



# Governor's Transportation Vision Panel

## Aviation, Marine, and Freight Rail Subcommittee

### MEETING MINUTES, September 15<sup>th</sup>

#### SUBCOMMITTEE MEETING #4 MINUTES

September 15<sup>th</sup>, 2015  
2:00 pm – 3:00 pm

Port of Portland  
Channel Conference Room

#### Subcommittee Chair:

Bruce Starr

#### Subcommittee Members:

Sen. Lee Beyer

Roger Lee (by phone)

Craig Reeder

Jill Eiland (by phone)

Dan Pippenger

#### Panel Co-Chair:

Gregg Kantor

Tammy Baney

#### Panel Sponsor:

Karmen Fore

#### Facilitator:

Cheralynn Abbott

#### Resources and Support:

Sam Haffner

Chris Cummings

Dave Harlan

Mark Freeman

Mitch Swecker

Lise Glancy

Scott Drumm

#### Topic 1: Introductions, Agenda, Meeting Objectives

##### Meeting Objectives

- Review updated panel and subcommittee charge
- Review work completed by the panel to date
- Overview 2015 legislation
- Overview of Trade and Logistics Initiative

#### Topic 2: Review Updated Charge and Schedule, Review Work Completed

##### 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*

##### Discussion around role of Seismic in Work Plan:

- The Innovation and Seismic subcommittee is charged with looking specifically at seismic issues
- Seismic resiliency should be integrated in how we plan and prioritize investment in the transportation system across all modes
- Need to look at regional fuel capacity, vulnerability of NW Refineries

How can this group link on the innovation component? Currently an 'uber' model for aviation is under development. How can we respond to or prepare for this type of innovation?

#### Topic 3: Updates on 2015 Legislation, Oregon Trade Solutions Overview

Chris gave an overview of the latest ConnectOregon legislation

- Include ConnectOregon as a topic for the Transportation Finance Subcommittee. Establishing this as a permanent fund is a potential recommendations for both groups to consider

Mitch gave an overview of HB 2075 (Aviation Fuels Tax)

- 2-cent increase in aviation fuel tax set to provide \$7-8M per year in revenue
- Partial dedication grants that support rural part of state

- Revenue can provide local match for projects seeking federal funding
- Provides disaster and seismic resiliency related grants
- 25% dedication to enhanced rural air service

Lise Glancy and Scott Drumm, [Oregon Trade and Logistics Initiative Presentation](#).

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

Panel discussion:

- It is important for the Panel to think about what is the long-term interest of the state as this is in the eye of the beholder. Need to define what the vision is within competing sets of vision (mobility, emissions, livability, etc.)
- There is little excess funding for Ports. Other states impose a 7% or higher tax
- This Panel should look at the other assets we have across the state and how to use them.
- We have 3 sites in the state that are suitable for major marine port facilities; Coos Bay, Hayden Island, and Port Westward.
- Is Coos Bay seen as a route to serve national market or serving Oregon shippers? The state can invest in Coos Bay, but you still need a private entity to make the investment viable.
- Railroads are investing in national, not local corridors.

**Topic 3: Wrap up and Next Steps**

Discussion around next meeting topic

- Begin to develop a vision
- Identify priorities; not all ports are the same; investment in assets need to be targeted around goals for the state
- Group should begin to define the vision, but also determine *why* this is the vision versus competing visions

**Action items:**

Item:	Deadline:
Include ConnectOregon as a topic for the Transportation Finance Subcommittee. Establishing this as a permanent fund is a potential recommendations for both groups to consider	Future Transportation Finance Subcommittee Topic
Have modal SMEs present to I&S Sub on non-highway seismic issues	Topic on meeting agenda for Oct 12th