Oregon Ports & Airports Freight Chokepoints Study

September 30, 2013

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1.0 INTRODUCTION

Oregon Department of Transportation (ODOT) is assessing the key freight chokepoints at marine ports and airports throughout the State as part of an effort to identify where multimodal freight chokepoints are located, identify their impacts, and develop strategies to address them. This effort grew out of the Oregon Freight Plan (OFP), which was adopted on June 15, 2011. The OFP identified a series of freight issues that impact Oregon's freight industry and economic competitiveness, one of which is that constraints on the Oregon Transportation System negatively impact freight movement in the State. This project addresses the issue by identifying and rating key freight bottlenecks, corridor constraints, or chokepoints at Oregon seaports and airports.

1.1 Study Goals and Objectives

The purpose of this study is to:

- Identify the points into, within, and out of Oregon's port marine terminals and airports where various users of these facilities encounter physical constraints that reduce system velocity and delay freight shipments; and
- Determine what specific transportation infrastructure and efficiency improvements would be most beneficial to ports and cargo airports around the State in their efforts to move freight more effectively.

The outcomes of the study will then be used by the Oregon Freight Advisory Committee (OFAC) to craft a prioritized list of constraints and chokepoints that negatively impact Oregon's freight system. The prioritized list will assist Oregon with making informed planning and funding decisions regarding the State's freight transportation system.

Although this study focuses on non-highway freight chokepoints (i.e., marine and airport), highway-related constraints that impact operations at ports and airports were also assessed.

1.2 Data and Methodology

The data for this study were gathered via an Internet-based survey combined with follow-up phone calls and telephone interviews with staff from the Port of Portland and Portland International Airport (PDX). The survey questions were developed to:

- Identify the key physical and operational constraints impacting goods movement at each airport and marine port in Oregon;
- Allow respondents to rate constraints on a simple High-Medium-Low scale;
- Assess other key factors, such as the availability of industrial land or land use expansion constraints; and
- Obtain qualitative feedback with specific comments regarding the nature and impacts of freight chokepoints, and potential solutions to address them.

An initial list of survey questions was developed by the survey team for ODOT review. Three survey instruments were developed: one each for marine ports, airports, and a group of mostly private sector and trade association stakeholders, along with several ODOT statewide planning staff. The ports and airports included in the survey are shown in Figure 1.1. The airports chosen for the survey are those identified in the Oregon Freight Plan as potentially having freight service (Category 1-3 airports in the Oregon Aviation Plan).

After making revisions based on ODOT comments, each survey instrument was converted into an on-line survey for distribution to respondents. Respondents were contacted multiple times by email during the course of data collection (April 22 to May 30, 2013) to encourage maximum participation.

A more detailed discussion of the survey time frame, data collection procedures, and survey recipients may be found in Appendix A. The survey instruments are provided in Appendix B. Actual responses are provided in Appendix C.

1.3 Summary of Findings

This section provides a brief overview of the key survey findings, including the types of freight constraints faced by Oregon ports and airports, the highest rated chokepoints, and the affected facilities. Responses are summarized by mode: marine (Table 1.1) and aviation (Table 1.2). Note that not all of the chokepoints are necessarily present in each listed port or airport; the tables are simply a summary of the highest rated freight chokepoints with examples of the facilities affected. Section 2.0 of this report provides greater detail about the specific freight chokepoints and constraints affecting individual ports and airports around the state.

