



**Oregon Freight Advisory Committee**  
**2016 Annual Report**

**Susie Lahsene, Chair**

**Michael Montero, Vice-Chair**

**February 2017**

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Susie Lahsene  
Chair

Michael Montero  
Vice Chair

Chair Baney and Commissioners Lohman, Simpson, O'Halloran, and Brown:

The Oregon Freight Advisory Committee (OFAC) is pleased to provide the Oregon Transportation Commission with its 2016 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 14<sup>th</sup> most trade dependent state is an indicator of how directly our transportation system serves the economic needs of the state. And the loss of the major shipping line from the Port of Portland's Terminal 6 reminds us all of the interconnectedness of each mode; the loss of service of one directly impacts the others. An efficient freight system with the right investments in bottlenecks and service availability translates to predictability and lower cost for business- revenue that can be used on investment and new jobs- critical drivers of 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. However, local communities also feel the greatest impact when our freight system is neglected. Not only are out of state businesses impacted by delay but noise and air quality deteriorate when the system becomes congested due to volume, poor condition, inadequate design for large vehicles and unsafe interactions with other modes such as bicycles and pedestrians.

These facts were heard loud and clear from stakeholders during the Governor's vision process and the Joint Legislative Committee hearings around the state this past year. We also heard from our communities state-wide that lack of project development and design readiness puts us at a real disadvantage when competing for the new freight programs provided in the Federal Transportation bill; Fixing America's Surface Transportation (FAST) ACT. For this reason the Oregon Freight Advisory Committee is excited about the completion of the Freight Bottlenecks analysis recently presented by the department. This effort provides you and the legislature with a blue print of opportunity to address our most

pressing freight needs in the state. We want to position the state to be a recipient of a large share of these national grant funds and know that the results of the study will support grant requests as well as a future transportation package.

OFAC met seven times in 2016 as a full committee with numerous subcommittee meetings 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 Lane ACT in a joint meeting in Springfield and providing additional communication and support.

Also in 2016, 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, the Oregon Department of Agriculture, environment and research.

The report this year provides background information as well as summary of our 2016 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 and joint meeting in Springfield. We look forward to working with the Oregon Legislature, the OTC, ODOT and our regional and local partners on initiatives for improving Oregon's multimodal freight system and supporting Oregon's vibrant economy.

A handwritten signature in black ink, appearing to read "Susie Lahsene". The signature is fluid and cursive, with a large initial "S" and "L".

Susie Lahsene, Chair,  
Oregon Freight Advisory Committee

# Oregon's Freight System

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.



## Oregon Trade & Logistics Facts

14<sup>th</sup> – Rank of Oregon's exports among states for share of 2014 GDP

(Source: Oregon Department of Administrative Services, Office of Economic Analysis, International Trade Administration, U.S. Department of Commerce)

\$20.9 billion – Value of goods exported from Oregon in 2014

(Source: U.S. Census Bureau, Foreign Trade Division)

\$13.8 billion – Estimated value of Oregon's 2014 imports

(Source: U.S. Census Bureau, Foreign Trade Division)

10% - Estimated percentage Oregon exports represented of the state's  
Gross Domestic Product over the last decade

(Source: Value of Jobs – International Trade 2013 Report, Portland Business Alliance)

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.

## 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.

OFAC met as a full committee seven times in 2016, four times in Salem, twice in Portland and once in Springfield. The subcommittee met twice to review and rank *ConnectOregon* project applications. Meeting agendas and minutes are available at the OFAC website:

<https://www.oregon.gov/ODOT/Get-Involved/Pages/OFAC.aspx>



## Federal Issues

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The significance of America's freight system is underscored the newest federal transportation authorization, Fixing America's Surface Transportation (FAST). While major infrastructure has taken center stage, auxiliary issues such as truck parking shortages and intermodal connectors are also underscored in the legislation.

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 million in investments needed for intermodal connectors alone.

OFAC received extensive updates from ODOT federal affairs staff. OFAC participated in two workshops for identification of freight highway bottlenecks. Along with the Oregon Freight Intermodal Connectors study, this study will serve as a foundation for the freight needs inventory. OFAC will continue to be engaged in this new legislation in 2017 as ODOT amends the Oregon Freight Plan to meet compliance requirements outlined in the FAST Act.

