate routes for freight. Proposal to turn freight onto NE 13th Ave, a 21 foot street to connect with NE Ivon. There is an impact on freight driveways.
- St. Luis has a land use solution for bringing development into an area. There were 5 ramps closed onto I-64 and an improvement to local access. Access management to the freeways as congestion solution.

9:35 AM Adjourn

Questions about this agenda or other questions about the Portland Freight Committee (PFC):

- Contact Robert Hillier, 503 823-7567 or Robert.hillier@portlandoregon.gov
- Also, visit the Portland Freight Committee website at: www.portlandonline.com/transportation/freight