



Metro

2018 Regional Transportation Plan

Regional Freight Strategy

Presentation to Metro Council

April 10, 2018

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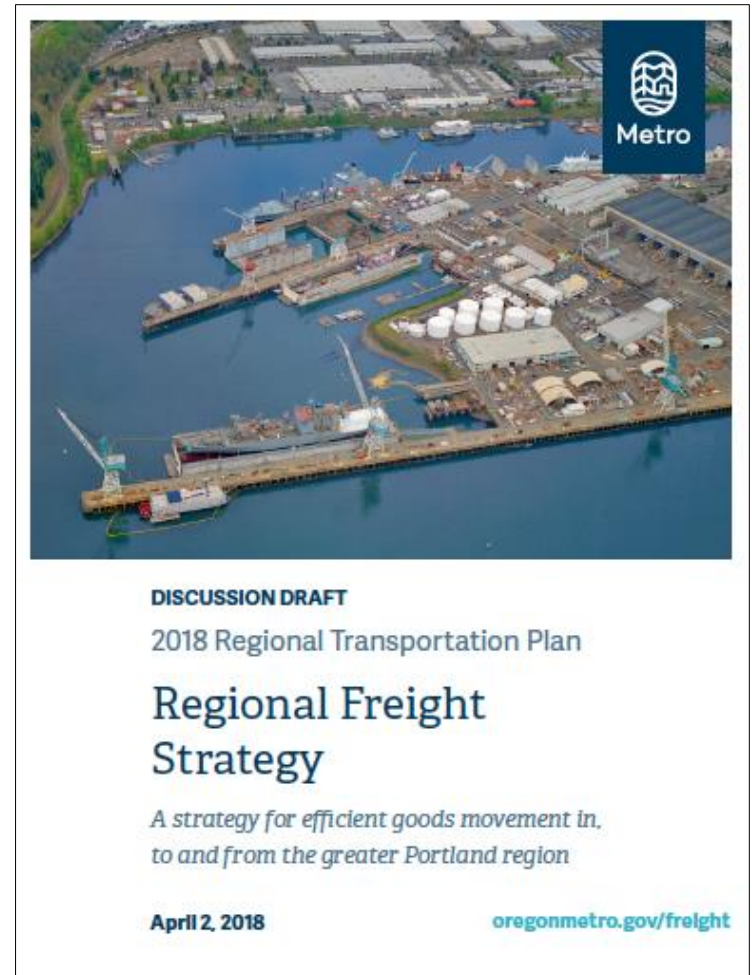
2018 Regional Freight Strategy

Why this and why now?



2018 Regional Freight Strategy

1. Defines updated regional freight vision and policies
2. Incorporates recent research and findings on needs and issues
3. Recommends strategies and actions to support freight
4. Sets stage for future investment, planning, and partnerships
5. Meets Federal freight planning requirements