Figure 1.1 Oregon Marine Ports and Category 1-3 Airports

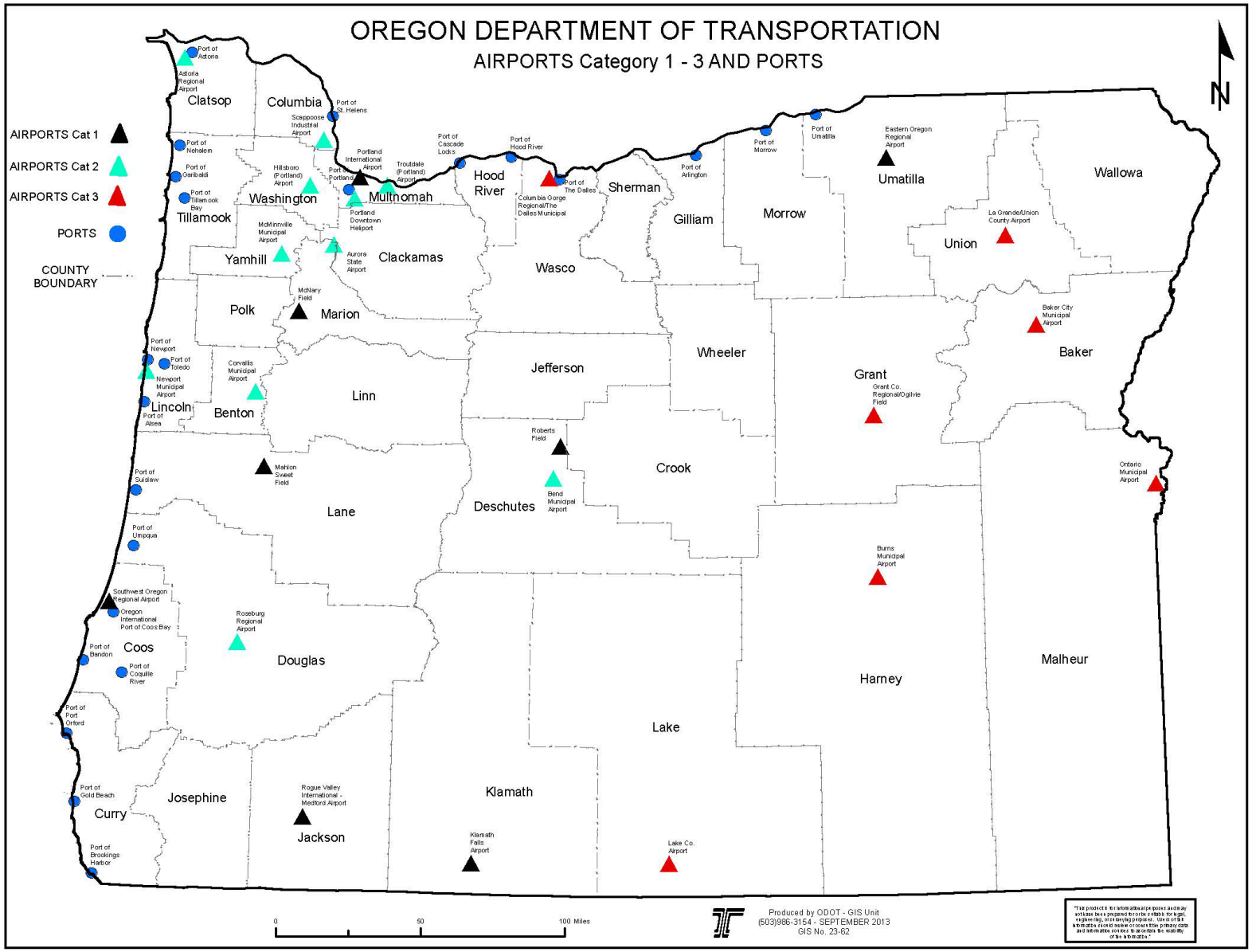

Table 1.1 Summary of Marine Port Chokepoints

Type of Constraint	Highest Rated Chokepoints	Affected Ports
Waterside Operating Capacity	• Aging or inadequate infrastructure • Channel depth and width • Air draft • Channel and/or jetty maintenance • Number and/or size of berths • Permitting	• Portland • St. Helens • Morrow • Port Orford • Garibaldi • Arlington • Bandon • Gold Beach • Coos Bay • The Dalles • Astoria • Newport
Landside Operating Capacity	• Need for more or larger cranes, hoists, yard hostlers, or lifts	• Portland • Newport • Bandon • Toledo
Access to Markets via Land-Based Modes	• Need for rail interconnections, track or siding improvements, or better rail access • Lack of rail service • Poor highway connections or need for better road access • General road congestion near the port	• Portland • Morrow • Willow Creek • Toledo • Tillamook Bay Industrial Park, Airport, and Railroad • Cascade Locks • St. Helens • Hood River • Coos Bay • Astoria • Newport
Land Availability and Use	• Lack of land on or near port • Land use restrictions	• Portland • Newport • Garibaldi • The Dalles • Coos Bay • St. Helens • Hood River • Cascade Locks

Table 1.2 Summary of Airport Chokepoints

Type of Constraint	Highest Rated Chokepoints	Affected Airports
Air Cargo Constraints	• Runway/taxiway length, width, or condition • Insufficient runway or taxiway load bearing capacity • Lack of dedicated cargo facilities or hangars for larger aircraft • Obstacles on approach or departure • Lack of redundant infrastructure	• Portland • Salem • Eastern Oregon • Burns • Rogue Valley • Illinois Valley • La Grande/Union County • Ontario • Roseburg • Corvallis • Grant County • Newport • Grants Pass • Columbia Gorge • McMinnville • Astoria • Hillsboro • Scappoose • Klamath Falls • North Bend
Land Availability and Use	• Lack of air cargo handling or storage facilities • Lack of airport-owned land for development	• Eastern Oregon • Burns Municipal • Ontario • Scappoose • Hillsboro
Landside Access Problems	• Congestion on airport access roads • Safety or geometric concerns on access roads • Lack of rail access • Lack of truck gates	• Portland • Aurora State • Bend • Coos County • Ontario • Eastern Oregon • Rogue Valley • Corvallis • Astoria

2.0 SURVEY RESULTS

2.1 Marine Ports

2.1.1 Common Needs Between Ports and General Observations

Overall, the most commonly cited issues by port respondents involved waterside capacity constraints. Of the 20 ports that responded, 13 cited waterside issues. These included number of available berths, length of berths, channel depth and width, and vertical clearance problems on channels leading to the port. Channel depth/width and maintenance dredging were the most frequently cited problems. Although some ports noted that channel depth and width do not constrain current operations (e.g., Port of Newport stated the current channel is fine but may pose a problem for future growth), others detailed ongoing issues with channel dimensions including gravel migration and siltation impeding daily traffic at the port. Some smaller ports noted that Federal funding was recently cut off for dredging at "low usage" harbors such as Port Orford, leaving them with few options for maintaining the authorized dimensions of their channels. Other issues included old dock and pier infrastructure and lack of private investment in facilities by marine terminal operators.

The next most common concerns concerned landside operating capacity. This category includes things like gantry cranes (shore side and rubber tired), yard hostlers, lifts, forklifts, and truck gates. Nine responding ports identified problems with these items. Insufficient crane capacity or lack of enough yard hostlers or lifts were key concerns. The general age and condition of cranes and other equipment were also noted.

Land availability and use issues were identified by eight out of the 20 respondents. These constraints were of two main varieties: lack of available land on or near the port to facilitate expansion, or zoning and other land use restrictions which prevent available land from being developed for port or industrial expansion projects. Oregon's unique land use regulatory environment appears to be an important driver of the latter constraint. For instance, expansion opportunities at the Port of the Dalles are limited because of the Urban Reserve Area (URA) as well as a National Scenic Area designation.

The final broad category assessed by the survey had to do with access to markets via land-based modes. Seven respondents noted concerns here including truck gate hours, length of access roads for trucks queuing outside the port gates, availability of rail service, length of rail spur, and rail line capacity. Rail service (or lack thereof) and rail infrastructure constraints were common issues. Some ports also expressed a desire for more competitive rail options. Highway constraints typically revolve around truck connectivity or insufficient access points for freight vehicles, as well as road geometry that is not truck-friendly.

2.1.2 Special Cases and Outliers – Port of Portland

The Port of Portland is specifically called out here due to its overall importance to goods movement in Oregon. These observations constitute the summarized findings of a telephone interview conducted with Port staff on July 10, 2013.

Most issues cited by the Port of Portland are currently not considered major constraints, though as volumes grow, the severity of the constraints are expected to increase and increasingly impact the Port's ability to efficiently handle cargo and attract new customers, both ocean carriers and beneficial cargo owners (BCO). Specific concerns are summarized in Table 2.1. The Port's assessment of the severity of these chokepoints on a scale of High-Medium-Low is provided in parentheses. For quick visual comparison, chokepoints are also color-coded on a red-yellow-green scale, with red representing chokepoints that are rated high severity, yellow representing medium severity, and green representing low severity. Blue cells represent unrated chokepoints.

Table 2.1 Port of Portland Freight Constraints by Type

Type of Constraint	Specific Chokepoints and Ratings
Physical Infrastructure Constraints	• The planned expansion of the berth at T6 will need to move forward to prepare for forecasted demand. (Not rated)
	• The berth at T5 for the potash business needs improvement to accommodate two vessels simultaneously. (Not rated)
	• Siltation in the Willamette River causes it to operate shallower than its authorized depth of 43 feet, creating a competitive impediment. Dredging the channel back to its authorized depth would mitigate this issue. (Medium)
	• Additional landside equipment will need to be purchased as demand grows. The T6 terminal operator, International Container Terminal Services International (ICTSI), desires another Panamax crane in order to be in a position to attract new ocean carrier customers. The shore side gantry cranes at T2 require retrofitting. T5 needs additional storage and a new dumper to expand its business. (Not rated)
	• A grade separation is sorely needed at Rivergate Boulevard that would serve Canpotex, Columbia Grain, Evraz, Archer Daniels Midland and other companies. When there is a long train, Rivergate Boulevard is blocked and subsequently, trucks block Lombard Road, shutting down the entire Rivergate Industrial District. (Not rated)