As reported by the Coalition for America's Trade Corridors and Gateways:

- The U.S. transportation system moved, on average, **32 million tons of goods worth \$37.3 billion daily** in 2012.
- As the U.S. population expands, the U.S. freight system will be called upon to meet the demands of a larger population. Between 2010 and 2035, the system will experience a 22 percent increase in the total amount of tonnage it moves. By 2050, with an estimated 420 million people in the U.S., the increase is projected to be **35 percent**.
- Forecasts show that by 2050, **75 percent of U.S. inhabitants will live in metropolitan "megaregions" and 80 percent of population growth will occur there**. As a result, more passenger and freight traffic will move into these regions causing increased traffic congestion and loss of productivity that will diminish quality of life in and around megaregions if these changes are not met with proper planning and investment.

## Lane 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 year for information exchange. On October 12, OFAC held a special meeting in Springfield to accommodate a joint meeting with the Lane Area Commission on Transportation (ACT) and leadership from Region 2. Lane ACT is the ODOT designated ACT for the area within Region 2 covering Lane County.

Seven OFAC members joined Lane ACT members to discuss regional and statewide freight issues. The group discussed the importance of regional freight projects as well as importance of the *ConnectOregon* program.

The meeting was preceded by a regional site tour, led by OFAC members Scott Parkinson and Brodie Harvey. The tour included visits to a Union Pacific railyard and a Knife River concrete facility.



OFAC members toured Knife River's Harrisburg facility in October 2016.

## 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 and continued labor issues at the port 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.

In April 2015, Governor Kate Brown approved a Trade and Logistics Initiative to find interim freight solutions focusing on small and medium sized businesses. Led by Business Oregon in conjunction with the Oregon Department of Agriculture and ODOT, 6 workshops were held throughout the state. The workshops culminated in a final report detailing specific issues, impacts and potential solutions. Efforts to restore service have continued.



OFAC discussed this topic at length and received several presentations on the topic.

## Freight Highway Bottlenecks List

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Freight highway system bottlenecks were identified as a key concern in the *Oregon Freight Plan* (2011). The *Oregon Freight Plan* can be found here:

<https://www.oregon.gov/ODOT/Planning/Pages/Plans.aspx>

ODOT engaged OFAC members in 3 extensive workshops as part of the Freight Highway Bottlenecks project process throughout 2016 and early 2017. OFAC input, combined with input from a technical advisory committee specifically convened for this project culminated in a tiered list which was endorsed by OFAC in January 2017.

After a thorough review of available data, a methodology was selected which involved combining the data to a common platform then applying a series of indicators and thresholds to reveal bottleneck locations. Locations were confirmed with freight stakeholders then tiered based on cost, classification and route significance. The project information can be found at:

<https://www.oregon.gov/ODOT/Planning/Pages/Plans.aspx>

## ***ConnectOregon* Project Selection**

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Established in 2005, *ConnectOregon* funds multimodal projects with the goal of improving transportation system efficiency, enhancing Oregon’s economy and creating jobs. The program has funded \$368 million in multimodal projects through the first five cycles, leveraging millions more. *ConnectOregon* VI was approved by the 2015 Oregon Legislature, adding \$45 million in available funds. *ConnectOregon* VI had 78 projects for review.

The Projects Subcommittee met twice to review 26 freight related *ConnectOregon* projects. Eleven subcommittee members met for 12 hours to discuss, debate and rank the projects in a final list approved by the full OFAC committee at the March meeting.

A robust discussion centered around the impact of each project to the statewide freight system and potential economic impacts as well. Members also discussed and debated at length the significance of funding “rolling stock” (those projects that would allow the purchase of equipment that could be “rolled” outside of Oregon such as rail cars and yard vehicles) as well as land purchase.

OFAC members Martin Callery and Jana Jarvis represented OFAC at the *ConnectOregon* Final Review Committee meeting on June 14 in Portland. The Final Review Committee, comprised of members of each of the modal review committees in addition to regional representatives, developed a list of 39 projects recommended to the OTC for funding.

## **Oregon’s Multimodal Freight System**

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OFAC received a series of presentations on Oregon’s multimodal freight system. Bob Melbo, ODOT rail planner, presented an in depth overview of the freight rail system. Dave Harlan, Business Oregon, provided an overview of the port and marine system and Mitch Swecker, Director at Oregon Department of Aviation, discussed the aviation system.

# Oregon Transportation Safety Action Plan

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Oregon's Transportation Safety Plan outlines a series of actions for travel safety. The plan is federally required and was updated in 2016 through an extensive process. OFAC received a presentation on key highlights of the plan in July. The Oregon Transportation Commission formally adopted the plan in October, 2016.

