

# GTVP: Aviation, Marine and Freight Rail

## DRAFT Outline of Subcommittee Findings (December 7<sup>th</sup>, 2015)

Concept	Strategy/Potential Recommendation
<p><b>1. Reduce highway congestion and increase freight rail efficiency by investing in ‘mode shift’ where market opportunities exist:</b></p>	<ul style="list-style-type: none"> <li>a) Invest in multimodal freight facilities including transloading facilities and port drop sites</li> <li>b) Preservation and enhancement of shortline rail for corridors that serve ports</li> <li>c) TBD: A state dividend for investment in congestion relief</li> <li>d) TBD: Identify ways to incentivize Class 1 Rail toward initially picking up common carrier freight</li> </ul>
<p><b>2. Address highway congestion for truck freight by investing in strategies that manage roadway demand <i>and</i> improve the efficiency of the existing system</b></p>	<ul style="list-style-type: none"> <li>a) Enhance transit service and other transportation options for commuters in congested urban areas*</li> <li>b) Invest in innovative strategies that lead to more efficient use of the highway Right of Way (<i>contra-flow traffic patterns, ITS, etc.</i>)</li> </ul>
<p><b>3. Address trucking and freight rail congestion</b></p>	<ul style="list-style-type: none"> <li>a) Address freight bottlenecks on highway corridors, particularly in urban areas (e.g., I-5, I-205, etc.)</li> <li>b) Enhance and expand rural highway corridors that create freight network alternatives (e.g., Hwy 97, etc.)</li> <li>c) Enhance state investment in multimodal transportation facilities (<i>e.g., a permanent ConnectOregon fund, new revenue source, etc.</i>)</li> <li>d) Address truck parking shortages on highways to meet hours of service and other federal truck driver regulations</li> <li>e) Develop a sustainable funding source for at-grade rail crossing separation</li> </ul>
<p><b>4. Improve freight access in the Portland Metro area:</b></p>	<ul style="list-style-type: none"> <li>a) Reduce congestion on highways serving the Port of Portland (<i>multiple strategies</i>)</li> <li>b) Identify and enhance road, rail, and waterway investments that can improve access to the Port of Portland and Lower Columbia River System (<i>e.g., transload and peel-off options</i>)</li> <li>c) Investigate potential for movement of containers on barges along the Columbia River (<i>as well as potentially linking to Tacoma</i>)</li> <li>d) Maintain working group that identifies where and how to get new container service shipping calls</li> <li>e) Address land use constraints, and land use protections to ensure that urban development does not constrain future port development [look to Goal 12]</li> </ul>

	<ul style="list-style-type: none"> <li>f) Maintain and expand dredging efforts within the Columbia River to ensure continued waterway access.</li> </ul>
<p><b>5. Address rural port needs and solutions:</b></p>	<ul style="list-style-type: none"> <li>a) Market based enhancements of coastal river ports to provide shipper alternatives and increase economic activity</li> <li>b) Enhancement of shortline railroads and trucking corridors that serve these ports</li> <li>c) Develop a statewide port system plan for maintaining and enhancing Oregon ports to help determine funding priorities</li> <li>d) Enhanced funding for dredging, docking, jetty repair, etc.</li> <li>e) Address land use constraints, and land use protections around rural ports to ensure development does not constrain future port development <i>[look to Goal 12]</i></li> </ul>
<p><b>6. Address needs of rural airports:</b></p>	<ul style="list-style-type: none"> <li>a) Address Land Use protections for rural airports <i>[constraints largely addressed in 2015 Leg. Session]</i></li> <li>b) Support ‘though the fence’ airport operations where appropriate</li> <li>c) Address workforce development needs that create constraints for small regional airports (i.e., pilot and mechanic shortages)</li> <li>d) Enhance rural airport access through collaboration with local public and private transportation providers.</li> </ul>
<p><b>7. Support transportation innovation that provides freight solutions:</b></p>	<ul style="list-style-type: none"> <li>a) Create a business and regulatory environment that establishes Oregon as an economic ‘hub’ for the UAV industry</li> <li>b) Enhance trucking and port logistics through coordinated information technology</li> <li>c) Position the state to be ‘early adopters’ of transportation innovations that are taking place nationwide, particularly those that have positive impacts on freight mobility <i>(e.g., freight platooning, ‘Uber model’ for truckers, etc.)</i></li> </ul>