Type of Constraint	Specific Chokepoints and Ratings
	• The Columbia River Bridge on the I-5 is a constraint for trucks traveling to and from the Port due to congestion, particularly in peak travel periods. Moreover, access to the Port is impeded because there is no full interchange between Columbia Boulevard and I-5. (Not rated)
Operational Constraints	• Labor union rules confine operating hours at T6 from 7:00 am to noon and 1:00 p.m. to 5:00 p.m. To meet these cutoffs, trucks queue overnight and before noon at the gate, causing a backup of trucks down Marine Drive. Because of afternoon congestion at the I-5/Marine Drive Interchange, trucks have trouble getting to the Port. (Medium)
	• The length of the access road at the T6 gate will become more problematic as volumes grow. The Port has a plan to increase the truck queuing area inside the terminal, which will help alleviate the situation. This constraint could be exacerbated if an accident occurs in the truck queue. The Port has had discussions with the City of Portland about installing signs to show there is a truck queue ahead to prevent accidents. (Medium)
	• Though rail line capacity is currently adequate, the Kenton Line will need to be double-tracked sometime in the future. In addition, the North Portland Junction needs improvement now. ODOT is addressing this junction with some Federal stimulus funds. (Not rated)
	• To capture a customer at T4 Pier 1, the Port will require better rail since the tracks are in poor condition. There is also limited rail capacity to serve Pier 1 from the Barnes Yard; another lead track to Barnes Yard is needed. (Not rated)
Land Availability and Use Constraints	• The Columbia Grain area is too small, causing trains to be broken up; it could use another loop track to improve operating efficiency. Canpotex encounters the same situation. Overall, the Port has sufficient land on its property at the moment, but very little undeveloped land to accommodate growth. (Medium)
	• There are few port-owned land parcels adjacent to the Port to handle additional demand since Rivergate Industrial District is built out. The best option is West Hayden Island. The City of Portland recently approved the Port's request to annex and develop West Hayden Island

Type of Constraint	Specific Chokepoints and Ratings
	for logistics uses. However, this project will likely take quite a while to come to fruition. (Medium)
	• The only large near-port land parcel that could be developed is the Time Oil site. This 50-acre site, owned by an outside party, will be very expensive to develop for logistics uses because it is a brownfield. (Medium)

Legend:

High
Medium
Low
Not Rated

The team also asked officials what they perceive as the most severe physical and operational impediments to goods movement at the Port. These match closely with the constraints identified above in Table 2.1. The Port identified the following two issues as its greatest physical impediments:

- I-5/Marine Drive Interchange congestion, particularly during peak afternoon hours, impedes the ability of trucks to efficiently access the Port; and
- The lack of a grade separator at Rivergate Boulevard causes road congestion, truck idling, pollution, trouble accessing local businesses, safety issues, etc.

The Port identified two of its greatest operational impediments as:

- Truck queues at T6, related to gate hours of operation, increase terminal turn-times and exacerbate the existing physical constraints; and
- The depth of the channel of the Willamette River at T2 and T4 is too shallow. This is a Superfund site and resolution is at least two years away. This uncertainty negatively impacts operations at these two terminals.

2.1.3 Nature and Severity of Port Chokepoints

This section provides detailed descriptions of the chokepoints identified by ports that responded to the survey, as well as how they rated them in terms of severity. Ports rated chokepoints on a scale of High-Medium-Low. It is important to note that these ratings represent ports' own perceptions of the chokepoints affecting their operations. They are not the result of a rigorous quantitative analysis, nor do they represent a statistically valid sample. However, they do highlight the critical concerns each responding port has regarding freight chokepoints. The following tables highlight the specific nature of key freight chokepoints by port, organized by:

- Waterside capacity constraints;
- Landside operating capacity;
- Land availability and use; and
- Access to markets via land-based modes.

Chokepoints are color coded using the same red-yellow-green scale used above for the Port of Portland. Some ports did not note any constraints – these are noted in the footnotes to each table.

Table 2.2 highlights waterside capacity constraints by port. The most highly rated chokepoints tend to revolve around aging or dilapidated infrastructure (which in some cases cannot accommodate modern ships), channel depth and width (and lack of Federal funds for dredging), vertical and/or horizontal clearance issues, insufficient number and/or size of berths, and lack of investment in terminal infrastructure. Permitting was also a concern, although this is an institutional issue not directly related to waterside capacity.

Comparatively few chokepoints were rated medium or low, which may indicate that ports view these waterside capacity problems as particularly troublesome. Medium- and low-rated constraints tend to be similar in nature to high-rated ones.

Table 2.2 Waterside Capacity Constraints by Port

Port	Waterside Capacity Constraints	Rating
Port of St. Helens	• Old Army Dock requires maintenance/renovation to accommodate modern class ships.	High
Port of Morrow	• Permitting is a hindrance.	High
	• The shallow draft end of Columbia River is limited to 14-foot draft.	High
	• 100-foot vertical clearance	High
	• Maintenance dredging for access needs to be taken care of; though not needed regularly, it is needed for Terminal 1 development.	High
Port of Newport	• East dock is shallow water, limited to barges only.	Low
	• 135-foot draft restricts size of ships that can call; as a result, the port targets logging/timber market.	Low
	• Service dock needs infrastructure upgrades: new pile supports and replacement or upgrading of hoist cranes.	Low
Port of Port Orford	• Channel is authorized at -16-foot depth at mean low water, but currently operates at +1'; Army Corps of Engineers district office recently informed port that it will not get Federal funds for dredging.	High
	• Channel is not operating at authorized 90-foot width; boats moving through the channel are the only thing keeping it open right now.	High

Port	Waterside Capacity Constraints	Rating
Port of Garibaldi	• Marina is at full capacity; no more berths are available.	High
	• Length of berths varies, but constrained on size.	Medium
	• Bar is shallower than the Federal mandate.	High
	• 1,200-foot jetty maintenance	High
	• Need improved transportation connectivity from wharf to highway system including pedestrian safety access.	Not Rated
Port of Arlington	• Corps of Engineers stopped Willow Creek barge dock project for lack of a permit; this project would enhance intermodal service into the Columbia River system.	High
Port of Bandon	• Shortage of berths, and boat basin was built in 1984 and needs an overhaul (but this is not really an issue for the fishing fleet).	High
	• Federal bar and channel dredging was zeroed out in 2013 and 2014, but is critical to port operations.	Not Rated
Port of Toledo	• Barge dock and service pier at shipyard need replacement fender piling and decking improvements.	Not Rated
Port of Gold Beach	• 6-foot bar depth at low tide threatens to close entrance to marina and may impact ability to get fish to market; also a safety concern.	Medium
	• Channel becomes very narrow due to gravel migration.	High
	• Lack of Federal funding for dredging is a really big issue with the fishing and tourist season fast approaching.	Not Rated
Port of Cascade Locks	• Channel depth and width are continuing problems for Cascade Locks as well as Stevenson, WA; cannot handle barges even though two companies have expressed interest in using both ports to move goods via barge.	Medium
Port of The Dalles	• Locks at 14-foot depth limit vessel size on the river; need to make sure vessels can continue to access the system to ensure the port's future viability	Medium
	• Need to ensure adequate vertical clearance from mouth of river to Lewiston.	Medium
Port of Astoria, Oregon	• Maintenance and infrastructure funding is insufficient.	Medium
	• Dredging is a severe challenge in slips and faces of the piers.	Medium
	• Columbia River jetty maintenance will become an increasing concern, and Columbia River channel depths will need to be deeper to accommodate the larger vessels already being planned and built.	Not Rated
Oregon International Port of Coos Bay	• Private sector terminal operators in the Coos Bay harbor have not made long-term investments in terminal facilities and infrastructure over the last 20 years and more, resulting in outdated terminals unable to compete for new cargoes.	High

Port	Waterside Capacity Constraints	Rating
	• Berths and upland facilities in the upper portion of Coos Bay harbor are outdated and cannot compete for larger vessels now deployed in international maritime commerce.	Medium
	• Vertical and horizontal restrictions to the Upper Coos Bay limit vessel size and type that can call on upper bay terminals, and dredging costs for the Federal deep-draft channel in the upper bay are considerably higher than in the lower bay due to the type of material that must be removed.	High

Legend:

High
Medium
Low
Not Rated

Note that the Ports of Umatilla, Hood River, Coquille River, and Tillamook Bay did not provide responses to this question.

