

Planning for freight

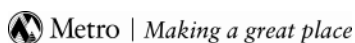
2014

REGIONAL TRANSPORTATION PLAN

www.oregonmetro.gov/rtp

RTP FACT SHEETS: ONE IN A SERIES

The 2014 Regional Transportation Plan sets the course for using innovation and creativity to build a sustainable transportation system. It calls for making transportation investments that serve downtowns, main streets, job centers and other areas of urban activity. It sets out the importance of offering a range of affordable transportation options for everyone. It suggests that transportation investments should boost our economy, increase access and opportunity for underserved communities and clean our air. And it calls for on-going monitoring to ensure that as time goes on our investments are effectively coordinated across communities to make the most of past investments and keep this region a great place.



Metro crosses city limits and county lines to build a resilient economy, keep nature close by and respond to a changing climate. Representing a diverse population of 1.5 million people in 25 cities and three counties, Metro's directly elected council gives voters a voice in decisions about how the region grows and communities prosper.

Better integration of freight issues in regional and local planning

The Portland – Vancouver region is a globally competitive international gateway and domestic hub for commerce. The freight transportation network is a foundation for the region's economic activities and must be strategically maintained, operated and expanded in a timely manner to ensure a vital and healthy economy.

Potential freight impacts should be considered in all modal planning and funding, policy and project development, implementation and monitoring.

A comprehensive systems approach is central to planning and managing the region's multimodal freight transportation infrastructure. This approach provides a strong foundation for addressing core throughway system bottlenecks, and recognizing and coordinating both regional and local decisions to maintain seamless flow and access for freight movement.

Regional freight plan

The plan includes goals to guide freight investments and implementation:

Goal 1 - System planning for efficient freight mobility and access

Goal 2 - System management to increase network efficiency

Goal 3 - Better public understanding of freight issues



The Port of Portland plays a major role in the region's freight network

Five policies form the RTP freight network vision

1. Use a system approach to plan for and manage the freight network.
2. Reduce delay and increase reliability.
3. Protect industrial lands and freight transportation investments.
4. Look beyond the roadway network to address critical marine and rail needs.
5. Pursue clean, green and smart technologies and practices.

Goal 4 - Sustainable freight transportation system

Goal 5 - Freight sensitive land use planning

Goal 6 - Strategic transportation investments

Regional freight functional classification

Transport and distribution of freight occurs via a combination of publicly and privately owned networks and terminal facilities, connecting freight destinations within the region and linking the region to international and domestic markets and suppliers. The regional freight system in the RTP includes:

Main roadway routes connect major activity centers in the region to other areas in Oregon or the United States, Mexico and Canada. Main roadways in the region are I-5, I-84, I-205, US 26, and Hwy 217, 99E and 99W.

Road connectors connect freight facilities or freight generation areas to the main roadway routes, such as Columbia Boulevard or Marine Drive.

Main railroad lines are Class 1 rail lines including Union Pacific Railroad and BNSF Railway.

Branch railroad lines are non-Class 1 rail lines, including shortline or branch lines, such as the Portland and Western Railroad in Washington County.

Marine facilities are where freight is transferred between water-based and land-based modes, such as at the Port of Portland.

Reload facilities are the primary gateways for freight entering and leaving the region by truck. Many reload facilities are located in the Columbia Corridor near marine terminals.

Air cargo facilities direct access to an airport runway to transfer commodities between airplanes and land-based modes. The region's air cargo facility is located at Portland International Airport.

Distribution facilities are where freight is transferred from one land-based mode to another for further distribution, such as major distribution warehouses for grocery stores.

Truck terminals serve as a primary gateway for freight entering or leaving the region by truck. A truck terminal operates truck-to-truck transfers of commodities at various private transfer companies in the region.

Intermodal rail yards connect rail and truck transportation and serve the statewide, interstate and international movement of goods. Intermodal rail yards such as Brooklyn or Albina rail yards in Portland facilitate the transfer of containers or trailers.

How can we track freight planning success with the RTP Performance targets?

- ✓ By 2040, reduce vehicle hours of delay for truck trips by 10 percent compared to 2010.

Freight elements of local plans

Local plans can help design truck operations on truck routes or in industrial or commercial districts, and can also use zoning and development codes to avoid future conflicts between residents and freight operations (on high-traffic routes, at rail yards, ports, warehouses). According to the Regional Transportation Functional Plan (RTFP), city and county Transportation System Plans shall include a freight plan, with implementing land use regulations, for an interconnected system of freight networks within and through the city or county.

The plan shall include:

- an inventory of existing facilities that identifies gaps and deficiencies in the freight system
- an evaluation of freight access to freight intermodal facilities, employment and industrial areas and commercial districts
- a list of improvements to the freight system that help the city or county increase reliability of freight movement, reduce freight delay and achieve the targets established pursuant to section 3.08.230.

**For complete language, refer to the Regional Transportation Functional Plan Section 3.08.150 Freight System Design.*

Some considerations and resources to assist local jurisdictions in developing the freight element include:

- providing a way for freight and other stakeholders to meet and inform each other of needs and concerns, prior to planning or development decisions
- developing goals, objectives and policies to address goods movement and trade-related jobs
- consulting ODOT Region 1 to ensure compliance with ORS 366.215 if local public planning or private development actions might impact a state-owned roadway. This statute requires that the freight height/width/weight "envelope" for movement be maintained. Visit <http://www.oregon.gov/ODOT/TD/TP/ORS366.215.shtml>
- avoiding new and/or reduce existing entrances and exits onto roadways near major freight facilities or onto higher volume truck routes.

Consult <http://www.envisionfreight.com> for ideas and tools for freight planning in a multimodal environment.