



**SUBCOMMITTEE  
MEETING #3 MINUTES**

**February 27<sup>th</sup>, 2015  
12:30 pm – 2:30 pm**

**Columbia Aviation Association**  
14323 Stenbock Rd. NE  
Aurora, OR 97002

**Governor’s Transportation Vision Panel  
Aviation, Marine, and Freight Rail Subcommittee**

**MEETING MINUTES, February 27<sup>th</sup>**

**Subcommittee Chair:**

Bruce Starr

**Subcommittee Members:**

Sen. Lee Beyer

Roger Lee

Craig Reeder

Jill Eiland (*unavailable*)

**Panel Co-Chairs:**

Gregg Kantor

Larry Campbell (*by phone*)

**Panel Sponsor:**

Karmen Fore

**Facilitator:**

Pete Pande

**Resources and Support:**

Sam Haffner

Chris Cummings

Bob Melbo

Dave Harlan

Mark Freeman

Mitch Swecker

Ted Muhlar

Bruce Bennett

**Topic 1: Introductions and Review of Minutes and Agenda**

The minutes were approved as written

**Topic 2: Freight and Freight Rail Presentation (Continued) with Chris Cummings**

Chris Cummings continued his Freight Movement presentation from the previous meeting. For a copy of the presentation, [click here](#).

- Last meeting covered tonnage move and projected growth across all freight modes
- Trucking is used the most in Oregon, and has high projected growth. Also covers last-mile of freight
- Time sensitivity and cost per mile and the key determinants modal choice (*see slide #13, #14*)
- Oregon Freight Plan (OFP) identifies industry sectors by modal dependency (*slide #18*)
- Key freight issues are identified in slide #24
- Issues in rural areas where main street is also the state highway. “hole in the air” standards limit space reductions
- Communities are developing in industrial areas leading to industrial land limitations. With growth in population and freight, we are losing adequate facilities to meet demand.

*Discussion on Freight Aviation:*

- How much additional aviation capacity does the Port of Portland have? They have additional capacity with third runway. It would be good to have someone with the Port of Portland come speak to these issues
- There is also additional capacity at Hillsboro and Troutdale airports but they face similar congestion, access issues.
- Aurora has some access advantages, but may be limited on long-range freight aviation. Land use issues.
- Is air freight domestic or international? You may be locked in to larger airports for international commodities. Would be useful for subcommittee to have details.
- There is a lot of potential for hub-and-spoke freight to Eastern Oregon with high tech manufacturing. Drone industry wants to be in rural areas
- A lot of freight is being sent in the belly of passenger planes. Data is hard to get. It would be good to get someone from UPS or Fed Ex to speak to these issues. Chris suggested someone from the Freight Advisory Committee
- What are the subsidy levels of passenger air service? Pendleton gets what is called “Essential Air Service” which is subsidized regardless of seats filled. Can we offer space to freight if these planes are flying half-full?

**Topic 3: Discussion on key issues and additional resource needs**

- What are the commodities that lead to the growth in freight and where is it coming from? Chris can provide additional data.
- Are there recommendations this group can give on how land use planning accommodates need?
- Is there potential to move from truck to rail?

- What is the possibility of container operations on the coast? Coos Bay? Astoria? What investment is needed?
- What is the potential for trans-loading facilities or multimodal hubs in Eastern Oregon? Trucking choke-points in Portland has led some Willamette Valley wheat farmers to occasionally export through The Dalles.
- What are the distribution patterns and impacts along trucking corridors if fuel hits \$5 per gallon or higher? Impact on small distribution centers?
- How does the Port of Portland compete with Longview and Tacoma?
- How do we build port facilities that serve the commodities that are grown and manufactured in Oregon?
- Marine cargo capacity demands are shifting. Can Coos Bay meet this need? It is a deep draft port but infrastructure challenge is short line rail.
- Should this committee identify freight hubs as a recommendation and should be built? This can be part of it, though we can look in to how specific we need to be.
- We should also recommend how Port of Portland meets infrastructure needs. Need facilities for the commodities served.

**Topic 4: Discussion of 'Through the Fence' (TTF)**

- Aurora Airport is 5,000 ft, enough for mid-size jets. Proposed expansion of 6,000 ft would allow non-stop east coast flights
- TTF is private property with access to a federally funded airport, Public Private Partnership.
- Aurora is considered the poster-child for how to do TTF. Scappoose also does TTF
- FAA wants to ensure that all TTFs pay equivalent or more than an airport tenant
- Oregon has pushed back against FAA restrictions on TTF. Congress directed FAA not to prohibit in the last reauthorization.

**Topic 5: Wrap up and Next Steps**

Three themes stick out from meeting:

- Question of Coos Bay
- Eastern Oregon Hub
- How to bring more freight to Port of Portland with fewer trucks. How do you do this?

Next Steps:

- Review key issues document. For a copy, [click here](#).
- Fridays are best meeting days for members. Meeting location between Portland and Salem works well for members.

Future stakeholders:

- Port of Portland, shortline railroads, truckers, Fed Ex, etc.

**Action items:**

Item:	Person(s) responsible:	Deadline:
Review key issues document, meeting minutes, and presentations	Committee Members	Before next meeting
Line up speakers with Port of Portland and UPS/Fed Ex for next meeting	Chris, Sam	Advance of next meeting
Update and share stakeholder list	Sam	