Table 2.3 summarizes ports' landside capacity constraints. These constraints are neither as numerous nor as severe as the waterside constraints. High- and medium-rated items tend to be needs for better hoists, yard hostlers, gantry cranes, or lifts. The age and condition of some of Coos Bay's docks prevents the use of heavier equipment that might achieve terminal efficiencies, or be able to serve larger ships. Several ports noted constraints but did not rate them – these included better rail access at the Port of Morrow, crane/forklift/hoist needs, ice production, and cold storage facilities at the Port of Garibaldi, and a truck scale house at the Port of Arlington.

Table 2.3 Landside Capacity Constraints by Port

Port	Landside Capacity Constraints	Rating
Port of Morrow	• Port could use more yard hostlers and lifts.	Medium
	• Port would like to provide access to UP rail mainline for terminals 1 and 3.	Not Rated
Port of Newport	• Port would like to have a larger RTG.	High
	• Yard hostlers would make moving fishing gear more efficient	Medium
	• Port would like to have a 100-ton crane.	Not Rated
	• Having a 10-ton forklift at terminal and 4-ton at hoist dock would support research vessels and wave energy.	Not Rated
Port of Garibaldi	• Port needs and ice production facility, commercial freezer space, move overhead utilities underground, and safer pedestrian interface.	Not Rated
Port of Arlington	• Grain elevator operator needs a scalehouse to separate truck scales from grain unloading activity.	Not Rated

Port	Landside Capacity Constraints	Rating
Port of Bandon	• Need a simple hoist	High
	• There is a shortage of parking.	Not Rated
Port of Toledo	• A 300-ton mobile lift would better support the ship maintenance industry at the port.	High
	• Port's forklifts are aging, but are repairable.	Low
Port of Gold Beach	• Dock hoist for lifting live fish needs a new motor and is getting old.	Medium
Port of Astoria, Oregon	• Port does not have shore side or rubber tired gantry cranes.	Low
	• Pier 2 infrastructure is in poor condition, especially Pier 2 West which is now in an emergency situation; port lacks funds to address the issue.	Not Rated
Oregon International Port of Coos Bay	• Age and condition of private sector terminal infrastructure in upper Coos Bay prevents the use of modern heavy lift equipment and large forklifts.	Medium
	• Terminal facilities along the bayfront in upper Coos Bay are constrained by their landside property availability, as well as the age of their facilities.	Not Rated

Legend:

High
Medium
Low
Not Rated

Note that the Ports of St. Helens, Umatilla, Hood River, Coquille River, Port Orford, Tillamook Bay, Cascade Locks, and The Dalles did not provide responses to this question.

Table 2.4 presents ports' perceptions of market access issues. These include access to land-based modes for distribution of incoming freight, or to get cargo to the port. All of the highest rated chokepoints relate to rail, including a need for an interconnection from the mainline at the Port of Morrow, a siding at the Port of Arlington, track improvements, and ramps at the Port of Toledo to support wave energy shipments, and a complete lack of rail service at Tillamook Bay and Cascade Locks. Coos Bay stated that the short lines serving the port face an uncompetitive Class I rail situation because they can only interchange with the UP. There are other rail-related issues that were not rated at the Port of St. Helens and the Port of Astoria. The Port of Morrow also noted that improving ocean carrier service at the Port of Portland would also benefit BCOs using the Port of Morrow.

Other concerns include lack of after hours gate service at the Port of Morrow, roadway utility or capacity improvements, and channel/jetty maintenance activities sometimes interfering with port traffic.

Table 2.4 Market Access Constraints by Port

Port	Market Access Constraints	Rating
Port of St. Helens	• Short line railroad serving the port needs work to eliminate speed restrictions.	Not Rated
Port of Morrow	• After hours gate service is needed.	Medium
	• Port needs rail interconnection off the mainline to serve the container yard.	High
	• Ocean carrier service to Port of Portland needs to be further developed to better serve BCOs at the Port of Morrow.	Not Rated
Port of Garibaldi	• Dredging/jetty maintenance interferes with traffic into wharf.	Not Rated
	• Port needs road utility improvements from wharf to highway.	Not Rated
Port of Arlington	• Need a rail siding at Willow Creek to transload unit trains to barges	High
Port of Bandon	• Location is rural (long way to I-5); no rail service is available.	Not Rated
Port of Toledo	• Port needs track improvements and creation of unloading ramps to enable rail offloading for wave energy components.	High
	• Port needs improvements to the road at the rail crossing at shipyard/Georgia Pacific mill entrance to prevent back up of truck traffic.	Not Rated
Port of Tillamook Bay Industrial Park, Airport and Railroad	• Port no longer has active rail service due to storm of December 2007.	High
	• Closest freight rail access is about 35 miles away.	High
Port of Cascade Locks	• Both rail spurs have been either removed or decommissioned, leaving the port without a functioning rail spur.	High
Port of Astoria, Oregon	• Rail connection would be beneficial once Tongue Point project is developed.	Not Rated
Oregon International Port of Coos Bay	• Coos Bay Rail Link and Central Oregon Pacific can only interchange with UP because UP controls the connection through the Eugene Yard.	Medium

Legend:

High
Medium
Low
Not Rated

Note that the Ports of Newport, Umatilla, Hood River, Port Orford, Gold Beach, and The Dalles did not provide responses to this question. Additionally, the Port of Coquille River reported that they do not move freight.

Table 2.5 highlights issues related to land availability or land use at each port. High- and medium-rated problems here revolve around a lack of available land either on or near the port, and zoning or land use restrictions. Oregon has a strict land use planning and growth management regime that some ports perceive as an obstacle to growth. For example, the Port of the Dalles is limited by the Urban Reserve Area and a National Scenic Area, both of which restrict its expansion opportunities. Although the Port has been lobbying to expand the URA for some years, this can be a lengthy process.

Table 2.5 Land Availability and Use Constraints by Port

Port	Land Availability and Use Constraints	Rating
Port of St. Helens	• Land is available but not zoned correctly.	Medium
Port of Morrow	• Land is available but not always zoned correctly.	Medium
Port of Newport	• Not enough land is available on port property.	High
	• It is hard to engage absentee landowners who must give consent to port to purchase or develop leased land near port.	Low
Port of Hood River	• Land for light industrial development is lacking, but port does not currently move freight.	Not Rated
Port of Coquille River	• Plenty of land is available, but the port has no resources to develop it.	Not Rated
Port of Garibaldi	• More port-owned land on and adjacent to port is needed; currently at capacity.	High
Port of Bandon	• All land on port is currently being used; adjacent land is unavailable.	Medium
Port of The Dalles	• Port is limited by Urban Reserve Area and National Scenic Area; has been trying to expand URA for 5-7 years.	High
Oregon International Port of Coos Bay	• Once bulk and intermodal expansion projects are built up there will not be much land left for additional expansion.	Low

Legend:

High
Medium
Low
Not Rated

Note that the Ports of Umatilla, Arlington, Toledo, Port Orford, Gold Beach, Tillamook Bay, Cascade Locks, and Astoria did not provide responses to this question.

