

**OREGON FREIGHT ADVISORY COMMITTEE (OFAC)  
MEETING NOTES**

February 11, 2009 ~ 1:30 – 4:30 pm  
Local Government Center, Room 113,  
1201 Court Street, NE, Salem, OR

**1. Call to Order/Introductions/Agenda Review..... Susie Lahsene, Chair**

The meeting was called to order at 1:40 p.m. and self-introductions were made.

**2. Review/Approve Meeting Notes..... Susie Lahsene, Chair**

Motion was made by Steve Bates and seconded by Martin Callery to approve the December 3, 2008 meeting notes as presented. The motion passed unanimously.

**3. Stimulus Bill and Earmark Letter.....Travis Brouwer  
ODOT Federal Affairs Advisor**

Mr. Brower provided an overview of the Oregon Transportation Commission earmark review process. Based on the review of potential earmark projects identified during the summer and fall of 2008, the OTC will be supporting 21 earmark projects. During the 2008 review OFAC recommended 15 specific projects for OFAC review. Of the 15 OFAC recommended projects, 11 are on the list the OTC will consider and likely support. The Oregon Congressional delegation wants letters of recommendation from OFAC on 10 of the 15 projects. Letters for the projects will not be needed until March 4 or 5.

Mr. Brower also presented an overview of the proposed federal stimulus package.

**Motion** was made by Jerry Grossnickle and seconded by Annette Price to authorize OFAC to write letters of recommendation for ten projects as requested by the Congressional delegation. The motion passed unanimously.

**4. OFAC Year Plan.....Susie Lahsene, Chair**

A preliminary schedule and plan for OFAC was developed during the Chairs' meeting of February 4, 2009. OFAC membership reviewed the proposed 2009 OFAC Year Plan. The committee discussed what other issues or topics may be covered during the year. The topics the committee discussed for inclusion in the 2009 year plan included federal authorization legislation, the use of earmarked funds for business development, energy issues and LNG terminals, the State's transportation financing, the proposed transportation utility commission, least cost planning, and the role of the West Coast Corridor Coalition and potential freight research projects.

**5. Jobs and Transportation Act..... Susie Lahsene, Chair**

OFAC discussed ...

Want to look ahead to different schools of thought on safety, jobs, urban renewal and different ways of measuring criteria. There were 3 tiers of the \$440 Million for projects that ended up with a smaller number. The OTIA process is good. Would a travel time analysis be beneficial? This

would show the effects bottlenecks have on productivity. We are continuing to look at measuring losses to come up with a cost of delay. Intel made the point that they can't get to the airport to ship in a timely manner and it's impacting their growth. Washington State prepared a cost analysis of these delays which could be relevant to the Jobs and Transportation Act. It's important for OFAC to hear real examples on schedule changes because of the bottlenecks. The Legislature needs to know how the economy is being impacted. Freight bottlenecks are in the Governor's package to give him a clear understanding of the choke points in the state. This should be a priority

Susie Lahsene: The Freight Plan will give a big picture of what needs to be done and why. In the meantime, bottlenecks have to be addressed.

Jerry Grossnickle: This may be a sign to put a dollar cost on the delayed value of products being shipped via bottlenecks. Need more conversations with businesses. Bottlenecks have different impacts on different industries.

What do we do now in JPACT? OFAC needs to go with what we have to get out the door now and later under the Freight Master Plan. How do we prioritize because of limited \$\$'s? We need a long term plan to get bottlenecks to rise to the top before costs are prohibitive.

Susie Lahsene: It is in our best business interest to identify critical bottlenecks. Need criteria – have waves of funding from state and federal and these discussions will be helpful. Environment recognizes that vehicles stuck in traffic are putting out more carbon. Are there ways to study these issues to determine ways around bottlenecks? Need first to identify the problem then to understand implementations we recommend. We're looking at least cost solutions.

John Woodrow (City of Springfield) – OFAC should bring the bottleneck problems to the MPO's.

Jerri Bohard: We're not only working on solutions but looking at other faster projects. There are other projects more fully developed in the pipeline to use \$\$'s on. Also need more planning on difficult problems. There is a need to develop statewide efforts to discuss smaller business on their part of the bottlenecks.

Project subcommittee and their contractor are looking at the bottleneck generated list. What are the criteria for prioritizing? Do we want to prioritize?

1. Develop criteria – freight corridor approach?
2. Any list of bottlenecks will probably be 3 or 4 times larger than any list already produced
3. Lists are regionalized – should we focus on corridors and not regions?

Bob Russell: Need to show how regions would benefit by bottleneck solutions.

Updated bottleneck schedule will be developed by the OFAC subcommittee prior to the March 17 meeting which will include identifying businesses that move products on particular routes.

A suggestion is to prepare a topographical map of bottlenecks showing that these locations are throughout Portland and the tri-county area. This will allow a view of the entire problem. In addition, showing bottlenecks for all modes would be helpful in addressing how critical the problem has become. We need back-up to justify the urgency and to stress that this is a multi-modal system problem.

Although we are doing all the right things (Freight Plan, etc.) we need to put more of our energy into the system for bottlenecks. Do we need to address bottlenecks in the Freight Master Plan? If this is a freight problem, it needs to be taken to the cities to show the financial impact on them which will move solutions along faster. Many times businesses do not know what the scope of the problems are. The subcommittee will have a draft by February 20 which will come through Martin, and he will, in turn, take it to the March 17 subcommittee meeting.