The plan can be found at: <https://www.oregon.gov/ODOT/Planning/Pages/Plans.aspx>

## Oregon Freight Intermodal Connectors Study

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The National Highway System (NHS) freight intermodal connectors are critical components of Oregon's freight system that tie modes together and facilitate distribution of products to users. These connectors are city streets that must handle heavy large trucks moving between terminals and highways. Design deficiencies and reduced quality can slow freight movement and decrease efficiency, impacting competitiveness for nearby industries.

Strategies in the OFP directing staff to identify mobility, performance and conditions of the NHS intermodal connectors and identify other intermodal connectors that are important to the state. Many of the other intermodal connectors serve as the vital first and last mile that trucks travel when taking goods to or from an intermodal facility. OFAC received two extended project presentations as well as keep updates on the initiative, providing valuable input.

The objectives of this project include:

- Develop criteria to define additional roadways (beyond the currently designated NHS) that should be included in the Oregon Freight Intermodal Connector System (OFICS)
- Develop a list of additional freight intermodal connectors
- Assess the current condition of the intermodal connectors and assess performance (such as mobility, efficiency, and safety)
- Develop criteria, key factors, and or performance indicators to help prioritize potential future investment in the OFICS
- Develop a tiered list of the freight intermodal connectors
- Recommend next steps for implementation

# ODOT STIP Project Review

Paul Mather, ODOT Highway Division Administrator presented STIP projects for OFAC support. FAST legislation provides for the allocation of formula funds with an emphasis on freight mobility. OFAC endorsed the following projects for funding allocation:

- I-5 SB: Hwy 217 to I-205 auxiliary lane - \$13M
- I-205 Stafford to Oregon City – \$2.5M
- I-5 Rose Quarter – \$2.5M
- I-5 NB third lane, Commercial to Kuebler – \$14.5M
- I-5 add third lane Salem to Albany - \$3.0M
- I-5 NB climbing lane Roberts Mountain - \$7.0M
- I-84 Ladd Canyon EB climbing lane - \$7.4M

OFAC is supported by ODOT Administrator Jerri Bohard, Planning Manager Erik Havig, Freight Planning Manager Scott Turnoy and Senior Transportation Planner Roseann O’Laughlin. For more information about ODOT Freight Planning visit: <https://www.oregon.gov/ODOT/Planning/>



OFAC members participated in a tour of freight facilities at the Port of Portland in July 2016.

## OFAC Membership

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David Anzur	Anzur Logistics, LLC
Wayne Bauer	Westside Economic Alliance
Jerri Bohard	Oregon Department of Transportation
Gary Cardwell	Northwest Container Services
Martin Callery	Formerly Oregon International Port of Coos Bay
Timothy Collins	Metro
Kevin Downing	Oregon Department of Environmental Quality
Terry Fasel	Oregon Department of Agriculture
Kristal Fiser	United Parcel Service
Nick Fortey	Federal Highway Administration
Greg Gilmer	NORPAC
Jerry Grossnickle	Bernert Barge Lines, Inc.
Dave Harlan	Oregon Economic Community Development Dept.
Brodie Harvey	Knife River Corporation
Salvador Hernandez	Oregon State University
Robert Hillier	Portland Bureau of Transportation
Jana Jarvis	Oregon Trucking Associations
Susie Lahsene, Chair	Port of Portland
Mark Landauer	Oregon Public Ports Association
Michael Montero, Vice Chair	Montero & Associates LLC
Scott Parkinson	ARC Transportation
Deena Platman	DKS Associates
Mike Quilty	Medford-Rogue Valley MPO
Jeff Stone	Oregon Association of Nurseries
Mitch Swecker	Oregon Department of Aviation
Alan Unger	Deschutes County Commissioner
Colleen Weatherford	BNSF
Lonny Welter	Columbia County Road Department

# 2017 Goals

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With the recent passage of the "Fixing America's Surface Transportation Act" also known as "FAST" federal transportation bill authorization and a potential Oregon transportation package in the 2017 legislature session, OFAC recognizes the important role of statewide freight system needs. OFAC members have served on the Governor's Transportation Vision Panels as well as continuously providing information to the Oregon Transportation Commission. In 2016, OFAC updated the committee goals as follows:

## **Oregon Freight Advisory Committee 2016-2017 Goals (adopted December 9, 2015)**

1. Initiate and participate in discussions with the private and public sectors to develop legislative concepts and priorities for the 2016 and 2017 Oregon legislative sessions that ensure **statewide** freight system needs are addressed as part of any legislative proposals. Significant effort must be focused on the 2017 session to coincide with the efforts of the Oregon Governor's Transportation Vision Panel, legislative leadership and supporting stakeholders.

