GTVP: Aviation, Marine and Freight Rail DRAFT Outline of Preliminary Findings

Preliminary Findings:

Concept	Strategy/Potential Recommendation
1. **Reduce highway congestion and increase freight rail efficiency by investing in 'mode shift' where market opportunities exist:**	a) Invest in multimodal freight facilities including transloading facilities and port drop sites b) Preservation and enhancement of shortline rail for corridors that serve ports c) TBD: A state dividend for investment in congestion relief d) TBD: Identify ways to incentivize Class 1 Rail toward initially picking up common carrier freight
2. **Address highway congestion for truck freight by investing in strategies that manage roadway demand *and* improve the efficiency of the existing system**	a) Enhance transit service and other transportation options for commuters in congested urban areas b) Invest in innovative strategies that lead to more efficient use of the highway Right of Way *(contra-flow traffic patterns, ITS, etc.)*
3. **Address trucking and freight rail congestion**	a) Address freight bottlenecks on highway corridors, particularly in urban areas (e.g., I-5, I-205, etc.) b) Enhance, expand, and promote rural highway corridors that create freight network alternatives (e.g., Hwy 97, etc.) c) Enhance state investment in multimodal transportation facilities *(e.g., a permanent ConnectOregon fund, new revenue source, etc.)* d) Address truck parking shortages on highways to meet hours of service and other federal truck driver regulations e) Develop a sustainable funding source for at-grade rail crossing separation
4. **Improve freight access in the Portland Metro area:**	a) Reduce congestion on highways serving the Port of Portland *(multiple strategies)* b) Identify and enhance road, rail, and waterway investments that can improve access to the Port of Portland and Lower Columbia River System *(e.g., transload and peel-off options)* c) Investigate potential for additional movement of containers on barges along the Columbia River *(as well as potentially linking to Tacoma)* d) Maintain working group that identifies where and how to get new container service shipping calls e) Address land use constraints, and land use protections to ensure that urban development does not constrain future port

	development [look to Goal 12] f) Maintain and expand dredging efforts within the Columbia River to ensure continued waterway access.
5. **Address rural port needs and solutions:**	a) Market based enhancements of coastal river ports to provide shipper alternatives and increase economic activity b) Enhancement of shortline railroads and trucking corridors that serve these ports c) Integrate and better link Oregon's ports and marine transportation system through a system plan and investment plan. This plan could better tie the marine system with the Freight Plan and other transportation modal plans, help determine statewide funding priorities that impact the marine system *(e.g., road, rail, and waterway system improvements)*, address marine land use issues, and help organize shipper alternatives *(e.g., barging of containers along the Columbia River, etc.)* d) Enhanced funding for dredging, docking, jetty repair, etc. e) Address land use constraints, and land use protections around rural ports to ensure development does not constrain future port development *[look to Goal 12]*
6. **Address needs of rural airports:**	a) Address Land Use protections for rural airports *[constraints largely addressed in 2015 Leg. Session]* b) Support 'though the fence' airport operations where appropriate c) Address workforce development needs that create constraints for small regional airports (i.e., pilot and mechanic shortages) d) Enhance rural airport access through last mile multimodal connections and collaboration with local public and private transportation providers.
7. **Support transportation innovation that provides freight solutions:**	a) Create a business and regulatory environment that establishes Oregon as an economic 'hub' for UAV's and their potential application to the transportation industry b) Enhance trucking and port logistics through coordinated information technology 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 *(e.g., freight platooning, 'Uber model' for truckers, etc.)*