
Freight Matters



Oregon Freight Advisory Committee

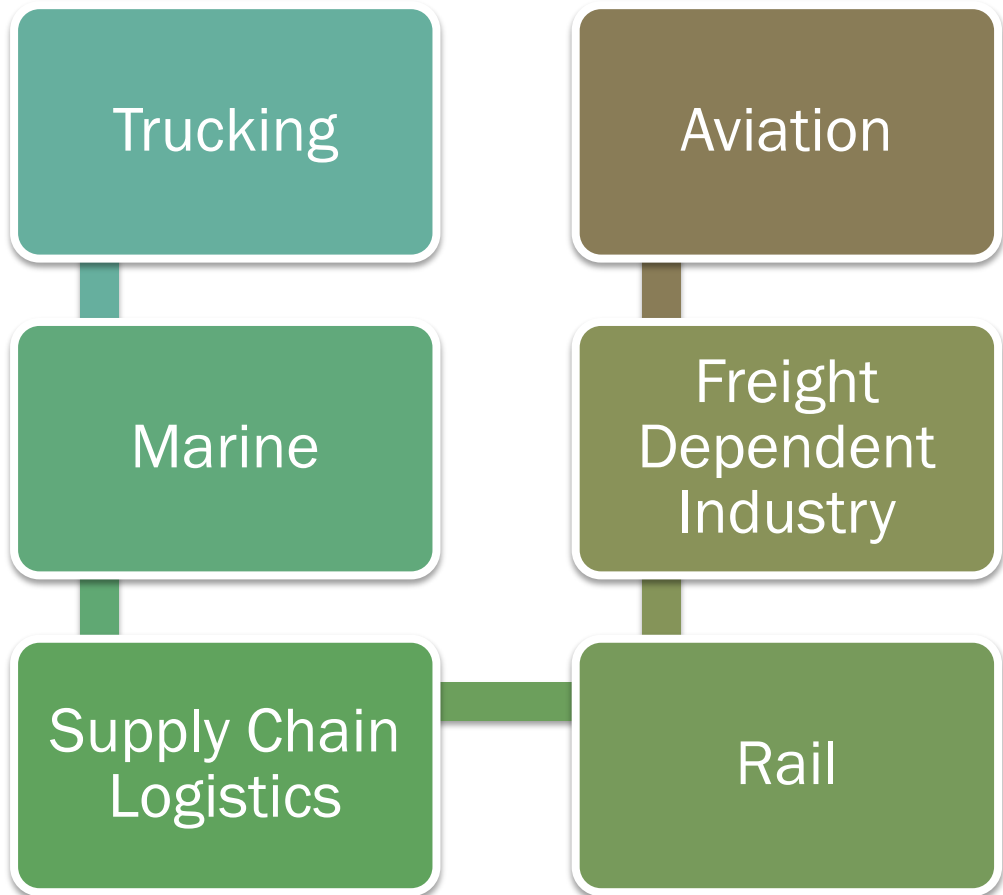
April 10, 2019

Freight Matters – Oregon Freight Advisory Committee

who we represent

A Look Back at OFAC's Inception

In 2001, the Oregon Legislature formalized the Oregon Freight Advisory Committee (OFAC) through the passage of House Bill 3364 (now ORS 366.212). This legislation calls for the Oregon Department of Transportation Director to "appoint members of a Freight Advisory Committee to advise the Director and Oregon Transportation Commission on issues, policies and programs that impact multimodal freight mobility in Oregon."



Freight Matters – Oregon Freight Advisory Committee

purpose and roles of OFAC

OFAC PURPOSE AND ROLE

Advise ODOT & OTC: A sounding board for ODOT and the OTC related to key freight issues. Identify high-priority freight mobility projects for consideration in ODOT's Statewide Improvement Program and for the Connect Oregon program.

Connect Freight Stakeholders: A key conduit of information amid freight stakeholders and between ODOT. Share information with the freight community and receive information that should be shared with ODOT for consideration.

Monitor Key Trends: Stay abreast of the latest trends in freight technology, workforce, and other issues to ensure freight in Oregon stays current and ahead of the curve.