**6. Freight Master Plan Update. . . . . Michael Bufalino, Senior Freight Planner, ODOT Freight Mobility**

A Freight Master Plan steering committee has been formed that will provide a schedule of working group meetings. The steering committee wants to discuss with stakeholders what needs to be included in the Master Plan.

Following are Sections of the Freight Master Plan:

- 1. Action Plan, Strategies and Initiatives which will define what the working groups are to give to external stakeholders and consultants along with a target date to respond.

Items to be discussed at the March 17 Sub-Committee Meeting:

- 1. Regarding the Technical Memos prepared by consultants:
  - What can the state do?
  - Where we can react?
  - What falls outside the state’s jurisdiction?

Freight & the Economy Working Group Update:

- 1. Discussion of Oregon’s economy
- 2. Trade and sector analysis
- 3. Traffic and project implementation
  - Scan of infrastructure elements of the Rail Study
  - Statewide highway infrastructure including bottlenecks
  - OECCD for port strategic plan
  - Elements of the plan
  - Steering Committee actions to implement

The Freight Master Plan is part of the Transportation Plan and will be signed off by the OTC.

**7. West Coast Corridor Coalition. . . . . Linda Modrell Benton County Commissioner**

An Executive Director of the WCCC was recently hired.

A study done by Cambridge Systematic identifies bottlenecks on the west coast which includes the Columbia River Gorge, Portland/Vancouver and rail yard congestion. What is the criteria in Central Oregon for identifying bottlenecks? Freight has been the focus of the study because of the current critical situation.

The problem is cross jurisdictional. California Air Resources Board has high standards for trucks moving into Oregon and Washington where the emission standards are lower.

Will there be dollars from the stimulus for Columbia River Crossing? California has major problems as does Oregon and Washington.

The WCCC members in the Transportation Development Division who are sharing duties are Jerri Bohard and Jack Lee. Travis Brower may be going to the WCCC meeting on February 25.

**8. Cornelius Pass Road Presentation. . . . .Bob Russell, Chair  
Membership and Nominations Subcommittee**

In the 1980's and 1990's, gas tankers were prohibited from traveling through the Vista Ridge Tunnel on Hwy. 26. The federal government has also restricted hazardous materials between I-405 and Hwy. 217. Therefore Cornelius Pass Road is the only route from the Linnton area to Washington County.

One option in moving hazardous material from the Linnton area to Washington County (Hwy. 26) is to travel south on I-5 through the Terwilliger Curves to Hwy. 217 then on Hwy. 26 to Washington County. This is a high cost option. The federal government allows the state to route hazardous materials but needs a routing program. Because Oregon currently has no routing program for hazardous materials, and in order to solve the problem of Cornelius Pass Road, Oregon needs to develop a hazardous route program. Rail operates over Cornelius Pass Road and a joint effort with trucks may be one answer.

A motion was made and seconded for Bob Russell to develop a draft letter from OFAC to the Cornelius Pass task force to point out the significance of the Cornelius Pass impact on local freight.

Would West Burnside Street be a possible option for moving hazardous materials? What are the restrictions?

**9. Other Business and Announcements. . . . .Susie Lahsene, Chair**

Wilsonville and Beaverton commuter trains have started service. Freight traffic and passenger trains co-mingle using the same track. Passenger trains run only during commute hours so the process is running smoothly. Plans are underway to expand light rail south to Sherwood.

**Next Combined Policy and Projects Subcommittee Meeting**  
**Date: March 17, 2009**  
**Time: 10:30 am – Noon**  
**Location: Local Government Center**  
**1201 Court Street, NE, Room 113**  
**Salem, OR**

**10. Public Comment. . . . .Susie Lahsene, Chair**

None.

**11. Adjournment at 4:15 pm . . . . .Susie Lahsene, Chair**

**OFAC Members Attending**

| <b>Name</b>       | <b>Organization</b>                               |
|-------------------|---|
| Steve Bates       | Redmond Heavy Hauling                             |
| Martin Callery    | Oregon International Port of Coos Bay             |
| Arlene Dietz      | A&C Dietz Assoc., LLC                             |
| Nick Fortey       | Federal Highway Administration                    |
| Greg Gilmer       | NORPAC  |
| Jerry Grossnickle | Bennett Barge Lines, Inc.                         |
| Tom Hawksworth    |   |
| Shirley Kalkhoven | City of Nehalem, NW ACT                           |
| Susie Lahsene     | Port of Portland                                  |
| Linda Modrell     | Benton County, OMPOC, Corvallis MPO, CWACT        |
| Ray Neil          | Pendleton Grain Growers                           |
| Mike Nolan        | Federal Motor Carrier Safety Administration       |
| Annette Price     | Oregon Ports Group                                |
| Lonnie Welter     | Columbia County                                   |
| John Woodrow      | City of Springfield                               |
| Paul Zalec        | Portland & Western RR and Willamette & Pacific RR |
| Tom Zelenka       | Schnitzer Steel Industries, Inc.                  |

**Guests Attending**

|            |                                |
|------------|--------------------------------|
| Steve Kale | <b>SR Kale Consulting, LLC</b> |
|------------|--------------------------------|

**ODOT Staff Attending**

| <b>Name</b>      |
|------------------|
| Jerri Bohard     |
| Travis Brouwer   |
| Michael Bufalino |
| Lloyd Fobi       |
| Jack Lee         |
| Patty Penick     |