General and Regulatory Policies:
Freight, Rail, Airports, Pipelines and Economic Development

INTRODUCTION

This document provides an overview of current policies regarding freight, rail, airports and pipelines in the Clackamas County Comprehensive Plan and staff recommendations for revising those policies and creating new policies. The staff recommendations are based on review of the existing County Comprehensive Plan – Chapter 5, State Transportation Planning Rule (TPR), Regional Transportation Plan (RTP), Regional Transportation System Management and Operations Plan (TSMO), Oregon Freight Plan, Oregon Rail Plan and TSP Vision, Goals and Objectives, and the Draft County Intelligent Transportation System Plan (ITS Plan) .

How to use the document: The table is broken into two sections – General Policies (starting on page 2) and Regulatory Policies (starting on page 8). Since the Regulatory Policies are required by various state and regional requirements, we will focus the discussion on the General Policies (pages 2 – 7).

Key Questions

1. We currently have one "Freight Trucking" policy in Chapter 5. Does the proposal to expand the number of policies adequately address the Vision, Goals and Objectives?
2. ID # 6A-6C: which policy best addresses the goals?
3. ID #7A – 7D - which policy best addresses the equity goals? Is there additional or other language recommended to help define "health and livability impacts"?
4. ID #7C - Is there additional or other language recommended to help define "impact sensitive land uses"?
5. ID #9 - The map will be modified through the TSP update process. Does this definition better define the existing Freight Route maps?
6. Are there any specific questions or comments about the Rail, Airport, Pipeline, Water Transportation and ITS policies?

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General Policies:
Freight, Rail, Airports, Pipelines and Economic Development

ID #	Current Location in Comp Plan	Current Policy	Staff Recommendations (new text is underlined; text to be deleted is crossed out)	Working Group Issues O = Overarching R = Regulatory (in County Code) M = Mandated (OAR, RTFP, etc) P = Program / agency
General Freight				
1	New		Coordinate the planning, development, maintenance and operation of an efficient and safe freight system for all freight modes in Clackamas County with the private sector, ODOT, Metro, the Port of Portland and the cities of Clackamas County.	*O* - General coordination; meets TPR and RTP
2	New		Prioritize transportation improvements that help people get to work, help businesses thrive and promote efficient movement of people, materials, and goods	*O* - General coordination; meets TPR and RTP
3	New		Promote an inter-modal freight transportation strategy and work to improve multi-modal connections among rail, industrial areas, airports and regional roadways.	*O* - General coordination; meets TPR and RTP
4	Moved to General Policies from Rail - 5.0	Work with the private transportation industry, Oregon Economic Development Department, Port of Portland and others to identify and realize investment opportunities that enhance freight mobility and support the County, Regional and State economy.	No change	*O* - General coordination; meets TPR and RTP
5	New		Identify stable, diverse, long-term funding sources to support freight, rail, air and water transportation.	*O* – Meets *Fiscally Responsible* goal

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Freight – Economic Development– 3 draft versions of 1 new policy				
6A	New		<u>Stimulate economic development through transportation investments that are coordinated with the County's economic development strategies.</u>	*O* – Meets *Local Businesses and Jobs* goal
6B	New		<u>Support economic development through stable transportation funding.</u>	*O* – Meets *Local Businesses and Jobs* goal
6C	New		<u>Make freight investments that help retain and grow the County's job base and strengthen the County's overall economy.</u>	*O* – Meets *Local Businesses and Jobs* goal
Freight – Land Use Impacts / Equity– 4 draft versions of 1 new policy				
7A	New		<u>Minimize health and livability impacts of rail lines and freight routes on neighborhoods and sensitive land uses (places where people with increased risk of adverse impacts from exposure to noise and air pollution are likely to gather, such as schools, senior centers, hospitals, parks, affordable housing).</u> Ensure no new sensitive land uses are sited near rail lines by: • <u>the use of vegetative buffers,</u> • <u>establishing "quiet zones", and</u> • <u>coordinating land use plans.</u> <u>Prioritize mitigation efforts for current sensitive land use areas near rail lines and freight routes.</u>	*O* – Meets *Equity* goal

