

Oregon Freight Advisory Committee
Meeting Minutes
June 10, 2015
Chemeketa Center for Business and Industry
Salem, Oregon

Attendees: Susie Lahsene; Martin Callery; TracyAnn Whalen; Jerry Gardner; Mike Montero; Mike Quilty; Nick Fortey; Mark Landauer; Jerry Grossnickle; Dave Harlan; Wayne Bauer; Deena Platman; Lonny Welter; David Anzur; Greg Gilmer; Bob Hillier

Guests: Tim Wilson; Brodie Harvey; Art Anderson; Leah Craft; Trevor Sleeman; Tim Collins; Jana Jarvis; Sal Hernandez; Gary Roth

Staff: Jerri Bohard; Erik Havig; Chris Cummings; Roseann O'Laughlin; Sharon Kautz

Call to Order – *Martin Callery*

Martin Callery called the meeting to order.

Review of Minutes

Minutes from the March 11, 2015 meeting were reviewed and approved. Motion to approve the minutes passed unanimously.

ODOT Business and Legislative Report – *Roseann O'Laughlin*

We have a new OTC member. Sean O'Hollaren comes to us from Nike where he is the vice president for Government and Public Affairs.

Region 1 is working on a new ACT with the goal of having it up and running by the end of the summer.

Legislative Update – *Leah Craft*

ODOT budget – scheduled for week of June 15th.

- \$10.4 million for passenger rail to continue service from Portland to Eugene
- \$31 million for the DMV IT system upgrade
- Connect Policy Option Package

Agency introduced bills:

- SB 271 Rail Safety Oversight – passed off House floor June 9, 2015.
- HB 5030 – *ConnectOregon*

HB 2274 *ConnectOregon* policy changes – *Chris Cummings*

- Match changes from 20% to 30%.
- Consideration of project life expectancy.
- Definition of transportation project to exclude vehicles such as bikes and buses.
- Changed the name in the bill to *ConnectOregon*.
- If you have an application in for consideration, you cannot serve on the final review committee.
- Loans are no longer eligible. It will all be grants.

September RVACT Joint Meeting – *Roseann O’Laughlin*

The September 8 OFAC meeting will be a joint meeting with the RVACT in Grants Pass. Mike Montero and Art Anderson, the ODOT Region 3 Area Manager, will host. We will also schedule some freight site visits for the following day. Meeting agenda, location and hotel information will be sent at a later date.

Federal Update – *Trevor Sleeman*

The Highway Trust Fund cash and the authority to spend it has been extended through the end of July, 2015. Last summer there was a transfer of \$11 billions of general fund money and extended the policy and the ability to spend the monies through the end of May, 2015. Trevor is predicting we will be operating with short term extensions for the next couple of years.

The House passed the appropriation bill for USDOT that includes \$100 million for TIGER Grants.

Membership – *Deena Platman*

Deena has agreed to be our Membership Chair now that Debra Dunn has left, and she and Roseann have been working to recruit new members. We have recruited four potential members that we would like to introduce to you, and have you vote on moving them forward in the appointment process.

- Jana Jarvis – Oregon Trucking Association
- Brodie Harvey – Knife River
- Tim Collins – Metro
- Sal Hernandez – Oregon State University

Martin made the motion to approve the block of recruits to move forward to the ODOT Director for approval and appointment. The motion was seconded and passed unanimously.

If you know someone who would be a valuable member, please forward the names to Deena or Roseann.

Oregon Freight Plan Implementation – *Chris Cummings*

The majority of the work we do in the Freight Unit involves implementation of the freight plan, such as reviewing a Transportation System Plan for a local community and looking into its freight involvement, or the rail or aviation involvement.

Major initiatives involve how we look a strategic investment in the future. We are putting together lists, or knowledge points, on where bottlenecks, pinch points and constraints exist in the freight system so we are targeting our funds for the future.

- Intermodal connectors – NSA and local
- Highway bottlenecks
- Performance measures
- Trans Load Facilities
- How effective are TSPs – are we including freight?
- Truck Parking Study
- Mode Shift Study with OSU

All these things tie into potential for strategic funding and the possibility of tying into the Rail Plan and *ConnectOregon*. We will be reporting to OFAC about these items later in the year.

Labor issues are a fact that is affecting our economy. We as OFAC have no real impact on this issue, but it is something we have to look at. The lack of container ports is creating freight congestion that everyone will be paying for.

Truck Parking Research – *Roseann O’Laughlin*

Sal Hernandez will be the project manager from OSU. Based on the conversations we had at the meeting in Bend in September, a research statement was generated by Becky Knudson, and we will be funding a small study, through the ODOT Research Section, about truck parking. There will be a survey distributed and other states will be interviewed, and a technical advisory committee will be formed.

There are issues, locally and nationally, with having safe, clean places for the trucks to park, also taking into consideration the safety of the communities. The focus will be on US 97 and I-84.

Roseann will be the OFAC contact for this project.

Highway Bottlenecks Project – *Roseann O’Laughlin*

Freight highway bottlenecks where OFAC is involved:

- Inform a data driven approach.
- Input on prioritization.
- Adoption/endorsement.

- Bringing in a consultant.

MAP-21/USDOT Acceptance – *Chris Cummings*

There was a group discussion regarding the Oregon Freight Plan's compliance with MAP-21 requirements.

Hot Topics

- Jerri Bohard – STIP: The OTC will not make a decision on the program levels for the 18-21 STIP until the July meeting. The emphasis will be on fix-it. We had initially asked for proposals to be due August 1st, but because the decision will not be made until July, we will be looking for proposals in November, but we are still working on the schedule.
- Mike Montero – Related to the STIP. There seems to be an unwritten rule to prioritize the projects based on the money available instead of stating what the most important projects are. Does the OTC have an interest, as part of the STIP process, to rank the projects based on what is most important. The top few could just be placeholders as they would probably be the most expensive and least likely to be funded in the current environment.
- Mike Quilty has heard from forest product companies that they are interested in looking at liquefied natural gas for their long haul trucks. They are interested, but will not convert their trucks due to the lack of availability.
- Governor's Initiative - \$200,000. The focus is to find a near term solution for the shippers to hold on to their markets. Some options that have been discussed are transloading the containers onto rail and shipping them to Puget Sound or barging the containers to Rainier, then transferring them to trucks.

The meeting was adjourned at 3:30 PM.