*The goal is to promote policies that will further expand and sustain an efficient multimodal transportation system that supports a growing statewide economy and which encompass the Oregon Freight Advisory Committee's (OFAC) defined priorities.*

- Develop a list of transportation infrastructure priorities that will continually inform the Governor, legislators and legislative agendas going forward
  - Identify freight mobility projects to inform the Oregon Transportation Forum (OTF), other transportation system advocates and policy makers
  - Identify and implement alternative assessments of transportation infrastructure needs
2. The restoration of international marine container shipping via dedicated steamship lines serving the Port of Portland's Terminal 6 must be a priority for the OFAC, statewide transportation advocates and Oregon businesses involved in international trade.

*Oregon's traded-sector economy is highly dependent on international trade, primarily the export of valuable Oregon-sourced commodities moving to Asian/Pacific Rim trading partners and other international markets.*

3. Continue to develop and refine freight project criteria that identify beneficial characteristics of multimodal freight projects that advance the efficiency and capacity of the overall system and implement them in review processes.

*Improvements to the state's and the northwest region's transportation system can be achieved if*

*all aspects of Oregon's multimodal freight movements are fully analyzed and understood. Evaluating both the challenges and the benefits of system components will allow OFAC to promote a more cohesive plan and ultimately streamline overall freight movements statewide.*

- Air/Marine Constraints prioritization list\*
- Highway Bottlenecks/Constraints list\*
- ITS Solutions and other appropriate technologies for managing freight flow
- Intermodal Connectors\*
- Highway Oversize Load Pinch Points\*
- Rail Plan\*

4. Develop criteria that guide the OFAC in selecting projects that are strategically focused on improving connectivity to industrial lands, rail systems and transload facilities, marine commerce ports, air freight connections and other industrial hubs, including first mile/last mile connections around the state.

*Constrained funding sources require more thorough and stringent evaluation guidelines for project selection. Building on identified project priorities, OFAC can create better criteria to help guide decision makers.*

- 2017-2020 STIP Enhance Criteria Development\*
- Continuing refinement of *ConnectOregon* process

5. Adopt and implement "Fixing America's Surface Transportation" Act (FAST) freight requirements and other federal legislative mandates into Oregon's freight and multimodal system planning and programming.

*Proactively guiding implementation of federal requirements allows OFAC the opportunity to assess the state and federal-level impacts of these requirements and provide feedback.*

- Freight Performance Measures\*

6. Engage OFAC in the integration of freight considerations into the evaluation of active transportation and transit projects.

*Oregon is an "active transportation" frontrunner, which can often overshadow the more basic transit and freight needs, both in urban and rural areas across the state. It is critical that OFAC be involved in discussions on active transportation projects and develop clear talking points and strategies to keep freight mobility a consideration during the planning process.*

- Bike/Pedestrian Plan Update\*
- Transportation Options\*
- Public Transit Plan

7. OFAC must partner with Area Commissions on Transportation (ACTs), Metropolitan Planning Organizations (MPOs) and other stakeholders to promote dialogue and strategy development to

address multimodal freight system needs as well as consideration of regional transportation challenges, opportunities and constraints.

*Transportation needs vary around the state. In order to effectively represent all regions, the OFAC needs to open lines of communication and maintain them with the ACTs, MPOs and other relevant committees.*

- ACT Check-Ins on an annual basis
- Strategies the OFAC develops will include opportunities to engage in mutually-beneficial discussions between ACTs, MPOs other transportation advocates and the OFAC subcommittees.

8. Review the OFAC structure and administration on an annual basis.

*The OFAC has discussed changing the bylaws to give public officials the opportunity to vote, which current bylaws do not allow. Further discussion is needed on this proposed change as well as identifying other constructive and beneficial revisions.*

- Membership designation\*

\* Designates items specified in the OFAC Work Plan

## Summary of OFAC Agenda Topics Discussed in 2016

### February 11

- ✓ *ConnectOregon* VI project application review

### February 25

- ✓ *ConnectOregon* VI project application review

### March 16

- ✓ *ConnectOregon* VI project application final ranking adoption
- ✓ Federal updates (Trevor Sleeman, ODOT)
- ✓ FAST ACT updates (Erik Havig, ODOT)
- ✓ New member packet development (Deena Platman, Membership Chair)
- ✓ Oregon rail overview (Bob Melbo, ODOT)
- ✓ 2015-2018 STIP projects overview (Paul Mather, ODOT)

