

Freight Considerations for Local Transportation System Planning

Objective	To address freight considerations in local transportation system planning.
TPR Requirement (660-012-0030(1)(c))	Identify needs for the movement of goods and services to support industrial and commercial development.
Coordination and Public Involvement	<p>Coordinate the development of freight-related language in the TSP with the development of modal and topic plans, corridor plans and/or regional (MPO) transportation plans.</p> <p>Coordinate with shippers and carriers, transportation brokers, port districts, and other groups and persons interested in freight.</p>
Key Practice/Tips	<p>Allocate extra time and energy to obtaining and keeping freight sector involvement and interest in the planning process.</p> <p>Identify tangible benefits that could result from involvement by freight interests in the planning process.</p>
Examples/Models	Salem/Keizer Area Transportation Study Technical Elements for <i>Regional Aviation System; Regional Intermodal Systems; Regional Rail System, Regional Maritime System, Regional Pipeline System; and Regional Goods Movement</i>
Products and Deliverables	<ul style="list-style-type: none"> • Create a Freight Element or Section of the TSP and include goals, objectives and policies, strategies and actions, information on inventories, identified needs, recommended improvements and funding opportunities. <ul style="list-style-type: none"> ➤ Identify the major freight issues in the planning area including accessibility, mobility, safety and other issues. ➤ Make discussion of goals, objectives, policies, strategies, actions, and/or other language consistent with statewide plans, corridor plans, airport master plans, port plans, and other relevant policy and planning documents. ➤ Identify mobility and other freight-related needs. Establish a procedure for prioritizing and ranking needs. Work with engineers and others to assess technical feasibility of possible improvements to address highly ranked needs. Identify strategies, costs, and funding sources to address highly ranked needs and ways to meet the needs. Include highly ranked financially constrained needs in the TSP. ➤ Recognize and alleviate potential conflicts created with certain land uses and freight corridors. • List the proposed projects in the plan that will improve freight and/or programs and an estimate of the timing (e.g., near-term, intermediate term, long-term) for their implementation.

INCLUDE TABLES, FIGURES, MAPS AND TEXT THAT ADDRESS THE FOLLOWING WHERE APPLICABLE *:

<p>Highways</p>	<p>Identify and describe highways that traverse the planning area. Include data on truck ADT volumes and percent of trucks in the traffic stream. Include data on truck crashes. If any highway in the planning area is part of a Truck–Crash Corridor, (see <i>Freight Moves the Oregon Economy</i>) state so in the plan and identify strategies to improve safety. If any highway in the planning area is part of the State Highway Freight System, state so in the plan along with the function and management strategies of this designation per the <i>1999 Oregon Highway Plan</i>. (For example, highways on the State Highway Freight System have higher mobility standards than other Statewide Highways.) Identify problem areas such as capacity, turning radii at intersections or bridges with weight or height concerns. Discuss roadway access and use performance measures or standards (e.g., congestion, condition, and safety) to identify existing and potential deficiencies.</p>
<p>Truck Routes</p>	<p>Describe existing and/or anticipated local truck routes (designated and not designated), include data on truck ADT volumes, percent of trucks in the traffic stream and truck crashes. Discuss roadway access and use performance measures or standards (e.g., congestion, condition, and safety) to identify existing and potential deficiencies. Identify problem areas such as capacity, turning radii at intersections or bridges with weight or height concerns.</p>
<p>Freight Generators and Receivers</p>	<p>Identify and describe the major freight generators and receivers, industrial areas, distribution centers and truck terminals in the planning area. Identify the major commodities shipped or received and tonnage if available.</p>
<p>Intermodal Facilities</p>	<p>Identify and describe the intermodal facilities (truck-rail intermodal yards, truck-rail reload facilities, marine terminals, pipeline terminals, air cargo facilities). Discuss service levels and other characteristics.</p>
<p>Connector Roads</p>	<p>Identify and describe the connector roads (on and off the NHS) to intermodal facilities or to major truck traffic generators or receivers. Include data on truck ADT volumes, percent of trucks in the traffic stream and truck crashes. Discuss roadway access (main routes and connector routes) and use performance measures or standards (e.g., congestion, condition, and safety) to identify existing and potential deficiencies, including potential negative impacts on minority and low-income neighborhoods. Identify problem areas such as capacity, turning radii at intersections or bridges with weight or height concerns.</p>
<p>Pipelines</p>	<p>Map the location of oil and natural gas pipelines, identify companies operating the lines and, if available, indicate the amount of product transported. (For petroleum products use barrels/day and for natural gas use cubic feet/day.)</p>

Rail Freight	If any rail lines pass through the planning area, identify owner/operator and describe location, classification, condition and local rail activity, including the local shippers served, commodities and approximate tonnage. Provide information on the number of at-grade (public and private) crossings, crashes, delays, and other rail crossing issues.
Navigable Waterways	Discuss characteristics and major issues. (For example, depth of channel, deepening or drawdown issues.)

* Many of the terms mentioned in this table are defined in the TDD study: *Freight Moves the Oregon Economy*.

Information Sources	
Air	<i>Oregon Transportation Plan, Oregon Aviation Plan, Freight Moves the Oregon Economy</i> , airport master plans, corridor planning documents, regional (MPO) transportation plans.
Rail	<i>Oregon Transportation Plan, Oregon Rail Freight Plan, Freight Moves the Oregon Economy</i> , corridor planning documents, regional (MPO) transportation system plans. Contact the Rail Division for crossing information, track condition and rail customers.
Water	<i>Oregon Transportation Plan, Statewide Ports Study, Freight Moves the Oregon Economy</i> , port master plans or business plans, corridor planning documents, regional (MPO) transportation system plans.
Pipeline	<i>Oregon Transportation Plan, Freight Moves the Oregon Economy</i> , corridor planning documents, regional (MPO) transportation plans.
Truck	<i>Oregon Transportation Plan, Oregon Highway Plan, Freight Moves the Oregon Economy</i> , corridor planning documents, regional (MPO) transportation system plans.
ODOT Planning Section Staff	<p>Steve Kale (503) 986-4130 email: steven.r.kale@odot.state.or.us</p> <p>Robin Marshburn (503) 986-3696 email: robin.l.marshburn@odot.state.or.us</p>
Other ODOT Resources	<p>Gregg Dal Ponte (Motor Carrier) (503) 378-6351 email: gregg.l.dalponce@odot.state.or.us</p> <p>Claudia Howells (Rail) (503) 986-4125 email: claudia.l.howells@odot.state.or.us</p> <p>Ed Immel (Rail) (503) 986-4129 email: edward.e.immel@odot.state.or.us</p> <p>John Merriss (Policy)(503) 986-3474 email: john.s.merriss@odot.state.or.us</p> <p>Gary Viehdorfer (Aviation) 378-8689 email: gary.w.viehdorfer@odot.state.or.us</p>
<p><i>Most freight moves by truck. Nearly all communities are located on a highway on which freight moves. Many smaller communities don't generate much freight, but most receive it. Freight is important to local business that receive freight or generate freight.</i></p>	