



# **Oregon Freight Advisory Committee**

## **2017-18 Annual Report**

Deena Platman, International Trade  
Systems, Chair

Michael Montero, Montero & Associates,  
Vice-Chair

*March 2019*

The Oregon Freight Advisory Committee (OFAC) is pleased to provide the Oregon Transportation Commission with its 2017-18 Annual Report of activities. This report addresses the legislative intent of ORS 366.212, reporting annually on Oregon Freight Advisory Committee's activities and actions.

A state with our geographic location and market size must access other markets to sell products and receive raw materials. The road, rail, marine and air systems are essential to provide the variety of industries and citizens in our state with good access to the many markets needed for business sustainability and growth. But a well maintained and interconnected network can truly be a competitive advantage for us; offering alternatives and efficiencies for businesses seeking reliable transportation costs and market access certainty. Oregon's status as the 14th most trade dependent state is an indicator of how directly our transportation system serves the economic needs of the state. An efficient freight system with the right investments in bottlenecks and service availability could translate to predictability and potentially lower cost for business- revenue that can be used on investment for the economy in Oregon.

Challenges in the supply chain network currently cost U.S. shippers, businesses, and passengers billions of dollars per year in lost time and productivity, increased transport costs, and lack of reliability, while at the same time disrupting communities and creating health and environmental problems. In addition to providing market access for businesses, our freight infrastructure and connections also benefit our local communities. Local communities are often partners in freight system investment, offering local match dollars in return for industry growth and jobs.

OFAC met four times in 2017 and 2018 as a full committee to support our activities. Understanding the pivotal role of ODOT's Area Commissions on Transportation (ACTs), OFAC continued its outreach with ACTs, meeting with the Northwest ACT in a joint meeting at Stub Stewart State Park and providing additional communication and support. Also in 2017-18, OFAC provided feedback on ConnectOregon and transportation system needs in various forums including the OTC meetings. OFAC values the contributions of a diverse membership and so welcomed several new

members, representing private industry, and State Agencies. The report this year provides background information as well as summary of our 2017-18 activities. The following provides information on Oregon's freight system, OFAC's Strategic Plan, bylaws and specific work efforts projects, new members, and details about OFAC's ACT outreach. We look forward to working with the Oregon Legislature, the OTC, ODOT and our regional and local partners on initiatives for improving Oregon's multi-modal freight system and supporting Oregon's economy.

Deena Platman, Chair.

Oregon Freight Advisory Committee

## **Mission**

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

# Oregon's Freight System

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Oregon's diverse economy relies on efficient freight movements in every corner of the state. While trucks move the majority share on the 8,000 mile highway system, Oregon's vast rail, marine and air systems play critical roles in the efficient movement of goods and services in, through and out of Oregon, underscoring the importance of a multimodal system and connections.

Oregon is trade dependent. In fact, Oregon products worth nearly \$20.9 billion were exported in 2014 to countries around the globe. Further, Oregon's population recently passed 4 million and continues to grow, increasing the demand for goods and services as well. All freight modes are expected to experience growth in tonnage and value by 2035.



However, aging infrastructure and growing congestion hinder freight movement. Preserving, protecting and enhancing critical freight infrastructure is essential for Oregon's continued economic growth and improved quality of life for all Oregonians.

The Oregon Freight Advisory Committee (OFAC) was established with the passage of ORS 366.212 in 2001 to advise the Director and the Oregon Transportation Commission on issues, policies and programs that impact multimodal freight in Oregon. Appointed by the Director, OFAC members advise on freight related transportation policy, program development and project selection. OFAC meets quarterly and additionally as needed. The 32-member committee includes trucking, rail, marine and aviation representatives as well as elected officials, ACT members, special interest groups, and transportation officials.

## **Federal Issues**

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According to the American Association of Port Authorities, TIGER funding has leveraged over \$700 million for the nation's freight network but more is still needed. A recent survey of U.S. ports found that nearly 80% of those surveyed anticipated a minimum of \$10 minimum in investments needed for intermodal connectors alone. OFAC received extensive updates from ODOT federal affairs staff.

## **Northwest ACT / OFAC Joint Meeting**

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OFAC recognizes the importance of outreach with the Area Commissions on Transportation (ACT) and works to meet jointly with one ACT each other for information exchange. On September 10, 2018 OFAC held its third quarterly meeting at Stub Stewart State Park to accommodate a joint meeting with the Northwest Area Commission on Transportation (NWACT) and leadership from Region 2. NWACT is the ODOT designated ACT for the area within Region 2 including Clatsop, Columbia, Tillamook, and Washington Counties.

OFAC members joined NWACT members to discuss regional and statewide freight issues. The group discussed the importance of regional freight projects as well as impacts of Portland area projects. For example, the group discussed in detail how the loss of container service at Port of Portland terminal 6 greatly impacts local agriculture and manufacturing entities in Region 2.

Additionally, trucks are the primary freight carrier and I-5 is the backbone of the region's freight system. Infrastructure deficiencies along this route can cripple freight to and from the region. Rail services are limited throughout the region, further underscoring the critical role of trucking.

