



**Oregon Freight
Advisory Committee
*Report to the Legislature***

**2001-2002 Committee Chairman:
Ken Armstrong, Oregon Ports Group**

**2003 Committee Chairman:
Tom Zelenka, The Schnitzer Group**

March 2003

For additional copies of this report:

Oregon Department of Transportation
<http://www.odot.state.or.us>

Matthew Garrett
(503) 986-4214

Steven Kale
(503) 986-4130

Rep. Alan Brown
Chair, House Transportation Committee
Oregon House of Representatives
900 Court St. N.E., H-481
Salem, OR 97301

Dear Rep. Brown,

On behalf of the Oregon Freight Advisory Committee, it is our pleasure to present this report summarizing the committee's activities over the past two years. The report fulfills the 2001 Legislature's requirements, per House Bill 3364, for the committee to prepare and submit a report to the 2003 Legislature, and identifies some of the work remaining for the committee and other freight stakeholders to accomplish.

We commend the Legislature's vision in formally authorizing the establishment of the Freight Advisory Committee. Over the past few months, the committee has made substantial progress in developing a variety of freight activities as discussed on the following pages.

We look forward to working with the Legislature on initiatives to link an efficient and reliable multimodal freight transportation system with Oregon's economic development efforts. Please let us know if we can answer questions about the biennial report or the committee's ongoing and future activities.

Sincerely,

Ken Armstrong, 2001-2002 Chair
Oregon Freight Advisory Committee

Tom Zelenka, 2003 Chair
Oregon Freight Advisory Committee



Report to the Legislature

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INTRODUCTION

In August 1998, the Oregon Department of Transportation established the Oregon Freight Advisory Committee. The committee formed as a result of discussions between ODOT and various freight stakeholders who urged the department to enhance its emphasis on freight in policy, planning, programming and related activities.

The committee meets regularly to discuss freight transportation matters of interest to committee members and ODOT. Discussions focus on issues that stakeholders bring to ODOT's attention or issues on which ODOT seeks freight stakeholders' input. The issues are multimodal and intermodal in focus and address all freight transportation modes: trucking, rail, marine, air and pipeline.

Of special interest to many committee members is the link between freight transportation and Oregon's economic well being. Members believe that an efficient and reliable freight transportation system is an important component of the state's economic livelihood. The link between freight transportation and economic development is viewed as critical to the state's long-established resource-based industries as well as the newer "just-in-time" businesses that have gained greater importance in the national and global economy.

This report includes a brief history of the committee from its formation through 2000, followed by a review of the committee's progress during 2001 and 2002. It also includes a summary of the committee's Outreach, Policy and Projects subcommittees' activities. The report concludes by identifying the committee's future direction and recommendations for future activities.

House Bill 3364

On May 30, 2001, former Gov. John Kitzhaber signed into law House Bill 3364 (see Appendix 1), formally authorizing the Freight Advisory Committee. The legislation called for the ODOT director to appoint a Freight Advisory Committee to advise the director and the Oregon Transportation Commission on issues, policies and programs that affect multimodal freight mobility in Oregon. Committee membership was to include representatives from the shipping and carrier industries, state and local governments, port districts and other organizations as appropriate.

Other provisions of the legislation directed the committee to do the following:

- Elect a chairperson and a vice chairperson.
- Meet at least four times annually.
- Provide input on statewide and regional policies and actions that affect freight mobility.
- Provide input on the development of policy and planning documents that affect freight mobility.





The Freight Advisory Committee met on Sept. 10, 2002.

- Define freight mobility projects and identify high-priority multimodal freight mobility projects in each ODOT region.
- Report its progress and recommendations to the 72nd Legislative Assembly.

The legislation also directed ODOT to provide policy and staff support to assist the committee with its activities.

Mission Statement

One of the committee's first activities following passage of HB 3364 was the preparation of a mission statement:

The mission of the Freight Advisory Committee is to advise the Oregon Department of Transportation, Oregon Transportation Commission and Oregon Legislature on priorities, issues and funding needs that impact multimodal freight mobility and to advocate the importance of a sound freight transportation system to the economic vitality of the State of Oregon and the Pacific Northwest.

The committee's mission statement emphasizes several of the major components of the authorizing language in HB 3364, as well as the committee members' interests and focus on the links between a sound freight transportation system and economic vitality at the state and regional levels.



