Demographics, equity + environmental justice

CAC Members: DO NOT CLICK "Clear frame" next to the word "Background" above the 2040Freight logo. If you do, IMMEDIATELY click the undo button, which is the arrow curving left.

Stood out as important

Ideas about who/ how to engage

For questions

Wages

Lack of commitment from government or industry on meaningful climate action

Under-representation of women in freight

The generally high levels of pollution throughout the city.

Portland Worker Profiles- the difference in data across the three groups

The overlap between major freight routes and environmental justice/low-income/BIPOC communities

The map that overlaid diesel emissions with concentrations of BIPOC residents in Portland. Illustrates disproportionate impact.

Freight unions

All employees within the freight industry - not just management. Please make a conscious effort to engage employees that do not speak English as a first language

Find and collaborate with PDX companies who have published ESG reports and committed to a Scope 3 GHG reduction target. Align GHG methodology measurements.

Work with local neighborhood associations and community organizations - neighborhood coalitions (like NECN) can help to coordinate.

State organizations ODOT Freight & Federal - EPA

16% vs 74% diesel usage per your categories stood out but seemed entirely confusing or very inaccurate.

Women are underrepresented at 13%, how do we engage this sector and encourage them to consider Freight as a career?

Freight jobs pay better for people without a college education.

Trade & Freight provide a pathway to professional education and wages more democratically than many industries.

Schools being close to freeways where there are higher emissions.

Gig Workers

Port of Portland

DEQ's air quality division

Students at schools near freight corridors

Communities near/in freight districts and freight routes. Including those who live and work in those areas

Is there such thing as "clean diesel"? Frog Ferry is proposing using biodiesel. Is this a better option than standard diesel in terms of health or do same concerns apply?

Concerning diesel usage, I heard lots of bad side effects but didn't hear what's good about diesel and what you intend to do about it.

How have freight vehicles and related technology changed over the last 5 years in regards to GHG emissions? (bouncing off Dave Chalmers' question from earlier)

Portland should be spelled out. In terms of transportation, there are cars, light trucks, heavy trucks, fire engines and buses that use diesel. In the other category, there are construction sites, marine and train usage. Also, we should quantify those

What's considered a living wage in Portland?

The earning potential in the freight industry is really important to individuals without a high school education $11k vs. $40K

Women working in the freight industry

People who live/work/go to school in heavily polluted neighborhoods

We could engage the city to fund transportation trainings for women and minorities to be able to get into the industry.

Companies/shippers in PDX who are willing to experiment with modal shifts or alternate delivery methods, pilot projects.

What year of data is used to identify where BIPOC live for the air pollution distribution chart?

Is the freight crash raw numbers controlled for the increase in general freight travel?

Why are areas with high concentrations of BIPOC and low wage individuals located so close to freight corridors and industrial areas? Is this something that can be mitigated through revised zoning?

The diesel emissions from Mobile Non-Road vehicles equals 74% of the diesel problem. Can we get further breakdown on this data.

Are wages in the freight and warehousing industry increasing faster than other industry sectors?

Neighborhood associations for areas with freight corridors

Owners and employees of freight and freight-adjacent businesses that pay workers a living wage.

What are the freight jobs that are considered front office and back office? Should these be teased out? Do they require more education?

How much of diesel pollution is from personal vehicles?

How does the City calculate and measure GHG emissions as a whole and specific to freight? What methodologies are used and are these aligned with what our trade partners & shippers use?

support women getting into the industry and how can we help the industry have continuous learning credits or education as it is a factor that impacts health and awareness on many socio-environmental

Can the diesel emissions from buses and trucks be disaggregated? And, are the reduced emissions in truck engines also occurring in bus engines?

Students at schools near freight corridors

People involved in freight models/businesses that are more space-efficient and less polluting.

Q

How does the uptick in semi crashes by percentage compare to the increase in population?

What is the role of incentives as it relates to the location and amount of pollution throughout the city?

Data between Union and Non-Union freight workers when it comes to wages.

How is this analysis being used to advocate for access to tools and resources for our BIPOC workers most at risk for chronic health conditions?

Interesting that the freight industry provide jobs for those without college degrees. Can you provide a summary of the # of freight industry jobs to the whole, or a % of them to the whole?

people using freight, receiving goods through freight. Does this information add to the conversation on disproportionate impact of freight and uneven benefits/harms from freight and environmentally

What is the population percentage of the BIPOC community in Portland?

What about those freight workers who are not full-time, year-round employed?

