



Freight Overview

Efficient and reliable multimodal freight transportation is key to building and maintaining a strong Oregon economy.

Quick freight facts

- Trucks haul a wide variety of goods into, out of, through and within Oregon.
- Railroads haul bulk commodities over long, and increasingly intermediate, distances.
- Ships and barges haul bulk loads over long, and increasingly intermediate, distances.
- Airplanes carry primarily high-value or highly perishable goods.
- Pipelines move liquids and gases.
- Each year, trucks travel more than 2 billion miles and move about 225 million tons of freight on Oregon's highways.
- Trucks carry 75–80 percent of the weight and freight value shipped in Oregon.

How freight movement works

- Long-haul truckers compete with long-haul railroads.
- Short-line railroads compete with local truckers.
- Rail, truck and marine carriers work together, often through intermodal connections, to move "piggyback" trailers and marine containers.
- Airplanes carry low value goods out of many small airports in Oregon.

Exports

- One-fifth to one-quarter of Oregon's 200,000 manufacturing jobs and 80,000 to 90,000 nonmanufacturing jobs are dependent on exports of manufactured goods.
- Oregon shipped \$105 billion in commodities to all U.S. states (including in state) in 1997.

- Oregon exported \$56 billion of goods to other states, with 34 percent going to Washington and 20 percent to California; no other state received more than 4 percent of Oregon exports.
- Oregon exported \$10.1 billion of goods to foreign markets in 2003, up from the \$8.9 billion exported in 2002, but still below the \$11.4 billion exported in 2000.
- Canada (over \$1.4 billion), Japan, the Republic of Korea and the Philippines were Oregon's top foreign trading partners in 2002.

Source: Oregon Economic & Community Development Department

Forest products are No. 1

- Oregon ranks No. 1 for forest product exports in the U.S.
- Oregon's commodity exports in 1998 included shipments worth about \$41 billion of logs, wood and paper products worldwide.
- Lane, Douglas, Coos, Clatsop and Linn counties are the top Oregon timber producers.
- Most harvested timber moves to mills by truck; some moves by rail and waterways.

Agriculture is No. 2

- More than 220 agricultural products are harvested statewide; nearly all of Oregon's agricultural products start their trip to market by truck.
- Oregon shipped 38 million tons of various food products in 1998.
- Marion, Clackamas, Washington, Umatilla and Yamhill counties are Oregon's top agricultural producers.
- Greenhouse and nursery products are Oregon's top-value agricultural products.



Freight Overview (continued)

Commodities are diversifying

- Non-metallic minerals (including gravel) accounted for 69 million tons (21 percent) of 2002 freight tonnage.
- Oregon shipped \$42.7 million of high-tech goods in 2002 including electronics and machinery (20 percent of total value).
- Other 2002 shipments included coal, petroleum and allied products, textiles and leather, and cereal grains and animal feed.

Freight and the economy

- Between 2000 and 2003, Oregon lost an estimated 44,600 nonfarm payroll jobs, a decline of 2.8 percent, considered a moderately severe recession by economists.
- The industries most resilient to the recession were agriculture, forestry, fishing and hunting; others included real estate and rental/leasing, administrative/support, waste management and wholesale trade.
- Oregon's economy is expected to grow at a faster rate than the nation's economy due, in part, to a rebound in Oregon's foreign trade.
- Future economic growth will be slower than in the 1990s, suggesting the need for continuing attention to the key role freight transportation plays in supporting Oregon's economy.

Source: Oregon Employment Department

The Oregon Freight Advisory Committee (OFAC)

- OFAC advises the Oregon Transportation Commission on issues, policies, programs and projects that affect freight mobility.
- The group is involved with the *ConnectOregon* program, established by Senate Bill 71 (2005).
- The Committee consists of shippers, carriers, association and agency representatives, and other stakeholder groups.
- Formed in 1998, OFAC was formalized by the Legislature in 2001 and its role was reinforced in the 2003 Legislature.
- To contact the Oregon Freight Advisory Committee, call Julie Rodwell, Freight Mobility Section Manager, at (503) 986-3520.

All figures are from 2002 FHWA Freight Analysis Framework data unless otherwise noted.

In spring 2006, a group of 31 ODOT employees joined federal, regional, state and local partners to test comprehensive emergency plans. Overall, nearly 400 participants from 69 organizations were involved in the three-day training event, testing the ability of people under stress to work together in coordinating response, recovery and repair efforts in a large-scale natural disaster.