HISTORY OF THE COMMITTEE

August 1998 to December 2000

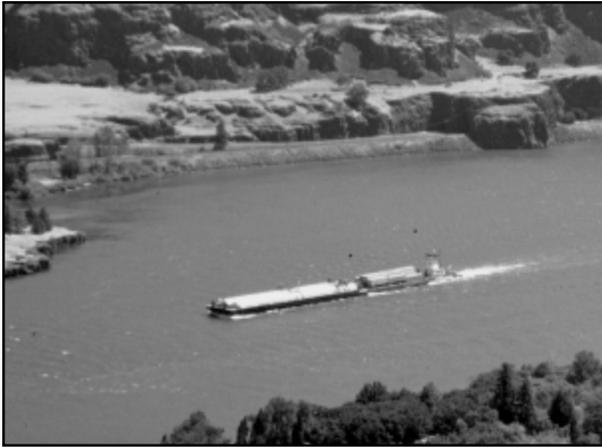
Former ODOT Director Grace Crunican established the Oregon Freight Advisory Committee. In part, the committee formed as a result of selected stakeholders' desires to give freight more visibility in ODOT policy, planning, programming and other activities. During its first year, Dennis Williams of Roseburg Forest Products served as chairman. He was followed by Mike Burrill of Burrill Resources.

During its first two and a half years, the committee discussed a variety of freight-related topics and provided input on issues of concern to committee members. One of the significant products developed under committee direction was a report titled Freight Moves the Oregon Economy. It was prepared by committee staff and is available for review at www.odot.state.or.us/intermodal-freight/Reports/FreightMoves/freight_moves_contents.htm. The report provides an overview of Oregon's freight transportation system, links between freight transportation and economic development, and freight concerns and needs. It identifies next steps in the areas of policy and planning, information gaps, needs identification and other topics.

Much of the committee's work during its early years focused on the general topic areas identified by the next steps in the Freight Moves the Oregon Economy report. For example, the committee heard presentations and focused discussion on a variety of topics, including the following:

- Policy and Planning
 - ✓ Freight funding opportunities in the Transportation Equity Act for the 21st Century
 - ✓ Freight mobility issues for the U.S. Maritime Administration
 - ✓ Metro's Regional Transportation Plan provisions for freight
 - ✓ Oregon Aviation Plan and Oregon Rail Plan updates
 - ✓ ODOT's Statewide Transportation Improvement Program
 - ✓ Proposed Puget Sound to Tri Cities petroleum pipeline in Washington
 - ✓ Reauthorization of the Surface Transportation Board
 - ✓ Roles and responsibilities of Area Commissions on Transportation
 - ✓ Transportation improvement program process and development
- Information Gaps
 - ✓ Commodity flow data collection
 - ✓ ODOT's shipper-motor carrier survey
- Needs Identification
 - ✓ Columbia-Snake River System issues on barging and dam breachings
 - ✓ Federal Highway Administration intermodal connectors condition and investment study





A barge navigates the Columbia River near The Dalles.

- ✓ Interstate 5 Portland/Vancouver Transportation and Trade Partnership study
- ✓ Seismic and cracking issues for bridges
- Other
 - ✓ Intelligent Transportation Systems and Oregon's Green Light project
 - ✓ Transportation logistics

On several issues, the committee prepared letters expressing support or requesting additional information to more fully assess transportation and other impacts. Examples of letters of support included those for:

- Deepening the Columbia River below Portland.
- Developing materials for the I-5 Transportation and Trade project.

The committee also prepared letters or otherwise provided input on:

- Changes in costs and job-related impacts in Oregon from a proposed petroleum pipeline in Washington.
- Oregon Highway Plan freight issues and concerns.
- Preservation of rail service in Coos County and western Douglas County.
- Transportation impacts in Oregon from proposed Snake River dam breachings.

As part of its look at the potential impacts of Snake River dam breachings, the committee urged ODOT to participate with the Port of Portland, the Oregon Economic and Community Development Department and the Oregon Department of Agriculture in a study to identify possible impacts on Oregon's transportation system if dams were breached on the Snake River in Washington. Additional truck trips and possibly more rail trips brought about by an end to commercial barge navigation on the Snake River might place greater demands on Oregon's transportation infrastructure. The results of this report can be found at www.portofportland.com/PDFPOP/dam.pdf.

In addition, committee members visited the Port of Portland's freight and intermodal facilities, established contacts with freight transportation groups in Washington and made presentations to various groups, including legislative committees and the Oregon Transportation Commission.

To help communicate committee activities, staff developed a Web page at www.odot.state.or.us/intermodal-freight/OFAC/OFAC_cover_page.htm (see Appendix 2). It provides a summary of committee activities, a link to HB 3364, a list of committee members and meeting minutes.



January 2001 to December 2002

Since the passage of HB 3364, the Freight Advisory Committee has expanded to include a wider representation of groups with an interest in freight transportation. The committee currently has approximately 40 members (see Appendix 3). An additional 20 people regularly receive mailings about committee meetings and other activities.