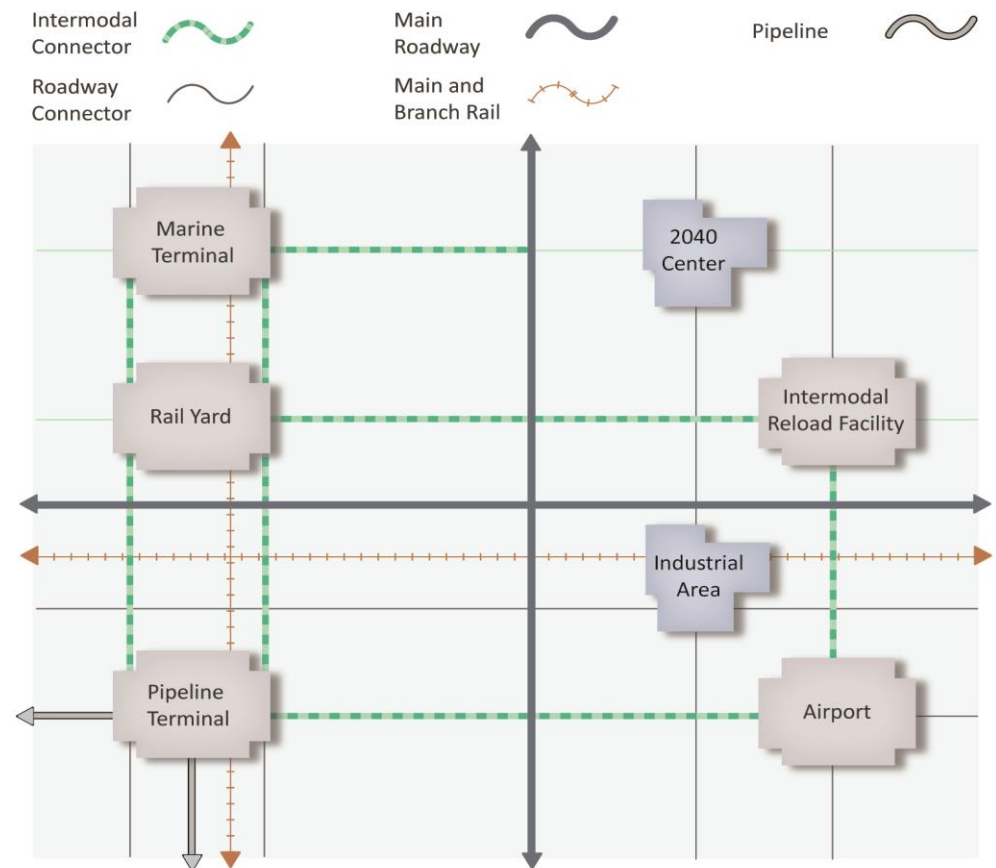
Regional Freight Vision – Chapter 3

- Regional freight concept (handout)
- Regional Freight Network map (handout)
- Freight Network Policies – combines old freight goals and policies into one set of freight policies
- Seven freight policies (1 to 7), with policy 7 being the new regional freight safety policy

Regional Freight Concept

Defines a vision and supporting policies to guide investments in the multimodal regional freight network

