Rural Freight Transportation

Presented to the Tri State Commission

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Challenges
Setting the Freight Context

Summary

Oregon is a net exporting state

Agriculture & forestry are primary sectors in rural areas

Mismatch between containers needed for export than being imported
Lack of Freight Options
Rural areas are especially reliant on trucks to move freight

Summary

Trucks are usually the first and last steps in the transportation chain

Closure of many rail branches, focus has shifted to shuttle trains

Container exports has been concentrated to a few major ports on the west coast
Truck Parking

Growth in trucks on the road outpacing new supply of truck parking spaces; availability cited as regular problem by truckers
Truck Parking
Responses to rising concerns over availability

Summary

- ODOT is in the process of conducting truck parking study
- Truck stops adding reservation systems and providing info to parking apps
- ODOT works with private sector for temporary needs
Short Line Railroads
Short line railroads help connect rural areas to markets

Summary

Provide an alternative to trucking where available

Enable small shippers to connect to Class I railroads

At-risk rail lines need investment to prevent rail abandonment
Winter Weather Challenges
Inclement weather at key passes on I-5/I-84 affect all 3 states

- Delays to trucked freight
- No low elevation alternatives
- Requires robust maintenance district action
Winter Weather Challenges
Near to medium term impacts from weather events

- Truck parking fills up near closure points
- Safety and property risks
- Creates a surge of trucks when roads re-open
Urban Congestion
Metropolitan area traffic impacts statewide freight movement

Summary

Commodities exported through Portland & Seattle/Tacoma affected

Freight delays and unreliability make scheduling difficult

Congestion relief improvements costly in urban areas
Urban Congestion
Freight adapts to increasing congestion in Portland metro

**Summary**

Shipping terminals begin operation at earlier morning hours

Fewer farm to market truck shipments in a day

Reduced productivity of trucks due to more time in congestion
Opportunities
Columbia River System

Barge system provides a fuel efficient alternative shipping option for rural commodities
Intermodal Facilities

OTC recently approved two intermodal truck to rail facilities

- 1 in Mid-Willamette Valley (near Albany, OR)
- 1 in Treasure Valley (near Ontario, OR)
Technology

Present benefit areas

• Truck Parking
• ITS (Intelligent Transportation Systems)
• Real time travel Data

Future benefit areas

• Truck Platooning
• CAVS (Connected & Autonomous Vehicles)