During 2001 and 2002, the committee built on and expanded activities from prior years. It met four times in 2001 and five times in 2002. Meeting topics included the following:

- Policy and Planning
 - ✓ Freight considerations in reauthorization of TEA-21
 - ✓ Marine transportation system issues and SEA-21
 - ✓ Medford Freight Study
 - ✓ ODOT bypass policy and special transportation area amendment
 - ✓ Oregon Transportation Investment Act
 - ✓ Rail shipper issues in the Pacific Northwest
 - ✓ Stakeholder process for improving the Statewide Transportation Improvement Program
- Information Gaps
 - ✓ ODOT shipper-motor carrier survey
 - ✓ Portland area commodity flow study
- Needs Identification
 - ✓ Agricultural transportation bottlenecks
 - ✓ Freight Action Strategy for the Puget Sound area
 - ✓ I-5 Transportation and Trade Partnership update
 - ✓ ODOT economic and bridge options study
- Other
 - ✓ Liquid pipeline transportation in Oregon
 - ✓ Transportation safety and security
 - ✓ St. John's Bridge update

Committee representatives made presentations to various legislative transportation committees and interim committees as well as to the Oregon Transportation Commission. In a presentation at the Oregon Business Council's Leadership Summit in December 2002, Committee Chairman Ken Armstrong addressed the committee's efforts to:

- Improve freight mobility by reducing barriers on Oregon's freight corridors and
- Increase the visibility of freight mobility transportation issues and needs.

As in previous years, the committee submitted written comments on issues, policies and programs that affect multimodal freight mobility in Oregon. These included letters on:

- Criteria for designating special transportation areas.



Port of Portland

The Federal Express air freight terminal in Portland.





The Kinder Morgan Petroleum Products pipeline terminal in Eugene.

- Freight mobility as a criterion for selecting projects to be funded under the 2001 Oregon Transportation Investment Act.
- Funding for repair and replacement of bridges on routes important for freight mobility.

Coordination with freight groups in nearby states continued during 2001 and 2002. It included presentations at committee meetings by representatives from the Puget Sound Freight Mobility Roundtable and the Freight Action Strategy for the Puget Sound area. Additionally, representatives from the Washington Freight Mobility Strategic Investment Board, the California Department of Transportation and the California legislative staff attended committee meetings.

To help the committee with its activities, staff prepared various materials, including the following reports:

- Criteria for Prioritizing Freight Mobility Projects
- Freight Offices and Programs in State Departments of Transportation
- Potential Freight Mobility Projects in the Draft 2004-2007 Statewide Transportation Improvement Program

The committee was briefed on the progress and results of a motor carrier survey to identify transportation problems on Oregon's highways and local roads. Conducted through Portland State University, the survey had a response rate of about 60 percent and uncovered approximately 2,200 problems as identified by truckers using Oregon's roads. The following table summarizes the types of problems identified through the survey. For more information, see <http://www.odot.state.or.us/tddresearch/reports/ship-carrier.pdf>.

Problems Identified in a Survey of Motor Carriers Using Oregon's Roads

Type	Frequency	Percent
Infrastructure	784	34.3
Congestion	357	15.7
Restrictions	179	7.9
Other Drivers	110	4.8
Construction	79	3.5
Other Problems	768	33.7
Total	2,277	100.0

- Infrastructure* Includes rough roads, ruts, etc.
- Congestion* Includes general and specific locations
- Restrictions* Includes weight limits on bridges and other types
- Other Drivers* Includes automobile drivers who cause problems for truck drivers
- Construction* Includes delays experienced in work zones
- Other Problems* Includes weather-related problems, vegetation blocking visibility, etc.



In mid-2002, the committee assisted the Transportation Research Board's National Cooperative Highway Research Program with a project on Freight Transportation as a Good Neighbor. Committee assistance included identifying Oregon examples of efforts to enhance the compatibility of freight transportation land uses with other types of land uses, as well as reducing the potential for conflicts between freight transportation and community livability. Several examples identified through this effort will be in the final report for this project to be published in 2003. For more information, see <http://www4.nas.edu/trb/synthesis.nsf/All+Projects/Synthesis+33-12>.



Steve Kale, ODOT Planning Section

Safety improvements along the Union Pacific Railroad Line in Salem are an example of the Freight Transportation as a Good Neighbor program.





SUBCOMMITTEE ACTIVITIES

During the early part of 2001, a substantial portion of the committee's activities focused on organizational issues. This included forming three subcommittees to assist in accomplishing the committee's mission and addressing the provisions of HB 3364.

The activities of the Outreach, Policy and Projects subcommittees focus on helping to implement the provisions of HB 3364 as follows:

Outreach: Coordinate outreach to the Oregon Transportation Commission, the ODOT director, the freight community, regional advisory groups, the governor's office, the Legislature and others with respect to the activities of the Freight Advisory Committee and its recommendations.

