



Governor's Transportation Vision Panel

Aviation, Marine, and Freight Rail Subcommittee

MEETING MINUTES, October 9th

SUBCOMMITTEE MEETING #4 MINUTES

October 9th, 2015
1:30 pm – 3:30 pm

Wilsonville City Hall
Willamette Room 2
29799 SW Town Center Loop E
Wilsonville, OR 97070

Subcommittee Chair:

Bruce Starr

Subcommittee Members:

- Sen. Lee Beyer
- Roger Lee
- Craig Reeder *(by phone)*
- Jill Eiland
- Dan Pippenger
- Mark Gardiner

Panel Co-Chair:

- Gregg Kantor
- Tammy Baney

Panel Sponsor:

- Karmen Fore

Facilitator:

- Kelly Kita *(by phone)*

Resources and Support:

- Sam Haffner
- Chris Cummings
- Dave Harlan
- Mitch Swecker

Additional Attendees

- Patrick Brennan
- Tess Milio

Topic 1: Introductions, Agenda, Meeting Objectives

Meeting Objectives

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Topic 2: Review Updated Charge and Schedule, and Scope

Sam and Gregg provided an overview of the Panel's charge:

- The Vision Panel is still charged with developing a 30-year transportation vision for the state of Oregon. Alongside this 30 year vision is the need to look at the immediate and strategic priorities for the state around transportation
- In the last steering committee meeting, a suggestion was made to develop a series of recommendations actionable over the next 4 years that can begin to advance this 30-year vision. While the Panel should identify actions to be taken over the next 4 years to advance the needs of transportation, the objective of the panel remains centered on this 30-year vision
- The Governor has charged the Panel with putting additional emphasis on addressing the major transportation challenges of *seismic resiliency* and *transportation congestion*

Topic 3a: Subcommittee Discussion: defining the "vision" for Oregon across freight modes

Highlights from Panel discussion around "vision"

- "efficient movement of goods across the entire state of Oregon"
- "need to recognize commerce and the trade economy as the economic backbone of the state"
- "in order for the state to be strong, we need diverse assets (across regions and modes) that support the trade economy"
- "as a state we need to prioritize among our transportation investments- avoid the 'peanut butter approach' to funding enhancements to system"
- "we need to make Portland work for Oregon- and recognize that freight movement in the metro region is paramount to the economy of all parts of the state"
- "reducing the number of people in cars, particularly in urban areas should be a goal for freight mobility, it also has environmental benefits"
- "a long term vision should consider rural economic development and some amount of equity by region"

Topic 3b: Subcommittee Discussion: Key challenges and potential recommendations

Key Challenges:

- Projected increases in freight, urban congestion
- Physical constraints of roadway system (natural and ROW)
- Congestion combined with trucking 'hours of service' limitations
- Railroad company investment priorities limits rail's capacity to be a freight solution
- 'Last mile connection' challenges
- Loss of PofP container service

- Loss of river barge service
- Consolidated shipping carriers
- Loss of rural airport subsidies
- Port/ marine operations and maintenance needs; dredging, jetty repair, etc.
- Coastal ports lack railway and interstate connections
- Regardless of funding, lack of ‘shovel ready’ roadway projects

Potential Solutions:

- Manage congestion on the highway system through reducing demand, adding capacity, and targeting bottlenecks
- Reduce demand on highway system through transit investment
- Innovations for parking and transit efficiency
- Add capacity on highway system (bypass, beltway, lane expansion)
- Working group to identify where/how to get new shipping calls (*note: need consider mode/ commodity*)
- Working group to identify big statewide projects that should be made “shovel ready”
- Create ConnectOregon permanent fund
- Create UAV focus group
- Establish port ‘drop sites’
- Invest in transload facilities
- Invest in shortrail lines

Uncertainties/assumptions:

- What will be the impact of vehicle automation of freight economy (labor, VMT, etc.)
- What will be the impact of drone technology on the freight economy
- Impact of reducing demand versus increasing capacity

Topic 4: Review of Oregon Trade and Logistics Initiative

Key Themes from the initiative’s research and workshops:

- Many companies that have shipped from T6 are able to ship from Tacoma, but have a preference for Portland
- Shipping from Tacoma has a significant impact on freight costs for Oregon companies; avg, \$100 per container. However, this average is skewed by existing contracts and could increase
- Currently companies have not made major changes to how they operate due to closure, but this could change
- T6 workarounds are causing major hours of service issues for trucking companies (eg, single day deliveries become 2 day deliveries)
- Loss of barge service along Columbia River

Opportunities:

- Near-term solutions can have a long-term economic benefit regardless of status of T6
- Recruitment of monthly service from Westwood Shipping Lines
- Innovative technology to match containers with truckers
- Real-time “TripCheck” for Ports

Action items:

Item:	Deadline:
Sam: prepare subcommittee outline of major findings, potential recommendations	Next meeting (Nov 2 nd)
Panel members: Identify top priorities for next meeting. <i>What would be your top recommendations to the Panel based on subcommittee findings to date?</i>	Next meeting (Nov 2 nd)