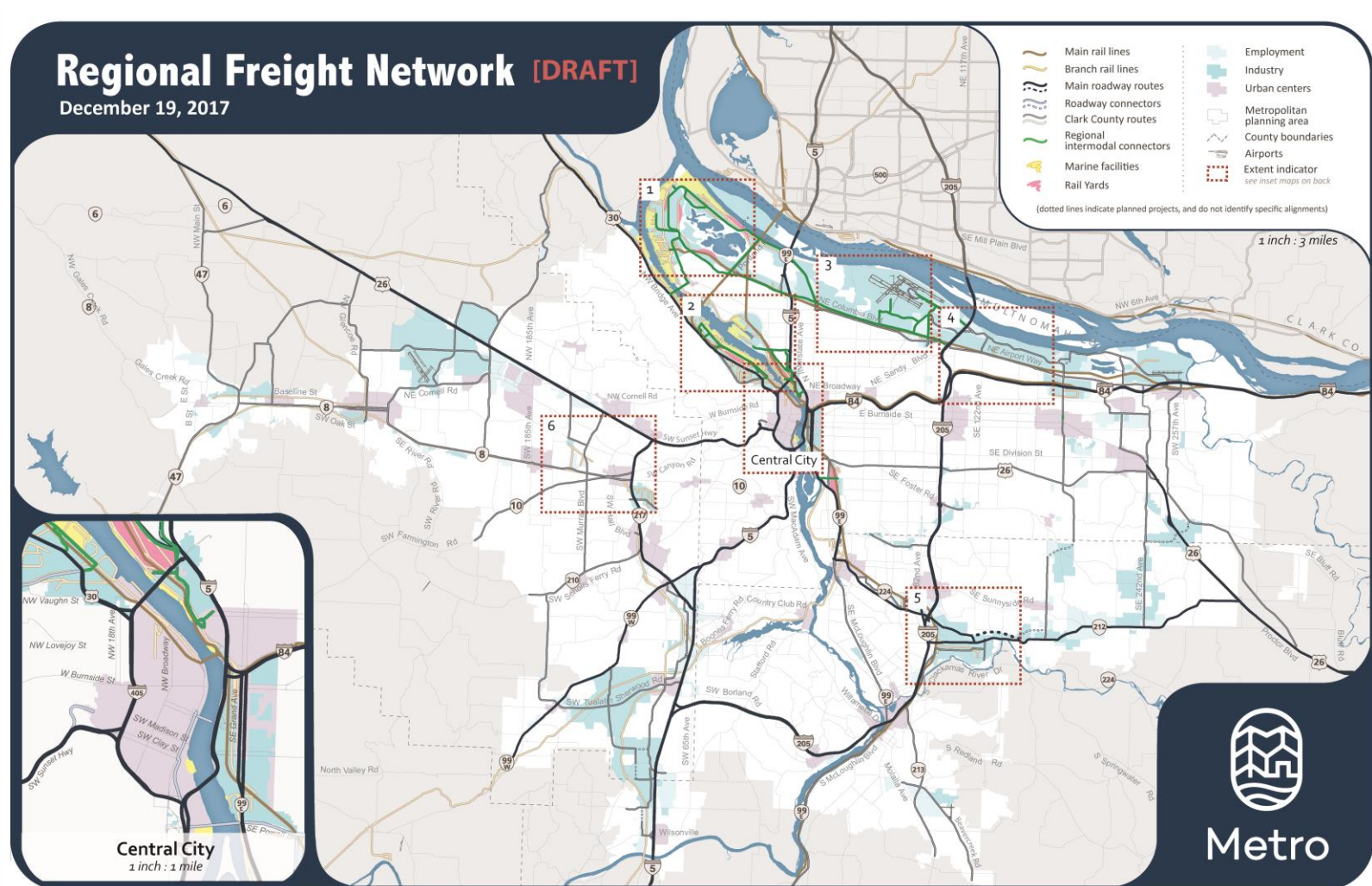
Concept updated to include freight intermodal connectors



Regional Intermodal Connectors

- Regional Intermodal Connectors represent National Highway System (NHS) intermodal connectors and Tier 1 intermodal connectors designated by ODOT
- Regional Intermodal Connectors are very important for carrying exports and imports into and out of Oregon

Updated Regional Freight Network Map



Regional Freight Network Policies

Policies 1 - 4:

1. Plan and manage multimodal freight infrastructure using a systems approach, coordinating decisions to maintain seamless freight movement, access to industrial areas, and intermodal facilities
2. Manage first-rate multimodal freight networks to reduce delay, increase reliability, improve safety, and provide shipping choices
3. **Educate the public and decision-makers on the importance of freight and goods movement issues**
4. Pursue a sustainable multimodal freight transportation system that supports the health of the economy, communities and the environment through clean, green and smart technologies and practices

Metro Council recommended Freight Safety Policy

Policies 5 -7:

5. Integrate freight mobility and access into land use and transportation plans and street design to protect industrial lands and critical freight corridors with access to commercial delivery activities
6. Invest in our multimodal freight transportation system, including road, air, marine and rail facilities, to ensure the region and its businesses stay economically competitive
7. **Eliminate fatalities and serious injuries caused by freight vehicle crashes with passenger vehicles, bicycles, and pedestrians, by improving roadway and freight operational safety**

