



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

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DATE: September 30, 2016

TO: Oregon Transportation Commission

[Original signature on file]

FROM: Matthew L. Garrett
Director

SUBJECT: **Agenda E** – Amending the 2011 Oregon Freight Plan

Requested Action:

Receive an update on the process to amend the 2011 Oregon Freight Plan to ensure compliance with FAST Act requirements.

Background:

The FAST Act passed in late 2015 included requirements for all states to have a long range freight plan. Oregon has had a long range freight plan since 2011 when the OTC adopted Oregon's first freight plan. However, included in the FAST legislation were a number of requirements for state long range freight plan content. Oregon is in compliance with most of the requirements except as follows:

- An inventory of freight issues including freight bottlenecks
- A description of the freight system in the state, including the new national freight system designations
- A funding constrained freight investment plan
- Performance measures

The FAST Act requires states to prepare or amend their long range freight plan to be compliant with the FAST Act's requirements by December 4, 2017 (two years after enactment of the legislation). Oregon has begun various work efforts to ensure we have an FAST Act compliant plan by this deadline.

The Oregon Department of Transportation (ODOT) is developing a comprehensive and multi-modal inventory of freight issues for the state. Staff anticipates a formal inventory list for highway freight bottlenecks to be completed near the end of 2016. Similarly, staff anticipates an inventory list of need for critical intermodal connectors in the state. These connectors are often the critical first and last miles of the freight system leading to key freight modal transfer locations. ODOT staff has also recently procured the assistance of Parsons Brinkerhoff, a national consulting firm with excellent working knowledge of freight plans and FAST Act compliance.

As listed above, one of the critical required elements for the freight plan is a constrained investment plan. The FAST Act created a new freight formula funding program to assist states in funding critical

freight system improvements. States are required to prepare an investment plan for these funds for a five year period and update the investment plan every five years thereafter.

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