# Planning for freight

This factsheet is intended to assist cities and counties in the region in updating their local transportation system plans to align with the Regional Transportation Plan.

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

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.

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

## Regional Transportation Plan (RTP) TDM policies

**RTP section 3.3.6.2**

**Policy 1** Use a systems approach, coordinating regional and local decisions to maintain seamless freight movement and access to industrial areas and intermodal facilities.

**Policy 2** Reduce delay, increase reliability and efficiency, improve safety and provide shipping choices.

**Policy 3** Integrate freight issues in regional and local planning and communication.

**Policy 4** Support the health of the economy, communities and the environment through clean, green and smart technologies and practices.

**Policy 5** Integrate freight mobility and access needs into land use and transportation plans and street design.

**Policy 6** Invest in the region's multimodal freight transportation system, including road, air, marine and rail facilities.

**Policy 7** Improve roadway and freight safety to eliminate fatalities and serious injuries caused by freight vehicle crashes with passenger vehicles, bicycles and pedestrians.

## Regional Freight Strategy

The Regional Transportation Plan (RTP) Regional Freight Strategy (section 3.3.6) outlines policies to enhance freight transportation and management in the region. It aims to ensure efficient freight mobility and access, improve network efficiency and foster better public understanding of freight issues.

The plan focuses on creating a sustainable freight system, incorporating freight-sensitive land use planning and making strategic transportation investments. It also emphasizes the importance of stakeholder engagement, addressing goods movement and trade-related jobs and ensuring compliance with state regulations to maintain necessary freight dimensions on state-owned roadways.

## Regional freight functional classifications

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 designated in the RTP includes air, land and water-based freight modes such as at the Port of Portland.

**Main roadway routes** are interstates and other highways that connect major activity centers in the region to other areas in Oregon or the United States, Mexico and Canada.

**Road connectors** connect other freight facilities, industrial areas and 2040 centers to the main roadway routes.

**Regional intermodal connectors** are road connections between major rail yards, marine terminals, airports and other freight intermodal facilities; and the freeway and highway system.

**Main line rail** are Class 1 rail lines including Union Pacific Railroad and BNSF Railway. Branch line rail are non-Class 1 rail lines, including short line or branch lines, such as the Portland and Western Railroad.

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

**Air cargo facilities** provide 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.

**Rail yards** connect rail and truck transportation and serve the statewide, interstate and international movement of goods. Rail yards provide railroad tracks for storing, sorting, or loading and unloading, railroad cars and locomotives.

## Overview of local freight plan requirements

Local plans can help design truck operations on truck routes or in industrial or commercial districts. They can also use zoning and development codes to avoid future conflicts between residents and freight operations (on high-traffic routes, at rail yards, ports and warehouses).

Local transportation system plans shall include a freight plan and the following actions and investments:

- Inventory of existing facilities that identifies gaps and deficiencies in the freight system
- Evaluation of freight access to freight intermodal facilities, employment and industrial areas and commercial districts
- 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.