Updated Freight Action Plan

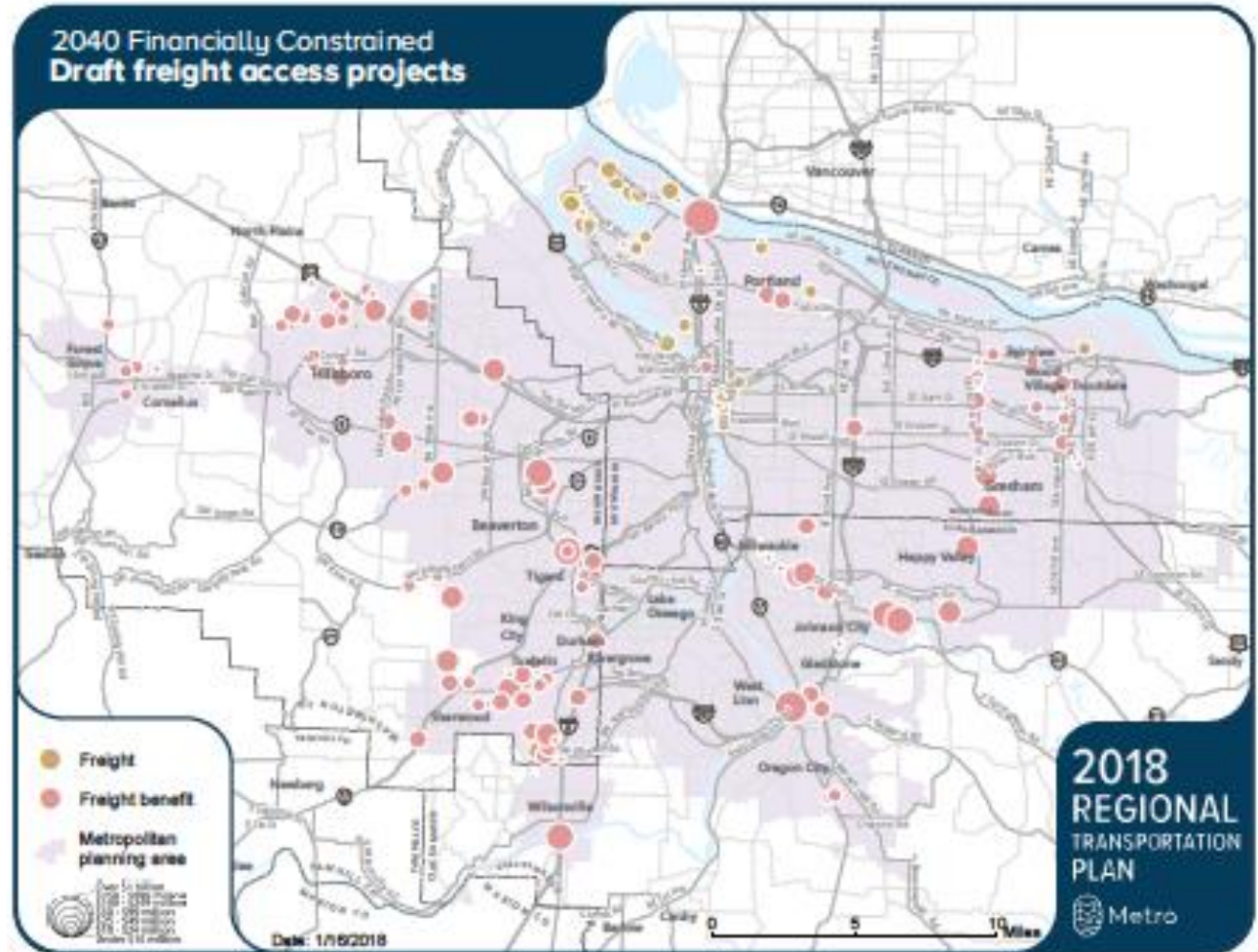
Actions identified for each freight policy

Actions updated and focused on achievable, near-term actions (next 5 years), and some longer-term actions



Draft RTP projects supporting freight and goods movement

Nearly \$6 billion in investment proposed that supports freight and goods movement in the greater Portland region



Next steps

April 10	Metro Council review
April 18	MTAC review
April 25	MPAC review
May 17	JPACT review
June 29 to Aug. 13	Public review and comment on draft RTP, projects and strategies for freight, safety, transit and emerging technologies

Discussion

Feedback on:

- the Regional Freight Concept?
- draft Regional Freight Network Map or Regional Intermodal Connectors?
- draft regional freight policies?
- draft freight actions?