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7B	New		Ensure that rail lines and freight routes do not disproportionately adversely impact low income communities and communities of color.	*O* – Meets *Equity* goal
7C	New		Ensure that rail lines and freight routes do not disproportionately adversely impact sensitive land uses (places where people with increased risk of adverse impacts from exposure to noise and air pollution are likely to gather, such as schools, senior centers, hospitals, parks, affordable housing).	*O* – Meets *Equity* goal
7D	New		Ensure that rail lines and freight routes do not disproportionally impact transportation disadvantaged populations in the County.	*O* – Meets *Equity* goal
Freight Trucking page V-26				
8	New		Consider the safety of all travel modes that use the Through Truck Freight Route System when designing improvements to this system.	*O* -- Meets *Safety and Health* goal
9	New–		The Through Truck Freight Route System consists of a set of identified arterials, collectors and State facilities that support the efficient movement of goods throughout the county, while not prohibiting the use of other roads for local pickup and delivery of goods and services.	*O* -- Describes function of the Through Truck Freight Route System; meets *Local Businesses and Jobs* goal
10	New		Accommodate freight travel on the Through Truck Freight Route System by improving facility design and operations.	*O* -- Meets *Local Businesses and Jobs* goal
11	New		Identify street improvements to reduce delays and	*O* -- Meets *Local*

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			<u>travel time reliability on roadways in the Through Truck Freight Route system</u>	*Businesses and Jobs* goal
12	New		<u>Work to improve the safety of freight trucking.</u>	*O* -- Meets *Safety and Health* goal
13	New		<u>Support the creation of truck layover facilities / staging areas to reduce the conflicts between parked vehicles and adjoining land uses.</u>	*O* – Meets *Livable and Local* goal
Rail page V-26				
14	New		<u>Support the safe and efficient movement of goods by rail.</u>	*O* -- Meets ODOT Rail Plan, and *Local Businesses and Jobs*, and *Sustainability* goals
15	Rail – 2.0	Reduce the number of at-grade crossings from those that currently exist.	<u>Support the reduction of</u> the number of at-grade crossings <u>of arterial and collector streets on major rail lines</u> ~~from those that currently exist~~ <u>to reduce conflicts between rail use and other transportation modes, and improve safety.</u>	*P* -- Meets ODOT Rail Plan, and *Safety and Health* goal
16	Rail - 4.0 Modified	Encourage use of the rail system for freight and passenger high speed rail service. Encourage additional stations for heavy rail service.	Encourage <u>enhancement and maintenance</u> of the rail system ~~for freight and passenger~~ <u>to allow</u> high<u>er</u> speed <u>(110-125 mph)</u> freight rail service. ~~Encourage additional stations for heavy rail service.~~	*O* -- Meets ODOT Rail Plan, and *Local Businesses and Jobs*, and *Sustainability* goals
17	New - Separated from Rail Policy 4.0		<u>Support expansion and maintenance needed to establish a reliable higher speed (110-125 mph) intercity rail passenger service in the Willamette Valley.</u>	*O* -- Meets ODOT Rail Plan, and *Local Businesses and Jobs*, and *Sustainability* goals

