

**OREGON FREIGHT ADVISORY COMMITTEE**  
*June 7, 2004*  
*ODOT Region 1 Office*

**Introductions**

Chair Zelenka called the meeting to order at 1:00 p.m.. Self-introductions were made. The committee recognized Kim Jordan as the outgoing executive support for the committee and thanked her for all her efforts in support of the committee.

**Opening Remarks**

Handout – *Oregon Transportation Investment Act (OTIA) III Modernization Funds \$500 M*

John Rosenberger thanked committee members for their work on developing recommendations for high priority freight mobility projects as reported by Martin Callery and Gregg Dal Ponte to the Oregon Transportation Commission (OTC) in May. The recommendations were well received by the commission and they appreciated the committee's efforts to prioritize freight mobility needs across the state.

Mr. Rosenberger presented a handout on the distribution of \$500 million in OTIA III Modernization Funds. The chart showed a breakdown into \$300 million in new bonding (of which \$100 million is designated for freight, access to industrial lands, and access to job creation sites) and \$200 million of federal advanced construction funding for projects proposed as earmarks in federal transportation funding legislation. Project recommendations are still being received from regions, Area Commissions on Transportation (ACTs) and advisory committees. The regions will submit their final draft of modernization projects and projects to Mr. Rosenberger on Thursday, June 10<sup>th</sup>. The FAC has submitted its recommendations and the Economic & Community Development Department has developed an inventory of industrial sites and roadway improvements to improve access to those sites.

The OTC identified nine projects (earmarks) for the \$200 million in advanced construction dollars. After June 10<sup>th</sup>, the director and key staff will put together the initial list of how to allocate the \$500 million across the state. That document will be part of the 2006-2009 draft Statewide Transportation Improvement Program (STIP) which will be out by about the end of Summer 2004 and will circulate for a year in draft form at which time the OTC will approve a final STIP.

The Director has requested that an Office of Freight Mobility be created; it will be housed in the Transportation Development Division administered by Craig Greenleaf. Position descriptions for this office are being developed. Freight is a priority for this agency and the creation of a unit dealing directly with freight will enhance its standing in the Northwest.

**Freight Committee Coordination**

Chair Zelenka introduced a panel discussion on local involvement in freight issues, program goals and possible effects on statewide freight issues.

### Eugene Mayor Jim Torrey – Lane County Freight Committee

Mayor Torrey reviewed the activities of the Lane County Freight Committee to date. He expressed concern that people who are in the freight business in Lane County need to be involved in the process of making decisions relating to transportation and freight at the beginning of the process as opposed to at the end of the process. He asked the FAC members what they think the Lane County committee ought to be doing in their first couple of meetings. How do they convey the importance of having these people involved and advocating for their concerns? He welcomed counsel on agenda items and on how often they should meet.

Ann Gardner from Portland Freight Advisory Committee recommended that Lane County Freight Committee members be educated on how policy and funding decisions are made, and to focus on a couple of short-term successes so the members can see that their involvement is worthwhile. Bob Russell noted that Transportation and Growth Management (TGM) grants may be available to help with funding planning-related efforts. Ken Armstrong proposed spending time to define their objectives. Delivering specific products will make people feel a lot better about their work and will result in more buy-in and credibility.

### Bill Friedman – Central Oregon Freight Committee

Mr. Friedman spoke about the work of the Bend Freight Advisory Committee. Five members of the transportation business community were solicited to serve on this committee and also as an advisory committee to the Bend Metropolitan Planning Organization (MPO). These persons, plus others who have yet to be chosen, will soon serve in a similar capacity for the Central Oregon ACT, and have brought valuable planning information and practical ideas to these groups.

### Ann Gardner – City of Portland Freight Advisory Committee Handout – Freight Master Plan–Interim Report

Ms. Gardner spoke about the City of Portland's Freight Advisory Committee and its efforts to develop a freight master plan. They have learned a great deal about what drives Portland's economy, how important it is to move freight, and what the growth opportunities are. She suggested that it is probably time to revisit Metro's 2040 growth concept to make sure it's providing for good transportation between industrial districts and on the major transportation arteries in Portland.

This committee is made up of about 30 members; they currently are trying to recruit local delivery folks to expand the membership. They had a freight group session and tour with the City Council, which helped them understand why freight transportation is so important. They hosted a well-attended open house at which they introduced the Interim Freight Master Plan.