Supplemental Slides

- Next seven slides are on the freight actions
(Not part of this TPAC PowerPoint presentation)

Freight Actions for Policy 1 - Chapter 8

- **Policy 1 - Plan and manage multimodal freight infrastructure using a systems approach, coordinating decisions to maintain seamless freight movement, access to industrial areas, and intermodal facilities**
- Action 1.1 Preserve and enhance freight function in mobility corridors
- Action 1.2 Private sector cooperation and coordination
- Action 1.3 Baseline freight and goods movement data collection
- Action 1.4 Coordinate research, modeling and planning with ODOT
- Action 1.5 Develop and conduct a freight and goods movement research program (Long-term action)

Freight Actions for Policy 2 - Chapter 8

- **Policy 2 – Manage first-rate multimodal freight networks to reduce delay, increase reliability, improve safety, and provide shipping choices**
- Action 2.1 Develop and fund better incident management and traveler information
- Action 2.2 Continue support for expansion of ITS tools
- Action 2.3 Support workforce access to industrial jobs through Metro RTO/TDM programs
- Action 2.4 Identify mobility corridors for testing and development of Connected Vehicle infrastructure (Long-term)

Freight Actions for Policy 3 - Chapter 8

- **Policy 3 - Educate the public and decision-makers on the importance of freight and goods movement issues.**
- Action 3.1 Establish stakeholder outreach program
- Action 3.2 Provide support for topical fact sheets, and other published media that expands awareness of freight issues
- Action 3.3 Coordinate with Economic Value Atlas work which includes the economic development community

Freight Actions for Policy 4 - Chapter 8

- **Policy 4 - Pursue a sustainable, multi-modal freight transportation systems that support the health of the economy, communities and the environment through clean, green and smart technologies and practices.**
- Action 4.1 Provide useful “green freight” links from Metro’s freight program webpage
- Action 4.2 Pursue greenhouse gas and other pollutant reduction policies and strategies for freight

Freight Actions for Policy 5 - Chapter 8

- **Policy 5 - Integrate freight mobility and access needs into land use and transportation plans and street design to protect industrial lands and critical freight corridors with access to commercial delivery activities**
- Action 5.1 Continue to implement land use strategies to protect existing supply of industrial land
- Action 5.2 Provide a freight perspective to the revision of Metro's 'Creating Livable Streets' design guidelines
- Action 5.3 : Examine need for additional industrial land and the availability and readiness of industrial lands (Long-term)

Freight Actions for Policy 6 - Chapter 8

- **Policy 6 - Invest in our multimodal freight transportation system, including road, air, marine and rail facilities, to ensure the region and its businesses stay economically competitive**
- Action 6.1 Work toward implementation of RTP freight priority projects
- Action 6.2 Tie project prioritization and framework for freight performance
- Action 6.3 When appropriate, focus regional funds on large capital projects
- Action 6.4 Make incremental improvements when large capital projects are unfunded
- Action 6.5 Ensure that unfunded freight projects are on strategic RTP project list
- Action 6.6 Develop regional freight rail strategy
- Action 6.7 Develop policy and evaluation tools to guide public investment in private freight infrastructure, focused on rail projects (Long-term)

Freight Actions for Policy 7 - Chapter 8

- **Policy 7 - Eliminate fatalities and serious injuries caused by freight vehicle crashes with passenger vehicles, bicycles, and pedestrians, by improving roadway and freight operational safety.**
- Action 7.1 – Promote and advocate with Portland and the counties for implementation of truck side guards on large freight trucks proving public services
- Action 7.2 – Develop design guidance for identifying and prioritizing improvements to regional intermodal connectors that should have separated bike and pedestrian facilities