Advise ODOT &
OTC

Connect freight
stakeholders



CHANGE
AHEAD

Monitor key
trends

OFAC'S REVISED MISSION STATEMENT

Advise the Oregon Department of Transportation, Oregon Transportation Commission, and Oregon Legislature as the key communication conduit for the freight industry on issues, needs, policies, plans, projects, and funding priorities to improve freight mobility and to advocate for the importance of an efficient and connected freight transportation system to support economic vitality of the State of Oregon.

OFAC'S MISSION STATEMENT

strategic plan overview

Unify and align operational governance.

Improve structures and processes to define priorities, improve communications, boost accountability and track progress.

Strengthen strategic investment decision-making.

Better link long-range plans and objectives to shorter-term transportation agency investments.

Build a qualified and diverse workforce for today.

Attract and retain people and knowledge essential to core responsibilities. Strengthen leadership, skills and diversity.

Optimize and modernize technology and data.

Address gaps in technology/data resources and capability through cohesive strategy and disciplined development approach.



Unify and align operational governance



Build a qualified and diverse workforce for today



Strengthen strategic investment decision-making



Optimize and modernize technology and data

freight moves Oregon's economy

Businesses and industries that make up the local, regional and statewide economy rely on Oregon's multimodal gateway to global markets. The state's economy depends on the success of those businesses and industries. Bottlenecks, decreasing capacity and lack of infrastructure maintenance and improvements directly impact business' ability to meet current demands and grow. Investment in the state's transportation is an investment in Oregon's economy.

