

GOAL 3: ECONOMIC DEVELOPMENT

To promote the expansion and diversity of Oregon's economy through the efficient and effective movement of goods, services and passengers in a safe, energy efficient and environmentally sound manner.

Oregon's economy is highly dependent on its transportation system for the circulation of goods, services and passengers. An efficient transportation system promotes new business and encourages existing business to flourish. Because of Oregon's location and the multiplicity of transportation services converging in Oregon, transportation is itself a significant part of the Oregon economy.

Federal and state governments have a long history of investing in transportation systems, from corduroy roads in colonial times to waterways and rail service during the western expansion, the interstate highway system beginning in the 1950s and space exploration today. Government now invests in virtually every mode of freight and passenger transportation. Oregon laws direct the Transportation Commission to look specifically at economic development in the Oregon Transportation Plan, instructing the commission to "give economic development and the provision of industrial site services priority in fund allocation decisions" (ORS 184.618(4)).

The goal of an efficient transportation system for goods, services and passengers is one of balance characterized by:

- Better understanding of the costs of each mode, so that relative efficiencies of each can be evaluated. An understanding of the full costs of each mode must be developed even if such issues as safety, environmental quality, time and human comfort have to be quantified.
- Public investment targeted at more efficient modes. Such investments could include technology transfer activities, capital facilities and subsidies.
- More choices for the shipper according to the characteristics of the goods to be shipped.

Oregonians respect the free market system, and they want private interests served by the transportation system. However, those interests have to be balanced with a commitment to the maintenance of a high quality of life which itself contributes to Oregon's comparative advantage as a place to do business.

POLICY 3B - Linkages to Markets

It is the policy of the State of Oregon to assure effective transportation linkages for goods and passengers to attract a larger share of international and interstate trade to the state.

ACTION 3B.1

Provide a direct, convenient and physically suitable system for goods movement to transportation facilities and commercial and industrial areas to ensure the timely delivery of goods.

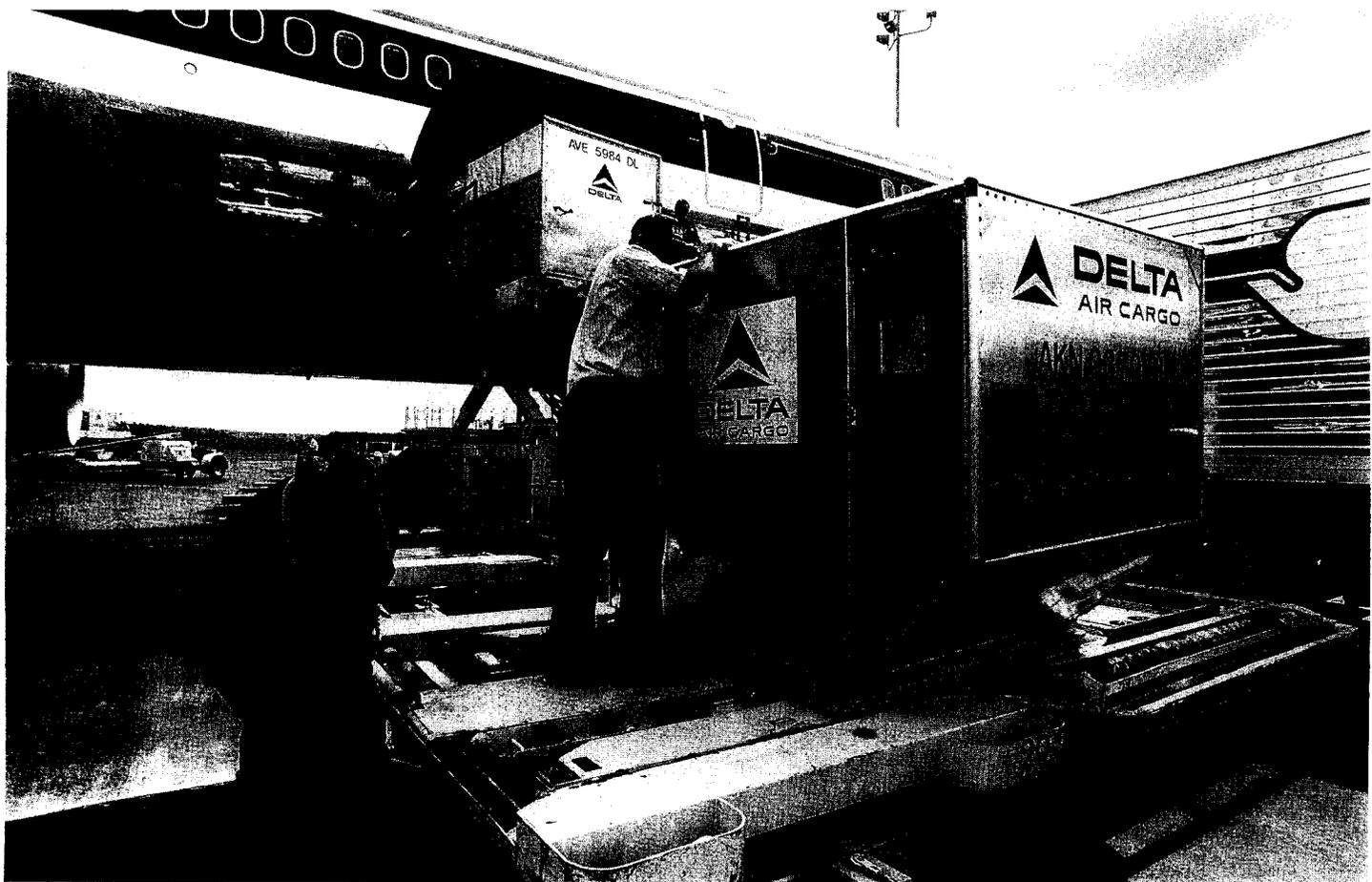
ACTION 3B.2

Promote the growth of intercity bus, rail passenger and commuter air services to link all areas of the state with national and international transportation facilities and services.