In addition to rating the freight chokepoints affecting them, ports were asked to identify the two greatest physical and operational impediments facing them. They were further asked to describe the impacts of these impediments on their operations. Table 2.6 presents the greatest physical impediments by port. Many of these mirror the issues identified previously, such as aging docks and terminal infrastructure at the Port of St. Helens and the Port of Coos Bay, additional rail connections at the Port of Morrow, a lack of land at the Port of Newport, and a need for a larger lift at the Port of Toledo. However other impediments were not uncovered by the survey questions. Of these, many appear to be

related to highway access or capacity problems. For example, U.S. 30 is capacity constrained at the Port of St. Helens, and the according to the Port this makes its industrial land less attractive to potential tenants. Similarly, access points to industrial parcels are limited at the Port of Morrow and the Port of Hood River (although the latter does not presently move freight).

Overall these results indicate that while ports do have concerns about waterside/landside capacity, land use and availability, and market access, they may be equally concerned about highway chokepoints. Most highway chokepoints are outside the scope of this study but this finding is worth noting for future project planning.

Table 2.6 Greatest Physical Impediments by Port

Port	Greatest Physical Impediments	Impacts
Port of St. Helens	• Dock is old.	Dock age limits its use and customer base
	• U.S. 30 is not 4 lanes all the way through the port district, and Quincy Megler road which provides access to the port's industrial park is a two-lane county road.	This restricts high use of trucks as a distribution option and makes the industrial site less attractive for truck-dependent industries.
Port of Morrow	• Port needs additional rail access.	Shuttling between modes rather than direct transfers increases handling costs.
	• No direct access exists off I-84 to East Beach Industrial Park.	This constrains current and future growth; currently 70% of workforce and 50% of commodities move from the east to the west entering the Port of Morrow and there is only one access point which is a bottleneck.
Port of Newport	• There is not enough Port-owned land	Lack of developable land in close proximity to Port impacts growth prospects.
Port of Hood River[a]	• Industrial Street System at I-84 Exit 63 only provides one access point to the port's largest vacant industrial land parcel.	This constrains industrial development and as growth occurs, it could impede Interstate traffic.
	• Hood River/White Salmon Interstate bridge deck is deteriorating and welds are breaking; also, the bridge is a lift span with a very narrow opening.	There is a risk of reduced freight movement should bridge fail; bridge is difficult to navigate under by barge.
Port of Coquille River[a]	• Washouts occur on the Coquille River	There are no freight impacts but port has to remove the debris.
Port of Port Orford	• Harbor shoaling occurs.	Shoaling increases tidal wait times for fishermen to deliver their catch; safety is a concern.

Port	Greatest Physical Impediments	Impacts
Port of Arlington	• Grain elevator operator needs a new scale house.	Will impact ability to retain business in the long term
Port of Bandon	• Parking is lacking.	Missed income
	• Port is located in a rural, isolated area.	"Salem forgets we are here."
Port of Toledo	• Port needs a new 300-ton lift	There are environmental concerns; loss of revenue to the region and state; safety issues; difficult to meet the needs of commercial fishing fleet and potential wave energy needs.
Port of Tillamook Bay Industrial Park, Airport and Railroad	• Secondary entrance is needed.	Safety is a concern for all travelers.
	• Port needs water and sewer infrastructure.	Additional costs are incurred by the port.
Port of Cascade Locks	• Sewer capacity is limited.	Sewer capacity limits types of businesses that the port can handle.
	• Water availability is scarce.	Water capacity is insufficient to meet industrial needs
Port of The Dalles	• Land is not plentiful.	This results in the inability to attract new business.
	• No large scale commercial dock exists.	Commodities cannot be moved via barge.
Port of Astoria, Oregon	• Pier 2 has infrastructure issues (poor dock/pier condition).	Difficult to market the port to tenants without dilapidated infrastructure; unable to expand on Pier 2 West because of infrastructure
	• Dredging is required to maintain Channel depth.	This is a tremendous cost to port. Astoria spends $400,000-$500,000 per year on dredging.
Oregon International Port of Coos Bay	• Marine terminal infrastructure is lacking.	Port cannot capitalize on immediate cargo opportunities.
	• Dimensions of the deep-draft navigation system are inadequate.	This constrains vessel type and size that can access the port.

[a] Port does not currently move freight.
Note that the Ports of Umatilla, Garibaldi, and Gold Beach did not provide responses to this question.

Table 2.7 highlights operational impediments to goods movement by port. Given that many ports did not note any such impediments, it is clear that as a group they are more concerned about physical chokepoints (although some responses, such as dredging needs at the Port of Morrow, are really physical impediments). Of the operational issues that ports did describe, many are institutional in nature, such as permitting delays and a perceived lack of state attention. Others tend to revolve around funding problems (Port of Bandon, Port of Cascade Locks, Port of Coos Bay),or the loss of business due to the difficult economy (Tillamook Bay, Coos Bay).

Table 2.7 Greatest Operational Impediments by Port

Port	Greatest Operational Impediments	Impacts
Port of St. Helens	• Permitting is delayed because of land use decisions, e.g., traffic impact analyses.	Port loses potential customers that are trying to figure out Oregon permitting and land use issues.
Port of Morrow	• Dredging is needed on Terminal 1.	Port cannot access dock facility that could accommodate barge traffic.
Port of Bandon	• Port has a small operating budget.	Deferred maintenance is an issue; the port could deepen its own bar or rebuild the boat basin if funds were available.
	• There is lack of state attention and understanding.	Port is frustrated because it is a long way from the I-5 corridor/Salem and feels it gets less attention as a result.
Port of Tillamook Bay Industrial Park, Airport and Railroad	• Not having sewer and water infrastructure to all sites is an issue.	Sites are not shovel ready, so potential businesses look elsewhere.
	• Lack of tenants/loss of business occurs.	Current tenants moving out; cannot attract new ones due to hard times
Port of Cascade Locks	• Resources are lacking to meet needs.	Port cannot meet necessary requirements.
	• Limited height entrance to marine park	Port cannot accommodate tour buses because of 12-foot height restriction.
Oregon International Port of Coos Bay	• Local/regional marine service providers (e.g., pilots, stevedores) are pulling out of the market or going out of business.	Cannot offer full scope of marine services
	• Investment capital is insufficient.	Port has no ability to develop facilities.

Note that the Ports of Newport, Umatilla, Hood River, Coquille River, Port Orford, Garibaldi, Arlington, Toledo, Gold Beach, The Dalles, and Astoria did not provide responses to this question.