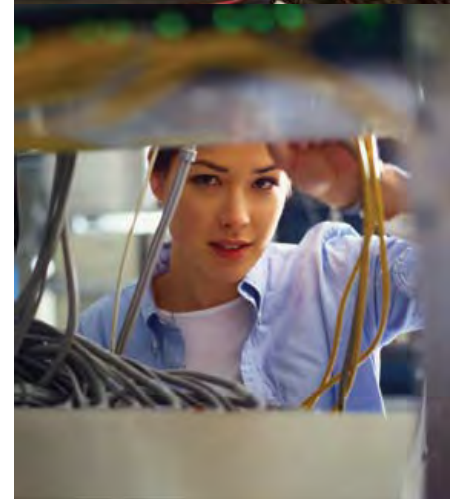
OREGON'S ECONOMY AND TRADE

1 in 5 Oregon jobs are dependent upon transportation

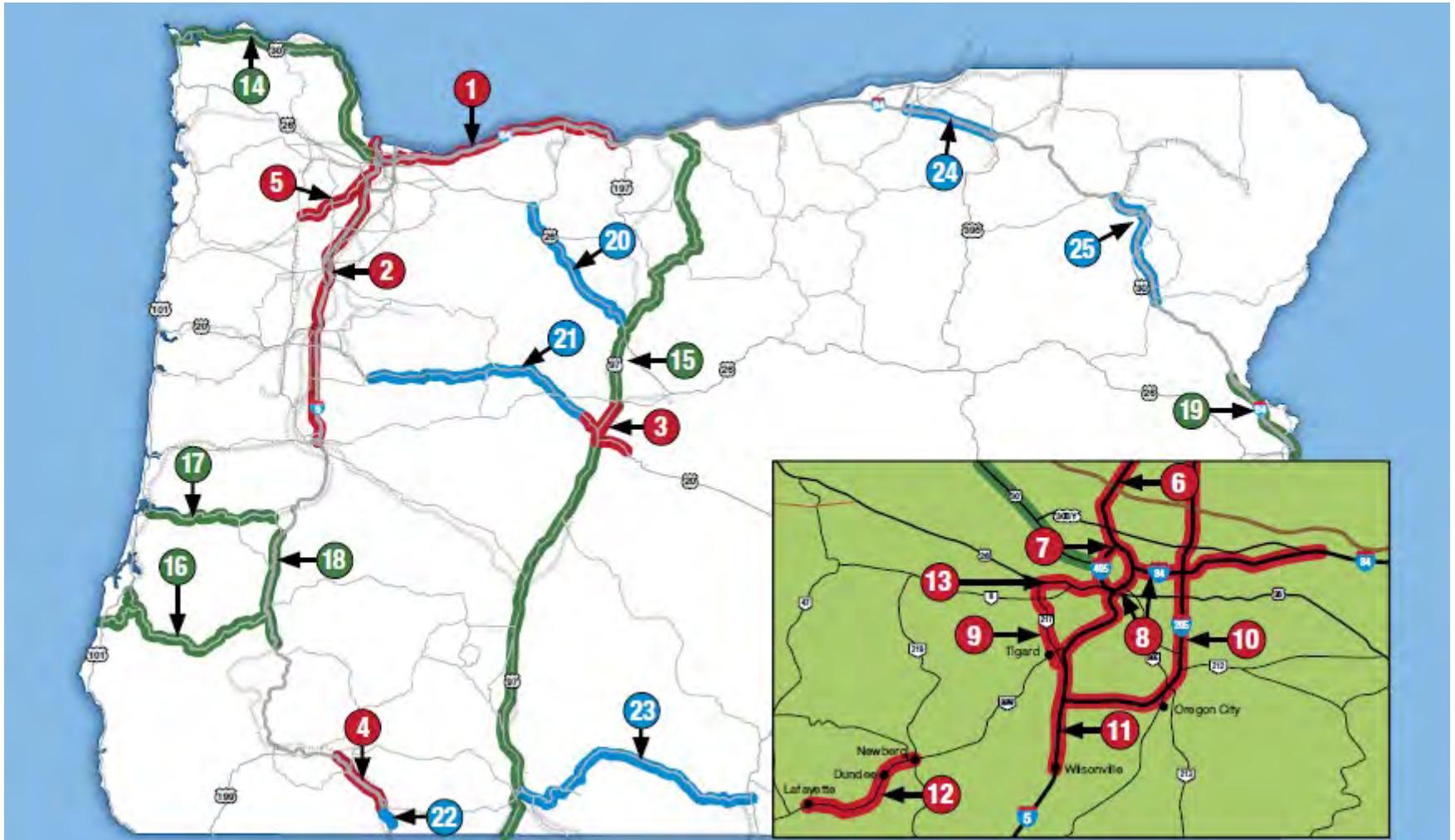
In 2015, Oregon moved **348.8M tons of product valued at \$353B**

The cost of congestion in the Portland region is **\$1.8B annually, the 11th highest in the nation**

Oregon manufacturers and their workers **depend on foreign customers for \$1 in every \$4 of sales**



key freight bottlenecks



key freight bottlenecks, continued

STATEWIDE CONGESTION

- 1 I-84 eastbound
- 2 I-5 Salem- Albany area
- 3 Bend area
- 4 I-5 Medford
- 5 Hwy 99W

METRO AREA CONGESTION (INSET MAP)

- 6 I-5 Bridge over Columbia
- 7 I-5 at I-405
- 8 I-5 and I-84
- 9 Hwy 217
- 10 I-205 West Linn to Columbia River
- 11 I-5 Wilsonville area north
- 12 Hwy 99 through Dundee
- 13 US 26 at the tunnel




ROAD CONDITION

- 14 US 30 to Astoria – limited capacity at locations
- 15 Hwy 97 from CA to WA – poor condition and lacks passing lanes in some places
- 16 Hwy 42 – too narrow and winding for trucks
- 17 Hwy 38 – Reedsport to Drain, narrow and winding
- 18 I-5 – Douglas and Josephine counties need for truck climbing lane
- 19 I-84 at Farewell Bend, lacks passing lane in some places

WEATHER

- 20 Hwy 26 Government Camp
- 21 Hwy 26 and 20 over Santiam Pass
- 22 I-5 at Siskiyou Pass
- 23 Hwy 140
- 24 I-84 outside of Umatilla
- 25 I-84 in Blue Mountains, La Grande and Pendleton

MAP KEY

-  CONGESTION AREAS
-  ROAD CONDITION QUALITY ISSUES
-  WEATHER-IMPACTED AREAS

discussion

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