Ms. Gardner reviewed the freight master plan and explained that the final document will not be ready for approximately another year. They are working hard to form partnerships, including with the City of Portland Bureau of Planning on the St. John's-Lombard Town Center Plan to preserve Lombard Avenue as an over-dimensional

route, are actively involved in the I-5 Columbia Boulevard interchange issue, and are looking at impacts to freight from the Naito Parkway reconstruction process.

#### Susie Lahsene – Oregon Rail Users League

Ms. Lahsene shared information about the work of the Oregon Rail Users League (ORULE). The participants in ORULE realize that meeting some of the needs identified in the I-5 Trade & Transportation Partnership and other studies will require showing how the proposed rail infrastructure and operations improvements will benefit Oregon's economy. Included in their focus is an overview of rail efforts in other states and the development of a legislative agenda.

#### Steve Kale – Medford Freight Study

Chair Zelenka asked Steve Kale to update the committee on a freight study taking place in Medford. Mr. Kale said the Rogue Valley Council of Governments has formed a Freight Advisory Committee to help update the freight element of the regional transportation plan. They are identifying freight needs and projects similar to what the statewide FAC has recently completed with regards to projects on roads. They are using similar prioritizing factors and are scoring projects according to high, medium or low. They have also identified a freight system which includes roadways on the local road network in the Medford area.

### **FAC Organizational Issues Discussion**

Ken Armstrong briefly reviewed the FAC's activities since 2001, including the formation of three sub-committees (Policy, Outreach and Projects) and the tasks assigned to those sub-committees. He asked that the FAC membership evaluate the original structure and identify changes, if any, that are needed in structure or membership. He called on each sub-committee chair for an assessment of what has been done and if changes are needed.

#### Martin Callery – Projects Subcommittee

The subcommittee has developed a long list of freight projects/needs on roads throughout the state. Steve Kale and other ODOT staff were very helpful in pulling together needed data and in developing and applying Eligibility Criteria and Prioritization factors. The committee presented its list of high priority projects to the OTC on April 26, 2004.

Now that the FAC has developed a project list for roads and highways, it will now beginning working on a list of non-roadway freight mobility projects/needs. Martin proposed continuing the Projects Subcommittee, but perhaps having specialized groups identify non-roadway projects/needs for different modes.

#### Bob Russell – Outreach Subcommittee

This group developed a work plan that included establishing a FAC Website and reporting to the OTC and the Legislature. They also reached out to the ACTs and contacted most of the MPOs, but they have lost their momentum in recent months.

Mr. Russell proposed restructuring this subcommittee. In order to have more formalized communication with ACTs and MPOs, he proposed that FAC members serve as liaisons to each ACT and MPO, regularly attend and participate in ACT and MPO meetings, and facilitate informational exchanges between the FAC and the other groups.

#### Chair Zelenka – Policy Subcommittee

Chair Zelenka asked about revisiting some of Oregon's land use policies, and how to best structure for ongoing work. He recommended setting up an Ad Hoc group of people to review the committee structure and membership and to bring recommendations back to the FAC.

### **FAC Process for Identifying and Prioritizing Non-Roadway Projects**

*PowerPoint presentation*

Martin Callery reviewed the project selection process for roadway projects and referred to HB 2041 direction to give priority to multimodal projects. The next phase of the work is to identify non-roadway freight mobility projects. This phase of the work will involve obtaining input from users (rail, aviation, marine, pipeline) and working with groups such as ORULE. He already has heard from several railroad companies about projects they would like to have on the list.

### **Discussion of Non-Highway Funding Alternatives**

#### State Infrastructure Bank

*Handout – Oregon Transportation Infrastructure Fund Annual Report*

David Cox presented information on the availability of funding from the Oregon Transportation Infrastructure Bank, which offers loans at a lower rate than other sources. Mr. Cox discussed the possibility of establishing a Freight Account within the infrastructure bank and the future capitalization of such an account through dedicated funds or a user fund. Chair Zelenka felt this was a promising option to consider further.

#### Office of Innovative Partnerships

*PowerPoint Presentation*

James Whitty provided an overview of the formation and options of the Oregon Innovative Partnerships Program and discussed how these partnerships could be used in project funding. He further discussed the Administrative Rule adoption process for this program and the evaluation processes involved for solicited and unsolicited proposals.

The meeting was adjourned by Chair Zelenka 4:12 PM.