Policy: Evaluate and provide input on statewide, regional and federal policies and actions that affect freight mobility.

Projects: Identify the highest priority freight projects in each ODOT region and look at potential funding sources.

Each subcommittee has established a work plan to accomplish its purposes. The following summarizes the subcommittees' work plans and activities during 2001 and 2002.

Outreach Subcommittee

The Outreach Subcommittee's work plan focuses on developing communications materials and making presentations to a variety of groups. Work plan activities include the following:

- Develop a communications piece that includes the purpose of the Freight Advisory Committee.
- Present recommendations of the Freight Advisory Committee to the Oregon Transportation Commission.
- Communicate the freight perspective to the governor's office and to the Legislature.
- Make freight-related presentations to each of the Area Commissions on Transportation, the League of Oregon Cities and the Association of Oregon Counties.
- Make freight-related presentations to the Oregon Public Ports Association and at port district meetings.
- Make freight-related presentations to the Oregon Aviation Board.
- For associations representing shippers and transportation providers, develop an article on the Freight Advisory Committee and its purposes and activities.
- Establish a Freight Advisory Committee Web site on the ODOT home page.
- Develop a speaker's bureau and a PowerPoint slide presentation for the speakers to use in presentations to various groups.





Marine Drive was recently improved near the Port of Portland Terminal 6.

During 2001 and 2002, Freight Advisory Committee members participated in a variety of outreach activities. In coordination with staff, the committee developed a PowerPoint slide show that was the basis for presentations to nearly all of the Area Commissions on Transportation, several legislative committees or interim committees and various other groups. Also in coordination with staff, Freight Advisory Committee members developed a draft communications piece about the Freight Advisory Committee as well as a draft article for associations representing shippers and transportation providers. Lastly, staff developed a Freight Advisory Committee Web page.

Policy Subcommittee

The Policy Subcommittee's work plan focuses on the following recommended actions:

- Develop five to seven overall policy statements to recognize the importance of freight mobility in the policy, planning and programming processes of state, regional and local governments in Oregon.
- Review draft policy language for freight in TEA-21 reauthorization and other legislation and recommend changes where needed.
- Assist in reviewing and updating policy language as needed for statewide, regional and local planning efforts.
- Work with the Projects and Outreach subcommittees to link freight policies and actions with programming and outreach activities.

As its highest priorities, the Policy Subcommittee identified the following:

- Developing freight-related recommendations for reauthorization of TEA-21 for the federal Water Resources Act and other federal legislation.
- Working with ODOT and other groups on criteria for selecting and prioritizing projects for inclusion in the Statewide Transportation Improvement Program.

During 2001 and 2002, Freight Advisory Committee members participated in a variety of policy-related activities. Among the activities were:

- Preparing freight-related recommendations for the reauthorization of TEA 21 (see Appendix 4).
- Participating in ODOT's stakeholder committee for reviewing and updating the Statewide Transportation Improvement Program process and the guidelines for establishing Area Commissions on Transportation.
- Submitting a letter to ODOT on proposed Oregon Highway Plan amendments for Special Transportation Areas.
- Providing input during the scoping phase for the Oregon Transportation Plan update.



Projects Subcommittee

The Projects Subcommittee's work plan focuses on defining freight mobility projects and identifying a list of high-priority projects in each of ODOT's five regions. The list is to include high-priority projects for each of the freight-moving transportation modes.

The subcommittee decided to use the following working definition for a freight mobility project:

A freight mobility project is a project that supports the safe, reliable and efficient movement of goods between and among local, national and international markets.

As part of the effort to identify possible problem areas for freight movements on Oregon's highways, committee staff developed information on roadway concerns on the State Highway Freight System as defined by the 1999 Oregon Highway Plan. The information included maps and tables showing truck traffic volumes as well as locations with poor pavement conditions, weight-restricted or low-clearance bridges, length-restricted roadway segments, congestion and other factors. Similar information was developed for roads not on the State Highway Freight System. These materials can be viewed at http://www.odot.state.or.us/intermodal-freight/Reports/roadway_concerns/roadway_concerns_contents.htm.

The Projects Subcommittee used this and other information to begin developing lists of short-term and longer-term freight mobility projects for roads and other elements of the freight transportation system.



Steve Kale, ODOT Planning Section

A truck passes under a low-clearance bridge on Interstate 5 near Cottage Grove.





COMMITTEE FUTURE AND RECOMMENDATIONS

The identification of high-priority freight mobility projects is one of the main activities the committee intends to accomplish in 2003. This includes the development of a list of freight-related projects in the Draft 2004-2007 Statewide Transportation Improvement Program, as well as a list of longer-term multimodal freight mobility projects. (The committee forwarded its recommendations for the 2004-2007 STIP on Jan. 31, 2003; see Appendix 5.)

