

Appendix 4

Oregon Transportation Plan, Freight Policies and Actions

Policy 1C: Accessibility

It is the policy of the State of Oregon to promote a transportation system that is reliable and accessible to all potential users, including the transportation disadvantaged, measured by availability of modal choices, ease of use, relative cost, proximity to service and frequency of service.

Action 1C.1

Cooperatively define acceptable levels of accessibility through the establishment of standards in transportation system plans for minimum levels of service and system design for passengers and freight for all modes.

Policy 1E: Connectivity among Places

It is the policy of the State of Oregon to identify and develop a statewide transportation system of corridors and facilities that ensures appropriate access to all areas of the state, nation and the world.

Action 1E.1

Identify a multimodal network of facilities to meet requirements for the movement of people, goods and services throughout Oregon and develop a plan to implement that system.

Action 1E.3

Develop and promote service in statewide transportation corridors by the most appropriate mode including intercity bus, truck, rail, airplane, passenger vehicle and bicycle.

Policy 1F: Connectivity among Modes and Carriers

It is the policy of the State of Oregon to provide a transportation system with connectivity among modes within and between urban areas, with ease of transfer among modes and between local and state transportation systems.

Action 1F.1

Require local and regional transportation plans to identify (a) major transportation terminals and facilities, and (b) routes and modes connecting passenger and freight facilities with major highways and intermodal facilities.

Action 1F.3

Encourage development of efficient intermodal freight facilities, open to access to all where feasible, to encourage effective shifts among modes.

Policy 1G: Safety

It is the policy of the State of Oregon to improve continually the safety of all facets of statewide transportation system for all users including operators, passengers, pedestrians, recipients of goods and services, and property owners.

Action 1G.10

Promote highway safety standards for trucks and truck operators.

- Work with national transportation organizations to accurately determine the safety implications of alternative truck sizes, weights and configurations.
- Expand the truck inspection program and have strong sanctions for consistent violators of trucking regulations. Continue to develop and institute a mobile enforcement plan to provide more effective size and weight enforcement utilizing weigh-in-motion, automatic vehicle identification and other Intelligent Vehicle Highway System technologies.

Action 1G.11

Promote high safety and compliance standards for operation, construction and maintenance of the rail system.

Action 1G.12

Reduce navigational conflicts on waterways between commercial and recreational users, including windsurfers, in cooperation with the U.S. Coast Guard.

Policy 2G: Rural Mobility

It is the policy of the State of Oregon to facilitate the movement of goods and services and to improve access in rural areas.

Action 2F.1

Improve rural highways, minimizing the interaction of passenger vehicles, bicycles, recreational vehicles and freight vehicles by providing passing lanes and paved shoulders, wherever practical.

Action 2F.3

Encourage modal alternatives to the automobile and truck where feasible in rural areas.

Action 2F.5

Consider acquiring and upgrading low density rail lines where current owners are seeking to sell or abandon them.

Policy 3A: Balanced and Efficient Freight System

It is 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 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.

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.3

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

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 3B5

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 3B7

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 would 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 multimodal system.

Policy 4G: Management Practices

It is the policy of the State of Oregon to manage effectively existing transportation infrastructure and services before adding new facilities.

Action 4G.1

Place priority on preserving, maintaining and improving the transportation infrastructure and services that are of statewide significance.

Action 4G.2

Manage such factors as the number, spacing, type and location of accesses, intersections and signals in order to operate the transportation system at reasonable levels of service and in a cost-effective manner.

Action 4G.4

Protect the integrity of statewide transportation corridors and facilities from encroachment by such means as controlling access to state highways, minimizing rail crossings and controlling incompatible land use around airports.

Action 4G.5

Continue to provide and support a strong policy of size and weight enforcement which will protect and preserve the existing infrastructure.

Action 4G.7

Develop, establish and implement management systems for highway pavement, bridges, public transportation facilities and equipment, and intermodal transportation facilities and systems.

Source: ODOT, *Oregon Transportation Plan*, 1992.