

Oregon Freight Advisory Committee

~~2014-15~~ 2016-2017 Goals

~~June 18, 2014~~ (adoption date)

1. Initiate and participate in discussions among with the private and public sectors to develop legislative concepts and priorities for the ~~2015~~ 2016 and 2017 Oregon legislative sessions that ensure statewide freight system needs are addressed as part of any legislative package 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 to create further expand and sustain an efficient multimodal transportation system that supports a growing statewide economy need to and which encompass OFAC's top defined priorities.

- Develop a list of transportation infrastructure priorities that will continually inform the ~~2015~~ 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 a good multi-modal freight projects that advance the efficiency and capacity of the overall system and implemented them in the review processes. *Improvements to the state's and the northwest region's transportation system can be successful achieved if we consider all aspects of Oregon's multimodal freight methods movements are fully analyzed and understood. Evaluating both the challenges and the benefits of each system components will allow us OFAC to promote a more cohesive plan and ultimately streamline the overall freight movements throughout the state wide.*

- 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 ~~committee~~ **OFAC** in selecting projects that are strategically focused on improving connectivity to ~~rail connections~~, 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. ~~More thorough evaluation guidelines for project selection are necessary when funding streams are limited.~~ *Constrained funding systems require more thorough and stringent evaluation guidelines for project selection. Building on identified project priorities, ~~we~~ **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 and inform Moving Ahead for Progress in the 21st Century Act (MAP-21)** freight requirements and other federal legislative mandates into Oregon's freight and **multimodal** system planning and programming. *Proactively guiding implementation of federal requirements allows ~~us~~ **OFAC** the opportunity to ~~inform~~ **assess** the state and federal-level impacts of these requirements and provide feedback.*
 - Freight Performance Measures*
 6. Engage **OFAC** to ~~in the~~ **integrate** ~~ion of~~ freight considerations into the evaluation of active **transportation** and transit projects. ~~Oregon has established itself as is an "active transportation" frontrunner, which can often overshadow the more basic transit and freight needs, both in metro urban and rural areas and across the state. Once again, it's~~ *It is ~~to~~ **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 ~~committee~~ **OFAC** needs to open lines of communication and maintain them with the ACTs, MPOs and other relevant committees.*
 - ACT Check ~~ins~~ **ins** on an annual basis
 - Strategies the ~~committee~~ **OFAC** develops will include opportunities to engage in mutually-beneficial discussions between ACTs, **other transportation stakeholders** and the **OFAC subcommittees**.

8. Review **the** OFAC structure and administration on an annual basis. ~~The committee~~ **OFAC has** discussed changing the bylaws to give public officials the opportunity to vote, which ~~the~~ **current** bylaws do not allow ~~at this time~~. Further discussion is needed on ~~a~~ **this** proposed change as well as identifying others **constructive and beneficial revisions**.

- Membership designation*

* Designates items specified in the OFAC Work Plan

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Oregon Freight Advisory Committee

2016-2017 Goals

(adoption date)

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 Moving Ahead for Progress in the 21st Century Act (MAP-21) 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

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