The committee intends to further develop its outreach and policy activities. This will include working with the governor's office, the Legislature, ODOT, the Oregon Transportation Commission, Area Commissions on Transportation and other groups. Where appropriate, the committee will continue to develop recommendations and otherwise provide input related to policy development and changes.

Committee members understand that convenient and reliable transportation is a key variable underlying the success of Oregon's economy. Failure to make the necessary investments will result in lost opportunities and greater costs over the long term. The committee will continue to propose policies and endorse and forward projects that promote strategic freight investments in the statewide transportation system.

Per the provisions of HB 3364, the committee is scheduled to "sunset" as of Dec. 31, 2005. The committee will work with freight stakeholders and the Legislature to identify whether recommendations should be made to continue the committee into 2006 and beyond.





APPENDIX 1: House Bill 3364

House Bill 3364
2001 Legislative Assembly
Oregon Laws 2001, Chapter 240
An Act HB 3364

Relating to Freight Advisory Committee; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

SECTION 1. Section 2 of this 2001 Act is added to and made a part of ORS chapter 366.

SECTION 2. (1) There is created the Freight Advisory Committee to be appointed by the Director of Transportation Commission regarding issues, policies and programs that impact multimodal freight mobility in Oregon.

(2) The director shall have discretion to determine the number of committee members and the duration of membership. The committee membership shall include, but not be limited to, representatives from the shipping and carrier industries, the state, local governments and ports, including the Port of Portland.

(3) The committee shall:

(a) Elect a chairperson and a vice chairperson.

(b) Meet at least four times a year.

(c) Provide input on statewide and regional policies and actions that impact freight mobility.

(d) Provide input on the development of policy and planning documents that impact freight mobility.

(e) Define "freight mobility projects."

(f) Advise the commission and regionally based advisory groups about the Statewide Transportation Improvement Program and the program's consideration and inclusion of highest priority multimodal freight mobility projects in each Department of Transportation region.

(4) The Department of Transportation shall provide policy and support staff to the committee. The department shall also provide other personnel to assist the committee as requested by the chairperson and within the limits of available funds.

(5) The committee shall report to the Seventy-second Legislative Assembly on the committee's progress and recommendations.

SECTION 3. Section 2 of this 2001 Act is repealed on December 31, 2005.

SECTION 4. This 2001 Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this 2001 Act takes effect on its passage.

Approved by the Governor May 30, 2001.

Filed in the office of Secretary of State May 30, 2001.

Effective date May 30, 2001.

<http://www.leg.state.or.us/01orlaws/0240.pdf>





APPENDIX 2: Committee Web Site

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Meeting Minutes:

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- o [9-10-2002](#) (88 kb)
- o [7-9-2002](#) (126 kb)
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http://www.odot.state.or.us/intermodal/OFAC/OFAC_cover_page.htm





APPENDIX 3: Committee Members

Name	Company/Organization
Jim Adams	Federal Railroad Administration
Ken Armstrong	Oregon Ports Group
D.E. Bridges	Oregon Forest Products Transportation Association
Bill Burgel	HDR Engineering Inc.
Jim Burnett	Allied Systems Company
Michael Burrill Sr.	Burrill Development LLC
Martin Callery	Oregon International Port of Coos Bay
Scott Cantonwine	Cascade Warehouse
Gary Cardwell	Northwest Container Services
John Coulter	Woodburn Fertilizer
Ann Crook	Oregon Department of Aviation
Everett Cutter	Oregon Railroad Association
Chris Deffebach	Metro
John DeLong	Morse Brothers
Jerry Engelhardt	Kinder Morgan Energy Partners
Paul Farrow	Fred Meyer
Nick Fortey	Federal Highway Administration
Jerry Grossnickle	Bernert Barge Lines
Ken Hunt	Union Pacific Railroad
Lee Johnson	Jet Delivery Systems
Pat Keim	Burlington Northern Santa Fe
John Kratochvil	Oregon Department of Agriculture
Susie Lahsene	Port of Portland
Keith Leavitt	Port of Portland
Jared McArthur	USF Reddaway
Lyn McClelland	US Maritime Administration
Randy Papé	Oregon Transportation Commission
Larry Phipps	Portland & Western Railroad
Laura Pryor	Association of Oregon Counties
Bob Russell	Oregon Trucking Association
Jonathan Schlueter	Pacific Northwest Grain and Feed Association
Wayne Signer	Kerr Norton Marine
The Honorable Greg Smith	State Representative
The Honorable Alan Unger	City of Redmond
Bruce Warner	Oregon Department of Transportation
Gary Whitney	Oregon Economic and Community Development Department
Dennis Williams	Roseburg Forest Products
Roger Yasui	Electro Scientific Industries
Tom Zelenka	The Schnitzer Group





APPENDIX 4: Committee Recommendations

Committee Freight Recommendations for TEA 21 Reauthorization

The Oregon Freight Advisory Committee encourages the Oregon Department of Transportation and the Oregon Transportation Commission to work with Congress and other branches of the federal government to help implement the following recommendations.

