

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF PROVIDING ODOT)	RESOLUTION NO. 17-4787
WITH THE ROADWAY SEGMENT ADDITIONS)	
IN THE PORTLAND METRO REGION, FOR)	Introduced by Councilor Craig Dirksen
USDOT'S NATIONAL HIGHWAY FREIGHT)	
NETWORK (NHFN))	

WHEREAS, on December 4, 2015, the President signed the Fixing America's Surface Transportation (FAST) Act into law, which reauthorized Federal surface transportation programs for five fiscal years; and

WHEREAS, beginning on December 4, 2017, to be eligible to obligate Federal funds provided through the National Highway Freight Program (23 U.S.C. 167), the FAST Act requires that Oregon has developed a State Freight Plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of Oregon with respect to freight; and

WHEREAS, the FAST Act requires the FHWA Administrator to establish a National Highway Freight Network (NHFN) to strategically direct Federal resources and policies toward improved performance of the Network; and

WHEREAS, a subsystem of the NHFN, and one of the required elements of State Freight Plans as amended by the FAST Act, are Critical Rural Freight Corridors (CRFC) and Critical Urban Freight Corridors (CUFC) designated within the State under section 167 of title 23; and

WHEREAS, Critical Urban Freight Corridors (CUFC) are public roads in urbanized areas which provide access and connection to the Primary Highway Freight System (PHFS) and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities; and

WHEREAS, the NHFN is the highway component of the Interim National Multimodal Freight Network and will increase in Oregon with the designation of CRFCs and CUFCs; and

WHEREAS, in an urbanized area with a population of 500,000 or more, the MPO (Metro), in consultation with the State (ODOT) is responsible for designating the CUFCs; and

WHEREAS, the designation of CUFCs is limited under the FAST Act to a maximum of 10 percent of Oregon's current Primary Highway Freight System (PHFS) mileage in the state; which equates to an additional 77 miles in the NHFN within the state of Oregon; and

WHEREAS, ODOT, with consultation of the MPOs in the state of Oregon dedicated 45 percent of the additional miles, or 34.7 miles, to the Portland Metro region; and

WHEREAS, Metro staff has consulted and worked in coordination with FHWA, ODOT, the Port of Portland, City of Portland, Clackamas County, Multnomah County and Washington County and members of TPAC to develop the CUFC highway and roadway segments that should be added to the NHFN within the region; and

WHEREAS, the 34.7 miles allocated to the Metro region is both inadequate to fully incorporate the main roadway routes adopted in the Regional Freight Network of the 2014 Regional Transportation Plan (RTP) that address the region's freight needs and the statewide importance of these routes as a priority, as identified in the 2016 Governor's Transportation Vision Panel; now therefore,

BE IT RESOLVED that the Metro Council approves the Critical Urban Freight Corridor highway and roadway segments that will be added to the NHFN within the region, as shown in the attached table (Attachment 1), and the TPAC Recommended Critical Highway Segments (Attachment 2), and the attached Recommended National Highway Freight Network (NHFN) map (Attachment 3), and directs staff to prepare correspondence to the Oregon Transportation Commission on behalf of JPACT and the Metro Council on the inadequacy of the 34.7 mile allocation to the Metro region."

ADOPTED by the Metro Council this 25th day of May 2017.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney