



Date: September 11, 2013
To: Local Jurisdictions and interested parties
From: Deena Platman, Principal Transportation Planner
Re: 2014 Regional Transportation Plan (RTP) Freight Policy Refinements

Purpose

This memo summarizes the status of ORS 366.215 No Reduction of Vehicle Carrying Capacity and the MAP-21 National Highway System Expansion and proposes refinements to the 2014 RTP as a result of these actions. It also describes RTP Freight Network System changes resulting from the adoption of the East Metro Connections Plan.

Background

ORS 366.215 No Reduction of Vehicle Carrying Capacity

ORS 366.215 states that the Oregon Transportation Commission *may not permanently reduce the vehicle-carrying capacity of an identified freight route when altering, relocating, changing or realigning a state highway unless safety or access considerations require the reduction*. Attachment 1 is a map of the ORS 366.215 reduction review routes for Portland metropolitan region. The RTP Regional Freight Network is consistent with the ORS 366.215 routes with the exception of N. Lombard from the St. Johns Bridge to I-5, which is not identified as a RTP freight route.

ODOT has completed its administrative rulemaking to provide clear direction on implementation of ORS 366.215 by defining review requirements and process for proposed changes to a designated highway. Metro and Tigard staff represented the Portland metropolitan region on the rulemaking committee. For detailed information about the process and requirements, go to <http://www.oregon.gov/ODOT/TD/TP/pages/freightcapacity.aspx>.

Related but separate to the rulemaking on for ORS 366.215, is an upcoming MTIP-funded project that will address the need for a more comprehensive and consistent regional approach for routing over-dimensional vehicles throughout the metropolitan region. The project will identify current height restrictions and other operational constraints on the region's freight transportation routes resulting in a seamless over-dimensional vehicle network. The project will address gaps in the network from the regional perspective since ORS 366.215 was limited to state-owned facilities. City of Portland will lead this project and expects to have it underway by early 2014.

Moving Ahead for Progress in the 21st Century (MAP-21) – National Highway System (NHS) Expansion Policy

With the passage MAP-21, the National Highway System (NHS) was expanded to include Principal Arterials designated on the Federal-Aid Highway System. In the Portland metropolitan region, many additional miles of arterial roadway were added to the NHS. The effect of this expansion was to subject

these roadways to federal design and project oversight. Projects on NHS routes are required to follow AASHTO or Oregon Highway Design Manual standards, or seek a design exception.

ODOT formed the NHS Expansion Working Group to evaluate the impacts of the change and develop solutions that address concerns. Metro and City of Portland represented the Portland metropolitan region on the working group. The result is a clear process regarding application of design standards and approval of design exceptions that ensures local jurisdictions retain significant control over their roadways and limits the oversight role of ODOT and FHWA. For detailed information about the NHS Expansion Policy, go to <http://www.oregon.gov/ODOT/GOVREL/Pages/ODOT's-National-Highway-System-Expansion-webpage.aspx>.

ODOT will launch its federally required review and update of all Federal Urban Aid Boundaries (FUAB) and functional classification of public roads this fall. ODOT and Metro will work with local jurisdictions in the metropolitan region to review and refine roadway classifications, including the Principal Arterial classification. Metro will provide further information as to schedule and process for this review when it becomes available.

East Metro Connections Plan

Metro and its east Multnomah County partners recently completed a two-year planning effort to resolve transportation challenges in the East Metro area. Truck movement in and through the area has been a long-standing issue. The adopted plan identifies several changes to the RTP Regional Freight Network map that were amended into the RTP in May 2013. Attachment 2 is a map of the revised RTP freight network for east Multnomah County that reflects those amendments.