2.2 Airports

2.2.1 Common Needs Between Airports and General Observations

The constraints most often cited by airports were those related to air cargo capacity. Of the 21 respondents to the on-line survey, 18 noted these types of constraints. Common concerns included:

- Insufficient dimensions and/or load bearing capacity on runways and taxiways, which limits the size of cargo aircraft that can serve an airport;
- General lack of cargo facilities such as aprons, dedicated holding areas, freight terminals, and hangars – leading to inefficiencies like cargo vans crossing the general purpose aprons and the inability to keep freight out of the weather when loading or unloading;
- Obstacles on approach or departure to runways which can limit an airport's operating hours and therefore its competitiveness for freight; and
- Lack of redundant or parallel runways and taxiways, leading to general capacity limitations and potentially forced closures for surface repairs or snow removal.

Landside access constraints were cited by 13 airports. A frequent concern here was inadequate road access (e.g., capacity-constrained two-lane roads), leading to general inefficiencies for business and potential safety concerns, for example if there is no dedicated turn lane to access the airport. Lack of rail access was another common constraint, though it is not clear that volumes at many airports would necessarily support it. Some airports noted that their gates were not designed with trucks in mind, or that truck queues tend to form outside the gates due to limited gate operating hours.

Almost half of the responding airports noted issues related to land availability and use. In some cases airports are hemmed in by development and thus unable to acquire more land for expansion. In other cases land is available but is restricted by lease-only requirements (some businesses want to own their land) or lack of utilities. Several airports also stated that they do not have air cargo handling or storage facilities available. Oregon's land use laws (e.g., wetland mitigation requirements) can also make expansion complicated.

Only seven airports expressed safety concerns. Bend Airport's concerns in this regard revolved around the highway approach to the airport (lack of turn lanes on a busy highway). Other airports would like to have better navigation systems to allow for precision approaches for safer operations or in heavy cloud cover or otherwise inclement weather.

A distinction can sometimes be made between airports that perceive these limitations as a constraint to future growth (i.e., they are not affecting current business but could impede cargo growth in the future) and those that noted specific limitations that impact their operations right now. For instance, several airports noted the lack of certain freight facilities such as cargo terminals as a limitation while also reporting that they may not be justified by current demand, or that they do not currently handle any freight. Therefore current and expected future cargo demand should be taken into consideration for investment decision-making.

2.2.2 Special Cases and Outliers – Portland International Airport (PDX)

Like the Port of Portland, PDX is called out here given the large proportion of Oregon's air cargo that flows through the airport. PDX staff were interviewed by phone on July 10, 2013

to gather information about the key physical and operational issues impacting cargo flows at the airport.

In general, PDX considers itself to be in fairly good shape, but several issues will, in time, constrain its ability to capture new airfreight business and operate efficiently. These issues are summarized in Table 2.8, using the same ratings and color coding system as elsewhere in this report.

Table 2.8 Portland International Airport Freight Constraints by Type

Type of Constraint	Specific Chokepoints and Ratings
Physical Infrastructure Constraints	• When cargo volumes are strong, the current length of the north runway may limit the amount of cargo a 747 can carry. If the south runway is closed, air carriers are faced with a choice of reducing the amount of cargo they handle or temporarily relocating the service. The former reduces aircraft utilization while the latter is costly and inconvenient for both carriers and shippers. (Low)
	• PDX could also use additional cold storage facilities, especially for seasonal perishables. (Low)
Operational Constraints	• Having a second main deck loader would be helpful to keep operations flowing when the existing one, which is owned by another company, breaks or when two aircraft need to be worked simultaneously. The current situation impacts the service level of air cargo operations and PDX's competitiveness in terms of attracting new service providers. (Not rated)
	• The small number of cargo aircraft service providers makes it difficult to achieve economies of scale at PDX relative to larger cargo airports, and this affects the operating costs of cargo carriers. (Not rated)
Land Constraints	• Although PDX considers its available land supply to be adequate to cover its needs in the next 10 years, a potential issue may arise with the Southwest Quadrant parcel that has been set aside for logistics purposes. This site was named a candidate for listing as a critical habitat for listed wildlife species. Depending upon whether it gets listed, and if so, what restrictions might exist and how fast the market grows, this could become a constraint in the future if the parcel cannot be used for logistics purposes. (Not rated)
Access Constraints	• The key roads – Alderwood, Airport Way, and Cornfoot – that connect PDX to the highway system (I-205 and I-84) are congested, and there are limited to no options for expansion. Airport Way/I-205 interchange is undergoing some improvements, which is a positive development. However, there is nothing that can be done to improve Cornfoot, the

Type of Constraint	Specific Chokepoints and Ratings
	road on which FedEx and UPS are located. During peak p.m. travel hours, the on ramps going north and south on I-205 at Airport Way are backed up due to a physical constraint, the road design and stop light positioning. A cloverleaf instead of stop lights might alleviate this issue. This issue of road access to PDX and congestion particularly impacts FedEx and UPS when they are running their afternoon and evening operations. It makes it more difficult for the companies to meet their aircraft cut-off times. (Medium)

Legend:

High
Medium
Low
Not Rated

PDX identified the issues relating to the airport access roads (Alderwood, Airport Way, and Cornfoot) as its greatest physical impediment. This issue impacts schedules and operations of the air carriers, potentially limiting revenue, while increasing costs.

In terms of the most severe operational constraints, PDX cited the following:

- The lack of a second main deck loader impacts the operations and service to air carriers when the existing loader is not operational. In addition, if the airlines' schedules are such that two aircraft need to be worked simultaneously, it cannot be done. This puts PDX at risk of being uncompetitive. The Port of Portland's request for ConnectOR program funds for a second loader was declined.
- Fuel is trucked from storage tanks to the aircraft because there is no fuel hydrant closer to the aircraft. If a fuel hydrant was in place, it would help make PDX more competitive with larger airports for air cargo service. This is not a severe constraint today, but could become one as demand grows.

2.2.3 Nature and Severity of Airport Chokepoints

This section details Oregon airports' views on the freight constraints facing them, as well as their severity. As with the marine chokepoints, these results represent the views of the airports responding to the survey and have not necessarily been quantified (though some may have been identified in airport planning documents). Nonetheless, the responses do show airports' current thinking on the chokepoints affecting their operations.

The following tables summarize the nature of freight chokepoints at airports by:

- Air cargo constraints;
- Land availability and use issues; and
- Landside access problems.

Table 2.9 shows the air cargo-related constraints faced by Oregon airports. For the most part, the highest rated constraints revolve around the length, width, condition, and/or load limits of runways and taxiways, or the complete lack of certain facilities for air cargo such as cargo terminals and hangars. These types of issues were cited at Salem Municipal, Eastern Oregon Regional, Burns Municipal, Rogue Valley International-Medford, Illinois Valley, LaGrande/Union County, and Ontario. These same concerns surfaced as medium- or low-rated issues at several airports as well, including Grant County Regional, Newport Municipal, Redmond, Grants Pass, Columbia Gorge and McMinnville (though the latter does not currently have freight operations).

Other key issues include a lack of dedicated cargo aprons (Corvallis, LaGrande/Union County, Burns Municipal) and obstructions or obstacles on approach or departure (Grant County, Roseburg) which can constrain freight and other air operations. At Roseburg, for instance, obstacles on approach and departure constrain the hours that freight operators can operate. Ameriflight had to alter their schedule so they do not have to depart the airport at night, which is currently not authorized by the FAA due to obstacles on the departure path.