Protect the integrity of the Trust Fund.

Congress should retain trust fund “firewalls” and eliminate use/accounting of funds for deficit reduction.

Support the use of existing innovative finance tools and new financing mechanisms for investments in freight transportation infrastructure.

To support additional freight investments, Congress should enhance the use of Transportation Infrastructure Finance and Innovation Act by lowering the project dollar threshold, expanding eligibility for freight projects and relaxing repayment requirements; allow pooling of modal funds; expand the State Investment Bank program to all States; and create tax incentives for freight rail and intermodal infrastructure investment. The exploration of the Transportation Finance Corporation should include attention to its utility as a financing mechanism for freight projects, including intermodal connectors.

Tailor existing and proposed innovative financing techniques to make increased investment in intermodal connectors possible.

Congress was presented an assessment of the status of intermodal connectors across the U.S. in 1999. The connectors, described as the weakest link in the freight system, are the links connecting freight modes. In most communities in the U.S. these links are inadequate to serve the exiting and projected freight volumes due to lack of priority or funding. Funding needs for intermodal connectors in Oregon are similar to funding needs for intermodal connectors nationally.

Separate the Corridors and Borders program, increase funding and focus for freight corridors, and augment funding from the Highway Trust Fund with innovative financing.

Congress should target corridor funding on projects increasing the efficiency of freight movement in corridors and facilitating freight flows through trade gateways with landside improvements. The exploration of the concept of Transportation Finance Corporation should address its use for corridor and border projects and funding should be augmented with the use of innovative financing tools. In addition, Congress should provide adequate funding from General Funds for border infrastructure and operating costs.



Sponsor development of a freight planning capacity building process. U.S. DOT and American Association of State Highway and Transportation Officials should jointly sponsor development of a freight planning capacity building process.

Funding should be provided to support an initiative through which the U.S. DOT and the state departments of transportation will jointly develop and implement a training and capacity-building program to strengthen the ability of state and local transportation agencies to effectively address multimodal freight transportation issues.

Increase the emphasis on freight transportation research in the Federal Highway Administration's research and technology program. Consider the creation of a Freight Transportation Cooperative Research Program.

Congress should increase funding for the FHWA research program to support the conduct of freight transportation research that includes the private sector, and allows the pooling of U.S. DOT modal agency funds. A Freight Transportation Cooperative Research Program should be created and funded with an emphasis on creating pilot projects.

Encourage the creation of national and regional Freight Advisory Groups.

Congress should encourage the creation of national and multi-state regional freight industry advisory groups for communicating with one voice to "One DOT" on freight transportation issues.

Promote the use of Congestion Mitigation Air Quality funding for freight projects that reduce congestion and improve air quality.

The CMAQ program was designed to fund projects that will help reduce transportation-related emissions. To date, the program has been used primarily to support public transportation options including ride-sharing, bicycling, etc. Total funding for the program should be increased and the availability of the program for freight projects clarified and encouraged.

Increase funding for the Section 130 highway rail grade crossing program, proportionate to the increase in the overall highway program, and increase flexibility within the Surface Transportation Program safety set-aside.

The section 130 program provides assistance to state and local governments to enhance safety at grade crossings on public highways. Increasing funding and expanding eligibility to grade crossing maintenance would enhance safety to the benefit all freight modes and the motoring public.

Expand and reform the Railroad Rehabilitation and Improvement Financing Program.

In general, short line railroads have insufficient capital to make the investment necessary to upgrade their infrastructure to the standards needed to accommodate the heavier rail cars now in use. Congress should enact legislation that increases the loan and loan guarantee amount available through the Railroad Rehabilitation and Improvement Financing program and corrects problems that make it difficult to approve projects.



Streamline environmental permitting for freight projects.

Multiple and often duplicative federal laws and regulations delay environmental review of transportation projects. Language in TEA-21 directing federal agencies to streamline the review process for transportation projects has not been effective and other measures to simplify the review process for all transportation projects should be considered. TEA-21 reauthorization should require standardization of environmental permitting for transportation projects and require clarification whether federal or state standards and requirements govern in each aspect of regulation and transportation project permitting.