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18	New		Encourage developing rail-accessible land uses within industrial areas that adjoin major rail corridors.	*O* -- Meets ODOT Rail Plan, and *Local Businesses and Jobs* goal
19	New		Encourage providing convenient ramp, terminal and reload facilities for transfers from truck to rail for long-haul freight movement.	*O* -- Meets ODOT Rail Plan, and *Local Businesses and Jobs* goal
20	New		Identify and protect existing and abandoned rail rights-of-way for future transportation facilities and services.	*O* -- Meets ODOT Rail Plan, *Local Businesses and Jobs* goal
Airports page V-26				
21	Airports - 7.0 Modified	Work with the Port of Portland in the development of the Mulino Airport.	Work with the Port of Portland and Oregon Department of Aviation to develop the Mulino Airport.	*O* -- Meets State Aviation Plan, and *Local Businesses and Jobs* goal
22	Airports - 8.0 Modified	Coordinate with Marion County to implement regulations on development near the Aurora Airport.	Coordinate with Marion County, the City of Wilsonville and Oregon Department of Aviation to implement regulations on development near the Aurora Airport.	*O* -- Meets State Aviation Plan, and *Local Businesses and Jobs* goal
23	New		Recognize and support the role Clackamas County airports serve in supporting emergency response and disaster assistance.	*O* -- Meets State Aviation Plan, and *Safety and Health* goal
24	New		Support and improve connections to Clackamas County airports.	*O* -- Meets State Aviation Plan, and *Local Businesses and Jobs* goal

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Pipelines page V-27				
25	Pipelines - 12	Work with pipeline companies to provide safe, quiet, efficient transport of bulk commodities.	Work with <u>state and federal regulatory agencies</u> and pipeline companies to provide safe, quiet, efficient transport of bulk commodities.	*O* -- Meets Oregon Freight Plan, and *Sustainability* goal
Water Transportation page V-27				
26	Water Transportation - 13	Maintain land transportation access to docks, boat ramps and shippers using waterways for transportation.	No change	*O* -- Meets Oregon Freight Plan and *Sustainability* goal
27	New		<u>Support the continued operation and maintenance of the Willamette Falls Locks to facilitate water transportation on the Willamette River.</u>	*O* -- Meets Oregon Freight Plan and *Sustainability* goal
28	New		<u>Ensure safe and convenient multi-modal access to ferry terminals.</u>	*O* -- Meets Oregon Freight Plan and *Sustainability* goal
Intelligent Transportation Systems (ITS)				
29	New		<u>Support the use of a wide range of Intelligent Transportation System (ITS) projects in the county to improve mobility, accessibility and connectivity for people, goods and services.</u>	*P* -- Meets Oregon Freight Plan and Regional TSMO Plan; and *Fiscally Responsible* and *Sustainability* goals
30	New		<u>Develop a County Intelligent Transportation System (ITS) Action Plan to implement portions of the Regional Transportation System Management and Operations (TSMO) Plan and to direct the County ITS Program.</u>	*P* -- Meets Oregon Freight Plan and Regional TSMO Plan; and *Fiscally Responsible* and *Sustainability* goals

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31	New		<u>Adopt and periodically update an Intelligent Transportation System (ITS) Action Plan as part of the County's Capital Improvement Program.</u>	*P --* Meets Oregon Freight Plan and Regional TSMO Plan; and *Fiscally Responsible* and *Sustainability* goals
32	New		<u>Encourage the interconnection of the County ITS System and rail crossing traffic safety devices.</u>	*P --* Meets ODOT Rail Plan; and *Safety and Health* goal

Regulatory Policies – Freight and Economic Development

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Freight Trucking	**page V-26**			
33	**Chapter 5 Freight Trucking - 1.0 - Modified Policy and Maps**	Maintain a truck circulation plan, as shown on Map V-10, for movements of freight on arterial roads where minimum impact will occur to neighborhoods, and industrial areas will have the service they need.	~~Identify a~~ Improve and maintain the countywide Through-Truck Freight Route System and Oregon Highway Plan ORS 366.215 Freight Corridors ~~truck circulation plan~~, as shown on Map V-10A Urban Area and Map V-10B Rural Area. ~~, for movements of freight on arterial roads where minimum impact will occur to neighborhoods, and industrial areas will have the service they need.~~	**R** -- Meets Oregon Freight Plan New map needed for truck routes in rural county and State Freight Routes with ORS 366 limitation on restrictions on heavy and oversized loads **M** - RTP
34	**New**		Consider Heavy and Oversize Freight Movement requirements on State facilities when developing plans for transportation improvements and land use changes along freight routes designated as ORS 366.215 Corridors.	**R** -- Meets Oregon Freight Plan **M** - Supports ORS 366
Rail	**page V-26**			
35	**Chapter 5 Rail - 3.0**	On new or reconstructed arterials or urban collectors, prohibit at-grade crossings of heavy rail lines without traffic restrictive safety devices unless train traffic is very low.	On new or reconstructed arterials or urban collectors, prohibit at-grade crossings of ~~heavy~~ main rail lines without traffic restrictive safety devices ~~unless train traffic is very low~~.	**R** -- Meets ODOT Rail Plan, and *Safety and Health* goal