As stated previously, in many cases airports identified a constraint while also acknowledging they have little or no freight volumes. While these types of issues are probably not presenting constraints to current operations, they are often noted as an obstacle to future growth.

Table 2.9 Air Cargo Constraints by Airport

Airport	Air Cargo Constraints	Rating
Corvallis Municipal Airport	• Cargo vans must cross active apron to load/unload (safety issue).	Medium
Salem Municipal Airport	• Primary runway length is insufficient for larger cargo aircraft.	High
Eastern Oregon Regional Airport	• Runways and taxiways are limited in terms of size/weight of aircraft that can use them, which impacts the airport's ability to grow.	Not Rated
	• No cargo facilities or hangars exist.	High
	• Passenger holding area is limited to 37 passengers.	Low
	• No freight terminals available	High
	• There is no landside/airside terminal facility; this does not impact freight now but could impact growth prospects.	Not Rated
Grant County Regional Airport	• There are obstructions on 09 approach – some fence posts in the glide path – this is the main runway for medivac.	Low
	• Runway is narrow (60').	Low
	• Taxiways are narrow (35').	Medium
	• There are no commercial hangars or cargo terminals; airport is looking for a private partner to develop them.	Medium
Newport Municipal Airport	• Weight restrictions exist on taxiways.	Medium
	• Apron space is insufficient for large-scale cargo operations.	Medium
Burns Municipal Airport	• Taxiways are limited to 40,000 pounds and are narrow at 30'; airport would like 45'.	High
	• Airport needs a separate apron for cargo; using general apron now and cannot get freight out of the weather.	Medium
	• No cargo facilities or hangars are available for cargo.	High
	• Need additional tie downs	Medium
	• There are no passenger facilities or cargo terminals.	High
Rogue Valley International – Medford Airport	• No alternate runway is available.	Medium
	• No hangar can accommodate narrow body aircraft.	High
	• There is no rail access to airport.	Not Rated
Redmond Municipal Airport	• Runways can accommodate Class 3 aircraft as is, but airport wants to achieve a higher design standard on both runways.	Low
	• Taxiways are not wide enough to accommodate larger aircraft; airport also wants to be able to keep forest service business if they move to larger fire fighting aircraft.	Medium
	• Weight bearing limitations exist; airport can support the weight of a Caribou aircraft but not larger aircraft like jet freighters; would also need a new parking area.	Low
	• Airport lacks cargo facilities; does not perceive a need long-term but only has a private hangar right now for this.	Low
	• There is no freight terminal.	Medium

Airport	Air Cargo Constraints	Rating
Bend Municipal Airport	• There are no current air cargo operations, but occasionally weather will redirect traffic from Redmond to Bend.	Not Rated
Grants Pass Airport	• There is no freight handling facility on field and no dedicated cargo holding area.	Medium
	• Available hangars are insufficient, and airport must turn away developers who want to build on east side of the airport because they would have to build to FAA specifications, which is costly.	Medium
	• There are freight terminals in Grants Pass but not on the airport; although there is no immediate need it is a planning issue for future development.	Medium
	• Non-precision instrument approach can only be used if cloud cover is 1,800 feet above the airport surface, but most cargo aircraft flying into the airport can use a more precise method that would get them within 200-300 feet of the runway, thus ensuring they land on schedule. FedEx and UPS have eliminated service to Grants Pass because of this problem.	Not Rated
	• Airport needs runway extension from 4,000 to 6,000 feet, which is in the current Capital Improvement Plan and Airport Layout Plan.	Not Rated
	• Airport needs full-length taxiway on east side of airport; currently there is no runway access here and this constrains development for freight facilities.	Not Rated
Illinois Valley Airport	• No parallel taxiways are available which forces all air and ground traffic to use the same runway surface to transit the length of the airport.	High
	• Apron and ramp concrete is deteriorated and unusable.	High
	• No cargo facilities are available.	High
	• No hangars are available.	High
	• Tie-downs are on unusable ramp area.	High
	• No passenger terminal available	Medium
	• There is no freight terminal.	High
	• There is essentially no infrastructure at this airport. There is a 5,000-foot runway in excellent condition but funding constraints prevent any significant improvement in ramp, apron, or taxiway facilities to make use of it.	Not Rated
Columbia Gorge Airport	• There is a 5,000-foot runway but it is sufficient for small aircraft only; would need to lengthen runway to expand freight capacity.	Medium
	• No cargo facilities are available; currently building a business area and hope to have cargo facilities in the future.	Medium
	• There is a waiting list for hangars; trying to build 15 hangars in the next year.	Medium

Airport	Air Cargo Constraints	Rating
	• There are no freight terminals right now, but do not perceive the need for them in the short term.	Medium
Klamath Falls Airport	• Air cargo infrastructure is not a problem now because there are no freight operations, but airport cannot attract new business without the facilities.	Not Rated
La Grande/Union County Airport	• Need to extend Taxiway on 34 end.	High
	• Aprons need overlay.	High
	• There is no designated place for loading and unloading; this must occur on aprons.	High
	• Would like to build additional hanger for aircraft during winter months.	High
	• Will need more cargo apron space, and better staging during fire season; also need more of a dedicated cargo area.	Not Rated
Ontario Municipal Airport	• Runway is limited to 60,000 pounds.	Medium
	• No cargo facilities are available.	High
	• There are no large hangars.	High
	• There are no passenger terminals.	High
	• There are no freight terminals.	High
	• Demand is lacking. Boise, Idaho is 60 miles to the east and is the big regional hub, so Ontario cannot compete for airfreight service unless it attracts a major BCO.	Not Rated
McMinnville Municipal Airport	• Runway is not long enough for some larger aircraft and may have insufficient weight capacity for some aircraft.	Medium
	• Taxiways may have insufficient weight capacity for some potential aircraft.	Medium
	• No cargo aprons are available	Not Rated
	• No cargo facilities are available.	Not Rated
	• Current facilities are inadequate to serve passenger traffic (do not really move freight at McMinnville).	High
	• No freight terminals available	Not Rated
	• McMinnville has limited to no land side cargo facilities; runways and taxiways are limited to small to medium corporate jets.	Not Rated
Astoria Regional Airport	• There is no cargo terminal at KATS; all air cargo is transferred intermodally on the ramp which is not the most satisfactory situation due to frequent windy and rainy conditions.	Not Rated
Lake County Airport	• No current cargo facilities or freight terminals, but new construction pads are available as result of ConnectOR IV project.- This is not an issue for current operations but more in terms of growth and expansion.	Not Rated
	• There is minimal hangar space vacancy.	Not Rated
	• Old passenger terminal (WWII era) needs significant updates.	Not Rated

Airport	Air Cargo Constraints	Rating
Roseburg Regional Airport	• Runway approach is too steep which constrains freight volumes and time carriers may operate.	Medium
	• Obstacles – departure slope is too steep so departures are not authorized at night; Ameriflight has to alter its schedule so they depart during daylight hours.	High

Legend:

High
Medium
Low
Not Rated

Note that Aurora State and Coos County airports did not provide responses to this question.