APPENDIX 5: Selected Projects

Selected Projects That Would Enhance Freight Mobility, Draft 2004-2007 Statewide Transportation Improvement Program

Comprising pages 26 through 30





ODOT Region	Project Name	Project Description	Project Type	Route Number	County	Estimated Cost (\$ Million)	Freight System Route Yes/No	Comments
Region 1	U.S. 26: Cornell Road to Camelot Interchange	Three projects: Murray Boulevard-Cornell Road (widen roadway); Murray Boulevard-OR 217 (widen roadway to six lanes and add braided ramps westbound from OR 217); OR 217-Camelot Interchange (add eastbound travel lane)	Modernization	U.S. 26	Washington	59	Yes	Murray Boulevard-Cornell Road, and OR 217-Camelot Interchange are OTIA-funded projects
	U.S. 26: Zigzag-Rhododendron	Provide additional funds to construct road improvements contracted in 2003	Modernization	U.S. 26	Clackamas	2	Yes	
	OR 217: Sunset Highway-Tualatin Highway (NB)	Widen highway and structure and complete ramp work	Modernization	OR 217	Washington	30	Yes	
	U.S. 30B: East Columbia Boulevard-Lombard Street Connector	Construct new wider underpass and at-grade intersection	Modernization	U.S. 30B	Multnomah	25	Yes	This is an intermodal connector project on the NHS as well as an OTIA funded project
	OR 99E: MLK/Grand Viaduct	Replace Structure	Bridge	OR 99E	Multnomah	41	Yes	This project would replace one of the few weight-restricted bridges in the Portland area.
	High Priority Freight Mobility Project(s) from Metro TIP	Placeholder	NA	NA	NA	NA	NA	Metro's TIP is not expected to be approved until April 2003.
Region 2	I-5: Beltline Highway Interchange	Two projects: Make interchange improvements, including constructing a flyover bridge	Modernization	I-5	Lane	45	Yes	OTIA would fund about half of the total cost for these projects.

Region 2 continued	Beltline Highway at Coburg Road Interchange	Improve interchange to provide adequate storage	Modernization	NA	Lane	4	No	This project would help improve traffic flow on a major route in the Eugene area.
	U.S. 20: Pioneer Mountain-Eddyville (Phases 1 and 2)	Two projects: Do design work, improve alignment, widen shoulders, and build channelization at appropriate locations	Modernization	U.S. 20	Lincoln	23	Yes	
	U.S. 20: Philomath Couplet (Units 1 and 2)	Two projects: Prepare environmental document, do project development work and complete EB crossover for the couplet	Modernization	U.S. 20	Benton	13	Yes	Unit 1 would receive OTIA funding.
	OR 18: Old Fort Hill-Wallace Bridge	Add one lane and media control; may include access consolidation and/or access road	Modernization	OR 18	Polk	10	Yes	
	U.S. 101: Pacific Way-Dooley Bridge (Phases 1-4)	Four projects: Phase 1 (realign Lewis and Clark Road to 24th, widen to four lanes, signalize, and construct raised median); Phase 2 (build NB couplet and improve connecting streets); Phase 3 (add travel lanes, turn lanes, medians, bike lanes, and sidewalks); Phase 4 (widen highway to two lanes each way and implement traffic control and access management measures)	Modernization	U.S. 101	Clatsop	31	No	Phases 1, 3 and 4 would receive OTIA funding. These projects would help improve traffic flow between two freight routes (U.S. 26 and U.S. 30) in northwest Oregon.
	OR 22 at OR 99W and OR 223 Interchange (Rickreall)	Replace intersections with grade-separated interchange	Modernization	OR 22	Polk	16	No	This is an OTIA funded project; it would help improve traffic flow and safety at a high volume intersection west of Salem near Dallas.





Region 2 continued	I-5: London Road Undercrossing Bridge	Raise bridge and repair steel beam	Bridge	I-5	Lane	3	Yes	This project would address one of the few remaining low-overhead-clearance bridges on I-5.
Region 3	I-5: South Medford Interchange	Relocate and construct new interchange	Modernization	I-5	Jackson	55	Yes	This is an OTIA funded project.
	I-5: Sutherlin Interchange	Replace bridge and widen OR 138	Modernization	I-5	Douglas	8	Yes	
	I-5: Fern Valley Interchange	Widen and possibly realign Fern Valley Road	Modernization	I-5	Jackson	12	Yes	
	OR 62: Corridor Solutions (Unit 1)	Improve North Medford Interchange between OR 99 and Biddle Road	Modernization	OR 62	Jackson	44	No	This project would help improve traffic flow and safety near the North Medford Interchange
	U.S. 101: Brookings Downtown Transportation Solutions	Do environmental assessment and reconstruct roadway	Modernization	U.S. 101	Curry	5	No	This is an OTIA funded project that would help improve traffic flow and safety.
	Bear Creek (Pine Street) Bridge	Replace bridge	Bridge	NA	Jackson	6	No	This is an intermodal connector project on the NHS; the road connects I-5 and the Road Valley (Medford) International Airport.
	U.S. 101: McCullough Bridge (Coos Bay)	Overlay deck and apply cathodic protection	Bridge	U.S. 101	Coos	26	Yes	This is a major bridge rehabilitation project.
Region 4	U.S. 97: Modoc Point-Algoma (Phases 1 and 2)	Two projects: Make minor realignments if needed, upgrade guard rails, widen shoulders, overlay roadway and address rockfall areas	Modernization	U.S. 97	Klamath	17	Yes	