The meeting was preceded by a tour of the Teevin Brothers shipping facilities in Rainier, this facility has been a past recipient of Connect Oregon funding and this investment has helped the Teevin Brothers facility remain competitive.

## **Keep Oregon Trade Moving**

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The Port of Portland Terminal 6 is Oregon's only deep water container service facility. The withdrawal of service from Hanjin and Hapag-Lloyd carrier services have greatly reduced productivity of the terminal, stranding thousands of Oregon importers and exporters and forcing longer routes to the Ports of Tacoma, Seattle and even Oakland. Transportation costs associated with these developments have risen sharply.

## **OFAC Strategic Plan**

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The Strategic Plan will include the development of Mission, Vision, and Values along with a comprehensive set of Goals, Objectives, and Critical Tasks that will form an Oregon Freight Advisory Committee (OFAC) Strategic Plan that can be implemented by OFAC. The Strategic Plan initiative will be linked to the recent ODOT Strategic Business Plan document as a supporting plan of action along with other organizational initiatives.

## **OFAC Bylaws Review**

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Periodically, OFAC examines current bylaws for revisions. In 2018, OFAC began updating the bylaws, changes include: recognizing the importance of participation and representation, encouraging participation via phone when in-person attendance is not possible, and representing all modes, various freight sectors, public and private entities and research, the committee will continue to benefit from its membership. The Oregon Transportation Commission is expected to review and approve bylaws amendments in May, 2019.

## **Implementing the Oregon Freight Plan:**

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The ODOT freight planning unit is responsible for implementing the 2017 amended Oregon Freight Plan through projects and programs that address key issues and support the OFP Vision. OFAC was a key stakeholder group in the development of the plan and continues to be engaged through the implementation of the plan. The Oregon Freight Plan can be found here:

# Discussion Topics from 2017 – 2018

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VW Diesel Settlement

Freight Highway Bottlenecks – Workshop

OFAC Roles and Responsibilities and 2017 Work Plan  
*“Reorientation of OFAC”*

OFAC’s Role in Review Process

Oregon Freight Plan

HB 2017 Overview

INFRA Project Support

Strategic Planning Project

Port of Portland – Guest Speaker

Truck Parking Study

Value Pricing Project

I-5 Wilsonville Facility Plan

Oregon Public Transportation Plan

Depart of Aviation – Drones Presentation

BUILD Grants

NWACT Opportunities and Challenges

Freight Modeling Presentation

Strategic Plan – Workshop

# Truck Parking Study

It is nationally recognized that commercial truck drivers often cannot find safe and adequate parking for rest purposes. MAP-21 (Moving Ahead for Progress in the 21st Century Act - 2012) contains specific language to address the nation's shortage of long-term truck parking along the National Highway System. The shortage is especially true for Oregon, where many rest areas are experiencing a heavy demand for truck parking that exceeds capacity. In 2017 ODOT completed a research study entitled, "[Truck Parking: An Emerging Safety Hazard to Highway Users.](#)" This study developed a methodology to evaluate the supply of and demand for truck parking and identifying locations where parking is a current issue or anticipated in the future. The methodology was developed through a pilot study on the US 97 corridor.

The purpose of phase 2 of this effort is to analyze truck parking demand and supply on all of the major freight corridors in the state. The objectives of this study are to:

1. Measure current and future truck parking demand on the state highway system.
2. Identify current and future truck parking supply, including locations where trucks park now, legitimate truck parking locations or ad-hoc / illegal truck parking locations.
3. Identify locations where current and future demand for truck parking exceeds supply.
4. Identify opportunities for public-private partnerships to provide strategic enhancements to the truck parking system (e.g. communication system and technology, signage, or additional parking locations, etc.)

## OFAC Membership

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David Anzur  
Wayne Bauer  
Timothy Collins  
Kevin Downing  
Scott Drumm

Anzur Logistics, LLC  
WH Pacific, Westside Economic Alliance  
Metro  
Oregon Department of Environmental Quality  
Port Of Portland

Michael Eliason  
David Lane  
Nick Fortey  
Greg Gilmer  
Jerry Grossnickle

Association of Oregon Counties  
Oregon Department of Agriculture  
FHWA  
NORPAC  
Bernert Barge Lines Inc.

Dave Harlan

Oregon Economic Community Development  
Department

Brodie Harvey

Knife River Corp

Salador Hernandez

Oregon State University

Robert Hillier

City of Portland Bureau of Transportation  
Planning

Jana Jarvis

Oregon Trucking Association

Mark Landauer

Oregon Public Port Association

Michael Montero

Montero & Associates, LLC

Scott Parkinson

ARG Transportation Services

Deena Platman (Chair)

International Trade Systems

Mike Quilty

Medford-Rogue Valley MPO

Jeff Stone

Oregon Association of Nurseries

Heather Peck

Oregon Department of Aviation

Colleen Weatherford

BNSF Railroad

Lonny Welter

Columbia County Road Department