ACTION 3B.3

Maintain, preserve and improve the highway system in order to provide infrastructure for the efficient movement of goods by truck and bus.

*Flights from Portland
International Airport move freight
to international markets.
Photo: Jim Douglas, Port of
Portland*



In the future, the state can contribute to economic development by facilitating the development of intermodal freight hubs. These hubs can encourage transfer of freight from one mode to another, using the efficiencies of particular modes for each part of a freight trip. Examples of intermodal transfer facilities include marine ports where ships and barges load and unload to trucks, trains and pipelines and airports where goods are transferred from planes to trucks and other modes.

POLICY 3A - Balanced and Efficient Freight System

It is be the policy of the State of Oregon to promote a balanced freight transportation system which takes advantage of the inherent efficiencies of each mode.

ACTION 3A.1

Identify the present level of local, state and federal support for each of the various modes of freight transportation, including taxation, regulation, capital investment, and operating subsidy. Develop and maintain statistics on the characteristics of each mode as they affect the state.

ACTION 3A.2

Assure ODOT in-house expertise in the economics, management and potential of each available major freight mode: trucking, rail, water transportation, air and bus express.

ACTION 3A.3

Work with the Oregon Public Utility Commission to take the actions necessary to ensure that its policies or practices are not directly or indirectly favoring interstate shippers over Oregon intrastate shippers.

ACTION 3A.4

Work with local, state and federal governments to permit efficient transportation operations consistent with environmental or safety goals.

ACTION 3A.5

Provide more efficient railroad service through the reduction of conflicts at busy railroad crossings and rail yard areas by means of grade separations and development of alternative motor vehicle circulation routes.

ACTION 3B.4

Promote the retention of desirable rail service and rights of way through existing railroad ownership or alternative private or public ownership.

ACTION 3B.5

Promote the growth of air freight business in the state. Maintain and improve strategic regional air freight terminals and their links with surface transportation systems.

ACTION 3B.6

Encourage public and private investment in facilities and marketing and provide match funding for priority federal projects in conjunction with ports to enhance their competitiveness in international trade and domestic commerce.

ACTION 3B.7

Maintain adequate container handling facilities to support the state's participation in international markets, and develop other cargo business such as break bulk, bulk and auto.

ACTION 3B.8

Work with port districts, state and federal agencies to enhance the river and ocean system in an efficient and environmentally responsible manner. This could include deepening the Columbia River or Coos Bay channels as well as carrying out other shallow and deep draft projects.

POLICY 3C - Expanding System Capacity

It is the policy of the State of Oregon to expand the capacity of Oregon's freight industry by facilitating increased cooperation among the providers of transportation facilities and services.

ACTION 3C.1

Promote shipper associations among producers of goods with similar characteristics and marketing requirements.

ACTION 3C.2

Strengthen working relationships with Washington and Idaho river communities in planning and marketing programs for Columbia/Snake River ports.

ACTION 3C.3

Promote the coordination and cooperation of Oregon ports so that the strengths and potential of each will be optimized while the combination of their efforts increases Oregon's role in international trade.

ACTION 3C.4

Ensure that Oregon's comparative economic advantages in providing air freight are well understood and communicated by national and international trade missions and other marketing efforts.

ACTION 3C.5

Work with railroads, shippers and the federal government to remove barriers to convenient and efficient shipping by rail by promoting mutually-beneficial track sharing, interlining and shared use of terminals.

POLICY 3D - Intermodal Hubs

It is the policy of the State of Oregon to promote intermodal freight and passenger transportation hubs to enhance competitiveness, improve rural access and promote efficient transportation.

ACTION 3D.1

Facilitate development and operation of transportation hubs with statewide, interstate and international functions, as identified in the state transportation system plan.

ACTION 3D.2

Recognize the role of deep draft ports and commercial airports as intermodal hubs.

ACTION 3D.3

Continue to support Portland's role as a major freight hub for goods transported by air, highway, rail, barge and ship and recognize the

other metropolitan areas' role as the main connectors for the multi-modal system.

POLICY 3E - Tourism

It is the policy of the State of Oregon to develop a transportation system that supports intrastate, interstate and international tourism and improves access to recreational destinations.

ACTION 3E.1

Develop a tourism transportation action plan to identify facilities and services to serve tourism and incorporate in state and local transportation plans.

ACTION 3E.2

Tourist information at highway rest stops promotes visits to Oregon attractions and facilities.

Identify certain transportation corridors as scenic routes and consider scenic values in corridor planning, improvements and maintenance.