### May 11

- ✓ *Portland Trade and Logistics Study* overview (Susie Lahsene, Chair)
- ✓ Governor's Transportation Vision overview (Karmen Fore, Sr. Director for Federal/Regional Affairs and Transportation)
- ✓ Freight Highway Bottlenecks List project workshop #1 (Roseann O'Laughlin and consultant team)

### July 13

- ✓ FAST ACT updates (Erik Havig, ODOT)
- ✓ OFAC project support process discussion (Mike Montero, Vice Chair)
- ✓ *Oregon Freight Plan* amendment update (Scott Turnoy, ODOT)
- ✓ Oregon Intermodal Connectors Study (OFICS) update (Robin Marshburn, ODOT)
- ✓ Oregon marine system overview (Dave Harlan, Business Oregon)
- ✓ Oregon aviation system overview (Mitch Swecker, Oregon Dept of Aviation)
- ✓ *Portland Trade and Logistics Study* overview (Susie Lahsene, Chair)

### September 20

- ✓ Freight Highway Bottlenecks List project workshop #2 (Roseann O'Laughlin and consultant team)
- ✓ Oregon Intermodal Connectors Study (OFICS) update (Robin Marshburn, ODOT)

### October 12 – Joint Meeting with Lane ACT

- ✓ Region 2 Freight Issues Discussion (Sid Leiken, Lane ACT Chair)
- ✓ OFAC overview (Susie Lahsene)
- ✓ *ConnectOregon* discussion
- ✓ Region 2 Freight Sites Visit

### November 9

- ✓ FASTLANE grant projects overview (Trevor Sleeman, ODOT, Jon Makler, ODOT)
- ✓ *Oregon Freight Plan* amendment update (Erik Havig, ODOT)
- ✓ OFICS project update (Erik Havig, ODOT)
- ✓ OFAC project support guidelines discussion (Susie Lahsene)
- ✓ Freight Highway Bottlenecks Project Update (Roseann O'Laughlin, ODOT)
- ✓ DEQ VW Diesel Settlement overview (Kevin Downing, DEQ)

- ✓ *Non-Highway Chokepoints Study* overview (Scott Turnoy, ODOT)
- ✓ “Legislature and Legislation 101” overview (Leah Craft, ODOT, Martin Callery)
- ✓ Membership review (Susie Lahsene)

### **Progress of 2016 OFAC Priorities**

#### Oregon Freight Plan amendment

- ✓ OFAC input included during process
- ✓ OFAC received update on project process and required elements
- ✓ Consultant team selected and contract in place
- ✓ Project completion expected late 2017

#### Oregon Intermodal Connectors Study (OFICS)

- ✓ Key implementation step for strategies identified in Oregon Freight Plan (OFP)
- ✓ OFAC input requested throughout study
- ✓ OFAC and local agencies are key stakeholder groups engaged in study
- ✓ List to be complete in 2017 and inform FAST and STIP project lists

#### Freight Highway Bottlenecks List Project

- ✓ Key implementation step for strategies identified in Oregon Freight Plan (OFP)
- ✓ OFAC and TAC are primary stakeholder groups engaged, MCTAC secondary
- ✓ Workshops covered bottleneck identification data, methodology, indicators, delay area locations and role in investment strategy
- ✓ OFAC will be asked to endorse list in Jan 2017
- ✓ Estimated project completion by early 2017
- ✓ Will inform FAST and STIP project lists

#### ODOT Research Project on Truck Parking Safety

- ✓ OSU engineering research team led by OFAC member, Sal Hernandez
- ✓ ODOT Staff Becky Knudson and Roseann O’Laughlin are TAC members
- ✓ Project completion expected fall 2017
- ✓ Will inform project identification, funding and future research

#### OFAC Sponsored Events

- ✓ Joint meeting with Lane ACT
- ✓ Freight Site Visits included: UP railyard, Knife River concrete facility

#### OFAC Letters Submitted in 2016

- ✓ Letters to OTC regarding Oregon Bicycle and Pedestrian Plan
- ✓ Letter to OTC regarding OFAC Annual Report and Update
- ✓ Letter to Oregon legislature
- ✓ TIGER letters of support
- ✓ FASTLANE grant letters of support