

2022 Freight and Economic Analysis Expert Task Group (FEA ETG)

Member Name	Division/Section	Title
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Research Priorities

This ETG reviews research problem statements related to freight and economic analysis statewide.

The following bullet points identify potential areas of research this ETG is likely evaluate for funding:

Freight

- Safety: truck-rail-marine-air safety, interaction/conflict with non-freight modes, electronic logging devices,
- Freight Logistics: intermodal facilities, warehousing, first/last mile, emerging modes (micro-freight), supply chains, block-chains, industry trends,
- New Technology: shared freight transportation (i.e. using transit to haul packages), emerging tech,
- System Reliability and Redundancy: benefit cost analysis for freight users, return on investment to freight users, freight capacity across modes, freight bottlenecks, commodity flow, freight movement by industry, modal system performance metrics,
- Maritime/Ports: rail and terminal operations, aviation, highway Ports of Entry, intermodal efficiencies,
- Performance Metrics: development of new performance measures, evaluation of emerging data sources,

Economics

- Transportation Finance: innovative analysis methods, development of new data sources, explore new revenue opportunities such as tolling, fees, cost effectiveness,
- New Technologies: explore potential impacts of technology to agency costs, evaluate emerging data sources, identify impacts on system user costs and agency costs,
- Performance Measures: return on investment, benefit cost methods, impacts of regulations and policy, equity analysis, system performance monitoring,
- Forecast Methods: improved methods of spatial forecasting for population, employment, residential housing, businesses by industry, methods to address risk and uncertainty,

The FEA ETG will consider the following criteria when evaluating problem statements:

1. Does the research problem statement address a problem, issue, or need that ODOT has?
2. If the research idea is funded, can it be implemented by someone in ODOT?
3. What is the value of the research to ODOT or to the Oregon public?