



2035

REGIONAL TRANSPORTATION PLAN

The Regional Freight Plan

The Regional Freight Plan identifies policies and actions that support a balanced multi-modal transportation system and a sustainable and prosperous future. It addresses the needs of freight through-traffic as well as regional movements and access to employment, industrial and commercial districts in the region. The plan was developed with considerable help from a 33-member Regional Freight and Goods Movement Task Force and a technical advisory committee as part of the 2035 Regional Transportation Plan update.

How does efficient freight transportation result in good jobs?

The Portland-Vancouver region's human, natural and built resources create a globally competitive hub for commerce. The region's prosperity is directly tied to investments that create high-quality jobs and provide multi-modal transportation options to help businesses efficiently reach global and domestic marketplaces.

Inside our region, throughways and arterial streets distribute freight moved by truck to air, marine and pipeline terminal facilities, rail yards, industrial areas and commercial centers. Rail branch lines connect industrial areas, marine terminals and pipeline terminals to rail yards. Pipelines transport petroleum products to and from terminal facilities.

Improving transportation capacity, efficiency, flexibility and travel time reliability boosts local business productivity and our region's ability to attract and retain businesses and family-wage jobs. This is particularly important as our region works to rebound from challenging economic times.

Trade-dependent state economies

Oregon is ninth and Washington is first in the United States*.

Exports 2007 Oregon state exports totaled \$16.5 billion; 2007 Portland/Vancouver regional exports totaled \$15.8 billion.

Businesses Oregon companies depend on Portland's marine, rail, air and road facilities for access to resources and markets: onions, apples, hazelnuts, grass seed, seafood, wood products, Les Schwab, Fred Meyer, Intel, Nike, Columbia Sportswear, etc.

Jobs One of five statewide jobs relies on an effective transportation network for operations. In 2008, 1,480 direct jobs and \$530 million in direct income were tied to marine and air terminals at Port of Portland. Sharing the same regional and national transportation network, the Port of Vancouver generated nearly 2,300 direct marine and industrial jobs in 2005.

Local revenue \$182 million in local/state taxes are generated by the Port of Portland (2008).

Sources: U.S. Department of Commerce Industry Trade Data and Analysis; EDRG White Paper (2008); Port of Portland (2009); Port of Vancouver (2009); Martin & Associates (2006, 2009).

* Trade-dependency rankings are based on value of state exports as a percentage of gross state product.

Metro

People places. Open spaces.

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

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How can we invest now to boost the triple bottom line of economy, equity and the environment?

With nearly 1.2 million more people¹ expected in the Portland metro region by 2035, family wage job retention and creation is essential. If the region is to fairly share expanded economic opportunities across the region and maintain the economic engine that sustains community and environmental health, it must keep the traded sector competitive. To maximize the return on public investment, freight-oriented preservation, management and investment priorities should focus on:

- Carefully evaluating when, where and why freight problems occur.
- Addressing highway bottlenecks to improve truck mobility in and through the region, such as I-5/Columbia River Crossing area, the I-5/I-405 Portland central city loop and connections to US 26 and I-84, and the I-5 corridor south to Wilsonville.
- Improving and protecting interchanges that provide access to major industrial areas, particularly I-5/Marine Drive and I-5/Columbia Blvd serving the Columbia Corridor and Rivergate industrial areas, I-205/OR 212/OR 224 serving the Clackamas and Milwaukie industrial areas, and I-205/Airport Way providing primary access to Portland International Airport and east Columbia Corridor industrial areas.
- Improving arterial connections to current and emerging industrial areas such as the Columbia/Cascade River District, Clackamas industrial area and Tualatin industrial area. Examples include Sunrise Project phased improvements recommended by the Sunrise Project Policy Committee and last mile local industry connectors, such as the I-84/257th Avenue Troutdale interchange and SW 124th from Tualatin-Sherwood Road to the I-5/North Stafford interchange.
- Developing a regional routing strategy for ensuring safe transport of hazardous loads.
- Addressing critical marine and freight rail transportation needs such as completing the Columbia River channel deepening and upgrading main line and rail yard infrastructure. Freight rail is currently at or near capacity with little room to handle more traffic without additional investment. These constraints will worsen as freight

The task force identified six issue areas to be addressed through the Regional Freight Plan:

Congestion and hotspots Chronic road and rail network bottlenecks that impede regional freight/goods movement.

Reliability Unpredictable travel time due to crashes, construction, special events and weather.

Capacity constraints Due to physical and operational issues as well as lack of capacity in critical corridors.

Network barriers Safety concerns and out of direction travel resulting from weight limited bridges, low bridge clearances, steep grades, at-grade rail crossings and poorly designed turns or intersections.

Land use System capacity and land for industrial uses that is being lost to other activities.

Impacts Managing adverse impacts including diesel emissions, greenhouse gas emissions, water quality, noise and land use conflicts.

volumes at the region's ports and intermodal facilities increase and demand for passenger rail service grows.

- Pursuing clean, green and smart technologies and practices.

¹ 2035 Regional Transportation Plan (January 2008, Chapter 2, Tables 2.2). Population forecasts of 58 percent increase from 2005 levels include Multnomah, Clackamas, Washington counties in Oregon, and Clark County in southwest Washington.

For more information:

www.oregonmetro.gov/rtp