Summary of Main Policy Refinements

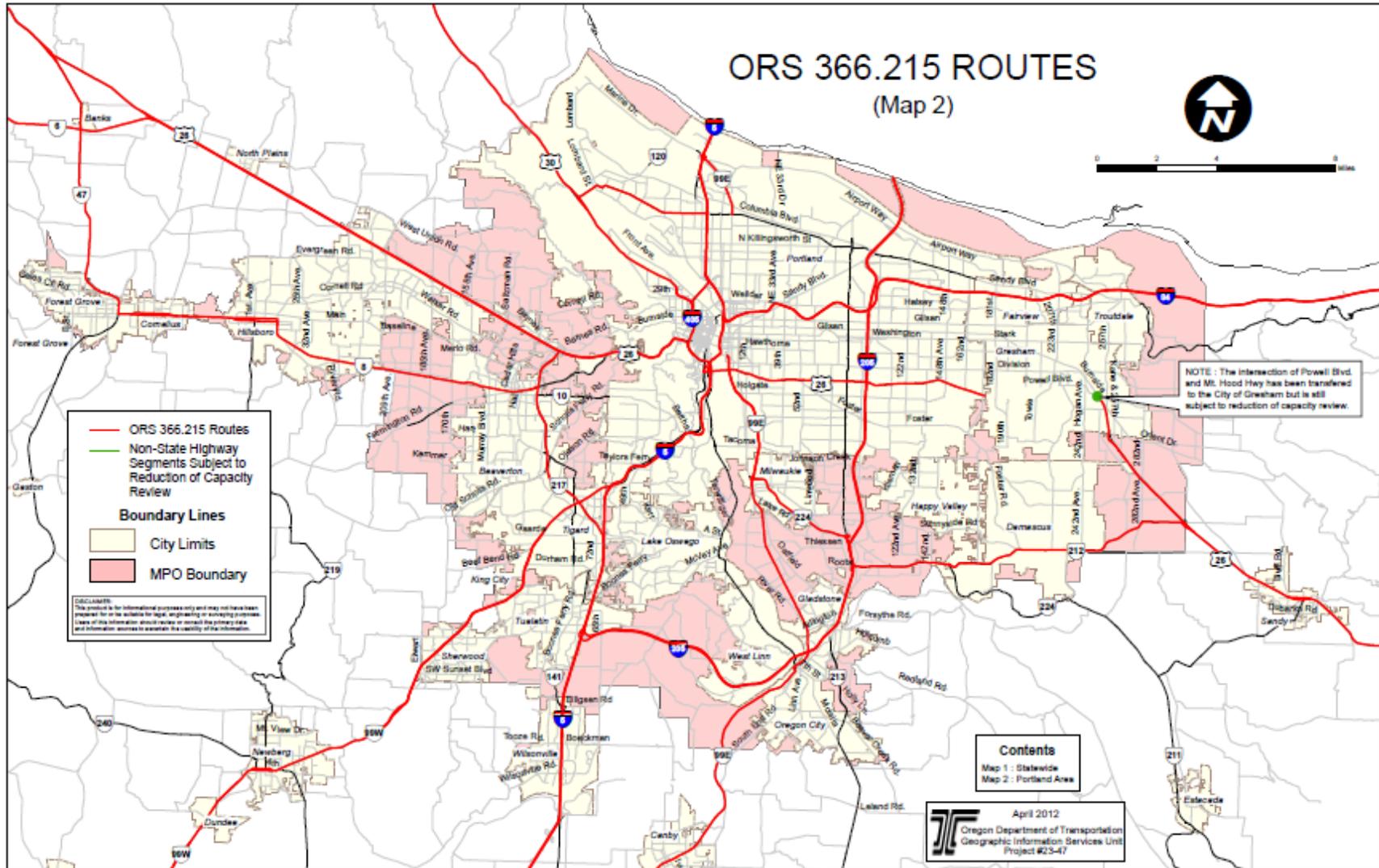
A summary of the main policy refinements is provided below:

1. **Section 6.7 Implementation Activities to be Addressed Post-RTP Adoption:** Add a new subsection in Chapter 6 Implementation which describes the need for identifying over-dimensional freight routes and details the forthcoming project to develop a consistent and comprehensive regional approach for routing over-dimensional vehicles in the Portland metropolitan area.
2. **Section 2.5.4 Regional Freight Network Vision:** Updates to RTP Figure 2.20 Regional Freight Network to reflect the revised truck routes identified in the East Metro Connections Plan including:
 - Remove Burnside between 181st and 223rd to reflect actual usage and address safety issues;
 - Add 223rd between Burnside and Glisan as a road connector;
 - Add 257/Kane between I-84 and US 26 as a road connector;
 - Update the US 26/Hogan road connector to be consistent with the Springwater Plan.

Next Steps

The refinements identified above will be incorporated into the draft RTP to be released for public comment in March 2014. Questions and comments should be directed to Deena Platman at 503-797-1754 or deena.platman@oregonmetro.gov.

Attachment 1 – ORS 366.215 Routes in Portland Metropolitan Region



Attachment 2 – East Metro Connections Freight Network