Region 4 continued	U.S. 97: Redmond Re-route (Phase 1)	Realign and improve connection of OR 126 at U.S. 97 and construct new alignment for U.S. 97	Modernization	U.S. 97	Deschutes	45	Yes	
	U.S. 97: Wickiup Junction Development	Develop concept plans and produce environmental documents for intersection improvements	Modernization	U.S. 97	Deschutes	0.3	Yes	Project may help identify improvements needed to reduce or eliminate conflicts at the BNSF at-grade crossing at MP 165.14.
	U.S. 20: Suttle Lake-Sisters	Add climbing lane and passing lanes	Modernization	U.S. 20	Deschutes	3	Yes	
	Highland/Glacier Couplet (Phases 1 and 2)	Two projects: Construct couplet, widen existing alignment and add bike/pedestrian facilities	Modernization	OR 126	Deschutes	6	No	This is an OTIA funded project that would help improve traffic flow near U.S. 97 in Redmond
	OR 140: Curve Corrections	Three projects: Beatty Curves (install guardrail and make curve corrections); Deep Creek (make curve corrections from Twelve Mile Ridge Road to Adel); Doherty Slide (develop plans for highway realignment)	Modernization	OR 140	Lake	4	No	Projects at Deep Creek and Beatty would receive OTIA funding; these projects would help reduce the number of locations with truck length restrictions.
	OR 19: Rock Creek Grade at Olex	Improve grade and alignment for trucks	Modernization	OR 19	Gilliam	4	No	This is an OTIA funded project that would improve truck traffic flow.
Region 5	OR 201: North Ontario Interchange Bridge	Construct a new overpass structure, ramps and OR 201 alignment	Modernization	OR 201	Malheur	12	No	This is an OTIA funded project; when completed, this and other related projects on OR 201 are expected to become part of the State Highway Freight System.





Region 5 continued	OR 204: Tollgate Section, Weston-Elgin	Overlay and widen roadway, make minor realignments and upgrade safety	Special Projects	OR 204	Umatilla	12	No	Due to bridge weight restrictions on I-84, trucks have heavily used this route.
	U.S. 20: Central Oregon Highway Bridges	Replace 13 bridges in Harney and Malheur counties	Bridge	U.S. 20	Harney and Malheur	20	Yes	Replacement of these bridges would help reduce out-of-direction travel for overweight vehicles.
	I-84: Bridges over Grande Ronde River and Union Pacific Railroad near LaGrande	Replace three bridges	Bridge	I-84	Union	17	Yes	Two bridges would receive OTIA funding; all three projects would help reduce the potential for conflicts between roadway and rail traffic.
	I-84: EB Bridge at Umatilla River and Union Pacific Railroad and USRS Canal	Replace bridge	Bridge	I-84	Morrow	10	Yes	This is an OTIA funded project that would help reduce the potential for conflicts between roadway and rail traffic.
	OR 82: LaGrande Corridor Transportation Improvements (Phases 1 and 2)	Two projects: Make minor realignments, improve safety, expand local street network, and modernize local streets to provide alternative route to OR 82	Modernization	OR 82	Union	9	No	This is an OTIA funded project that would help improve traffic flow.

NA: Not available or not applicable; NHS: National Highway System; OTIA: Oregon Transportation Investment Act

Note: The Draft 2004-07 STIP generally includes only those projects that are associated with highways or local roads. Thus the list above focuses on roadway projects. The Freight Advisory Committee will identify projects for other modes as a separate activity. The committee's Projects Subcommittee led the effort to identify the above projects. While acknowledging that many projects in the draft 2004-07 STIP would enhance freight mobility, the subcommittee decided to focus on several criteria in order to keep the list manageable in size. The criteria generally were as follows: a) combine projects that are adjacent to one another geographically or that are to be constructed in phases, b) show a similar number of projects in each ODOT region, c) focus on modernization projects and on projects on the State Highway Freight System as identified in the 1999 *Oregon Highway Plan*, d) focus on "high profile projects" generally costing over \$1 million, and e) consider intermodal connector projects on the National Highway System and other projects off the State Highway Freight System if they enhance freight mobility and otherwise help meet the preceding criteria and multimodal transportation objectives.