Existing Conditions

Stood out as important

Ideas about who/ how to engage

Questions

Can Oregon and Washington cooperate in creating inland "ports" along the existing rail corridors to move heavy import/export cargo off major highways? Short haul intermodal (>500km)

I'd really like to get people with experience in places (Europe, probably) where they require much higher safety standards for trucks. How do the regulations work, why do they work, how can we do that here?

The Port of Portland doesn't currently handle much "breakbulk shipments. Rather, this business is shipped from Asia and lands in LA or Tacoma then is shipped to Portland via over the road trucking.

Sellwood Bridge is not a freight route

Marine Drive between I-5 and Troutdale is used as a freight route regardless what the City of Portland has said.

After seeing the shed maps, I'm curious about freight patterns between Portland and Vancouver/SW Washington.

Two rivers, one through the gorge, two major rail lines, two interstate freeways is a major reason why freight is so big in Portland. Access through the gorge and through the mountains to the east/from the east.

The city needs more Commercial Parking(loading zones) in the downtown, particularly in the SW.

We need to understand whether BN and UP will increase their intermodal service

Intel / semiconductor industry air freights a great $ value low tonnage to Asia through PDX. This link is critical to a very high value sector. We should understand the needs of this segment.

Has PBOT worked with ODOT/WSDOT and Vancouver or other Metro cities to define regional sheds? There are major freight flows across the Columbia.

Both UP and BNSF (have it as their goal) will be increasing their inter modal as well as their unit train business. They will both be trying to minimize their car-load business.

We're not going to be able to reach Vision Zero if we don't put safety front and center in this plan and all the others. Speed needs to be on the table, and so does everything else. We can't accept deaths as a tradeoff for vehicle movement.

38% of truck-involved collisions are turning-related, higher than for all collisions. Though, lower bike/ped involved collisions.

Higher KSI in truck-involved collisions BUT lower bicyclist/pedestrian

A ton of our exports are related to potentially harmful food and agriculture practices (cereal grains and fertilizer). --> Teaches us to look at Freight's intersectionality with other environmental impact areas

Reach out to bike based couriers/freight services for last mile delivery.

If we can get one or hopefully more steamships to call on our port we can reduce a lot of truck traffic via I5 and I205.

Public transportation with set routes could play a role with intra-city distribution (MAX, Frog Ferry).

People living outside, especially along freight corridors

also associated with high carbon emissions and harmful land practices (cereal grains and fertilizer) to support a just transition. Freight solutions should consider people in these sectors that also need to make changes to reduce

Shed maps -- Not all routes are equally important. Swan Island outbound over I5 I 84 is crucial as is Pier 6 to Interstate Bridge North.

Questions

What do we know about the elasticity of demand for freight?

Will UPS / USPS retain their existing hubs or are they likely to move?

Why are trucks using 82nd instead of the freeway?

Should Naito Pkwy be used with all the construction?

Can we have copies of the reports? and the slides in the presentations?

Concerning the truck collision slide, what size trucks are you referring to?

What solutions are there to reduce turning related collisions for trucks?

Are "freight streets" really "streets that prioritize large trucks"? Seems like "freight" and "truck" can't be synonymous as we look into the future.

How will the sale and possible development of the Louis Dreyfus silos impact river/rail freight systems? Be aware of the Albina Vision project and make sure to engage them.

Would voluntary time-of-day truck routes along crash-prone corridors help increase safety?

What is the goal for transit time from major sheds? e.g. anywhere in the city within 15 minutes? How does this impact GHG emissions?

If commercial truck drivers are specially trained why is it good if they are crashing at the same rate as drivers through the city at large?

Can we discuss more, or emphasize more, why trucking/freight is so big in Portland? Two rivers, one through the gorge providing access to places east, two freeways, two rail lines, one airport.

How much of a negative impact does commuter traffic have on the movement of freight via truck?

How has COVID-19/remote work impacted peak and off peak hours? What is projected for future traffic patterns?

Are home deliveries by UPS/FedEx/Amazon considered "freight"?

Has the city looked at utilizing rail corridors to displace heavy intra-city movements? How about River movements?

Is there an opportunity to develop distribution hubs for final mile co-located with major terminal hubs?

Is there a way to designate between freight to consumer versus freight to business? Different solutions will be necessary for each.

What about truck parking besides TA or Jubits are we looking at where they are parking if we expect freight to grow?

Do we know anything about safety measures currently being taken by truck fleets in the city? Can the City require safety measures like side guards or high-visibility cabs?