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36	**New**		Improve the safety and operations of rail transport at at-grade rail crossings and ensure that all at-grade crossings meet the best practices for facilitating safe multi-modal crossing, as identified in the most recent version of the "Railroad-Highway Grade Crossing Handbook" (FHWA)	*P, R* -- Meets ODOT Rail Plan, and *Safety and Health* goal
Airports page V-26				
37	**Chapter 5 Airports - 9.0**	Apply the following criteria when reviewing applications for new airports or expansions of existing ones.	No change	*R* – Oregon Aviation Plan
38	**Chapter 5 Airports - 9.1**	Locate new public use airports within one mile of an arterial roadway.	No change	*R*
39	**Chapter 5 Airports - 9.2**	Locate new public use airports at least one mile away from urban residential areas.	No change	*R*
40	**Chapter 5 Airports - 9.3**	~~Prevent air pollution and noise generated by airports from exceeding standards of appropriate regulatory agencies.~~	***Recommend deletion*** - *generally is not within our jurisdiction to regulate these issues and/or is outside our area of expertise. Leave it to appropriate agencies; e.g. DEQ, FAA and ODA.*	
41	**Modify & renumber as Airports – 9.3**	Cooperate with regulatory agencies to minimize conflicts between airports and other uses.	Cooperate with Oregon Department of Environmental Quality, Oregon Department of Aviation and Federal Aviation Administration to minimize conflicts between airports and uses of surrounding lands.	*R*
42	**Renumber from 9.7**	New airports, airport expansions, or expansions of airport boundaries, except those limited to use by ultralights and helicopters, shall have a runway at least 1800 feet long and control at	No change	

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	Airports - 9.4	least enough property at the end of each runway through ownership, aviation easement, or long term lease to protect their approach surfaces until they are 50 feet above the terrain. The runway shall be located so as to achieve at least a 20 foot clearance of the approach surface over a county, city or public road.		
43	Airports - 9.5 NEW		<u>For expansions of publicly-owned and privately-owned public use airports and private use airports with three or more based aircraft, modify airport boundaries and overlay zones as appropriate (first part requires Comp Plan map amendment).</u>	*R* – Oregon Aviation Plan
44	Airports - 9.6 NEW		<u>New airports may be permitted as conditional uses in appropriate zoning districts.</u>	*R* – Oregon Aviation Plan
45	Airports - 10.0	The County will adopt ordinance provisions to implement regulations consistent with applicable statutes and administrative rules.	No change	*R*
45	Airports - 10.1 Renumber from 9.5	Develop appropriate height and clear zone standards for airport facilities	No change	*R*
47	Airports - 11.0	Recognize airports in Clackamas County, classified as shown on Map V-11.	<u>Recognize and classify state-registered airports in Clackamas County pursuant to ORS 836 and as shown on Map V-11.</u>	*R* – Oregon Aviation Plan
48	Airports - 9.6 Renumber to Airports – 12.0	Encourage establishment of heliports in industrial areas in conjunction with state and federal standards for heliport design and location.	No change	*R*

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Water Transportation page V-27				
48	**Water Transportation - 14**	Support efforts to minimize negative impacts on water quality caused by river transportation.	Support efforts to minimize <u>noise and</u> negative impacts on <u>air and</u> water quality caused by river transportation.	**R** *Meets Livable and Local* goal
Intelligent Transportation Systems (ITS)				