Table 2.10 highlights land availability and use issues identified by airports. These are not as numerous or severe as the capacity problems noted above. The highest rated issue tended to be a lack of cargo storage or handling facilities (e.g., Ontario, Burns, Eastern Oregon) which was also usually noted in the previous question. This was also noted at Columbia Gorge and Grant County Airports, though it was not rated as highly severe given current demand for freight at those facilities.

Most of the other constraints had to do with land availability. Eastern Oregon Regional has substantial lease only land, but some potential tenants want to own their own land, which restricts development opportunities. Moreover, most of their available land lacks utilities, which makes it more difficult to market. In other cases airports do have land available on airport, but it may not provide enough room for future expansion – this is the case at Aurora State Airport, Rogue Valley International-Medford Airport, and Illinois Valley Airport. Burns and Rogue Valley wish to purchase adjacent land (for runway expansion and acquisition of the runway protection zone respectively) but they lack the funds to do so.

A few institutional/policy issues related to land use were reported. Oregon's land use mitigation and wetland remediation laws were noted as obstacles by the Coos County Airport District and Astoria Regional Airport respectively. At Grants Pass, the FAA Airport Development Office in Seattle has mandated that the airport develop its west side before receiving any grant money to develop its east side, a decision the airport disagrees with. However, there may be little ODOT can do to influence FAA decision-making on this point.

Table 2.10 Land Availability and Use Constraints by Airport

Airport	Land Availability and Use Constraints	Rating
Aurora State Airport	• Airport is landlocked by development, and the airport-owned property does not provide much room for expansion.	Medium
Eastern Oregon Regional Airport	• No air cargo handling or storage facilities are available.	High
	• 750 acres of lease only land are available near the airport, but it is topographically challenging and some firms want to own the land which limits the companies the airport can attract.	Not Rated

Airport	Land Availability and Use Constraints	Rating
	• Need utility extensions to 650 lease only acres and 40 for sale acres.	Not Rated
Grant County Regional Airport	• No cargo handling or storage facilities are available, but there is no demand at this time either.	Low
Burns Municipal Airport	• Need to purchase adjacent property for possible runway expansion but no funds are available.	Medium
	• No air cargo handling or storage facilities are available.	High
Rogue Valley International – Medford Airport	• Airport does not own the north runway protection zone and lacks funds to acquire it; this diminishes safety.	Medium
	• There is not enough airport-owned land next to the airport.	Medium
	• There are some facilities on airport, but does not own anything outside airport; there is a possible need for such land to accommodate BCOs who want to own their own facilities.	Medium
Grants Pass Airport	• Airport-owned land is available, but does not have access to the runway.	Medium
	• The FAA Airport Development Office in Seattle has decided that airport must develop the west side of the airport before they will grant any money to develop the east side. This makes no sense and seems arbitrary to the Airport Sponsor, Josephine County.	Not Rated
Illinois Valley Airport	• There are 197 acres available on airport but nothing off airport.	Medium
Columbia Gorge Airport	• There is a general lack of cargo handling and storage facilities for air cargo.	Medium
Klamath Falls Airport	• Land and cargo storage/handling facilities are available, but industry has not developed at Klamath Falls.	Not Rated
	• Land is available within 5 miles of the airport but there is no "turnkey" logistics facility.	Not Rated
Ontario Municipal Airport	• No air cargo handling or storage facilities are available.	High
	• No airport-owned land within 5 miles is available for logistics facilities.	High
Coos County Airport District	• Mitigation of land use	Not Rated
Astoria Regional Airport	• Oregon wetland remediation laws make expansion complicated. This does not impact freight right now but would impact the ability to absorb future growth.	Not Rated

Legend:

High
Medium
Low
Not Rated

Note that Corvallis, Salem, Newport, Redmond, Bend, La Grande/Union County, McMinnville, Lake County, and Roseburg airports did not provide responses to this question.

Table 2.11 summarizes airports' responses regarding landside access chokepoints. The most severe constraints seem to be airport access roads that are too narrow or otherwise unfriendly to trucks (Aurora State, Bend Municipal, Coos County), or that create a safety hazard due to lack of turn lanes or other design issues (Bend Municipal). Several airports also noted a lack of rail access (Eastern Oregon Regional, Burns Municipal, Rogue Valley International-Medford Airport, Illinois Valley, Grants Pass, Columbia Gorge, Ontario, Astoria, Lake County). However, a few of these airports also acknowledge that the current demand may not support such service (Grants Pass, Lake County).

Ontario Municipal has no truck gates, while Newport Municipal reported there is only one gate operator for their cargo ramp, so FedEx and UPS trucks are frequently queued up behind it for access to aircraft. Also, Aurora State airport reported that their gates are narrow and not truck-friendly.

Table 2.11 Landside Access Constraints by Airport

Airport	Landside Access Constraints	Rating
Aurora State Airport	• Airport fencing and gates are not set up for large truck access; gates are narrow.	Low
	• Airport road is a narrow two-lane road with no center turn lane but is the only access road for the airport.	High
Eastern Oregon Regional Airport	• No rail access	High
Newport Municipal Airport	• There is only one gate operator for the ramp so FedEx and UPS trucks are always waiting for access to aircraft.	Medium
Burns Municipal Airport	• Rail was removed to Burns in the 1980s. There is no multilane highway to Burns.	Not Rated
Rogue Valley International – Medford Airport	• No rail access	High
Bend Municipal Airport	• The ground access road system is not adequate to support aircraft component manufacturers based on Bend Airport; turn lanes are not available from Powell Butte Highway which creates a safety hazard. • Entry roads do not meet standards; on airport access road is too narrow for large trucks.	High
Grants Pass Airport	• There is no rail access on airport, however traffic is just not there anymore with resource industries shutting down.	Medium
Illinois Valley Airport	• There is no rail access anywhere near airport.	Medium
Columbia Gorge Airport	• There is no rail access.	Medium
Klamath Falls Airport	• Land access is adequate but business has not been developed.	Not Rated
Ontario Municipal Airport	• No truck gates	High
	• No rail access	High
Coos County Airport District	• Airport access roads are inadequate/deteriorating.	High
Astoria Regional Airport	• Nearest rail access is presently 35 miles away.	Not Rated
Lake County Airport	• It is three miles to nearest rail access point, but rail head moves ore.	Not Rated

Legend:

High
Medium
Low
Not Rated

Note that Corvallis, Salem, Grant County, Redmond, La Grande/Union County, McMinnville, and Roseburg airports did not provide responses to this question.

In addition to air cargo and landside access constraints, airports were asked whether they had any specific needs regarding connectivity to the Oregon State Highway System. Five airports reported such needs:

- Corvallis Municipal stated that the connection from Airport Road to Highway 99 West needs improvements to better facilitate truck traffic;
- Bend Municipal needs a better connection onto Powell Butte Highway; in addition, the airport's internal access roads cannot safely accommodate freight trucks;
- Illinois Valley Airport needs a highway approach at the north end of the airport property onto State Highway 199 (Redwood Highway) – an application for funding is being developed and approval is anticipated;
- Astoria Regional Airport would like to have access to U.S. 101 on the north side of the airport which would reduce the distance to that highway from four miles to half a mile; and
- Lake County Airport would like to see better signage from I-5 directing travelers to the airport.

Some airports reported on specific safety features they would like to have:

- Grants Pass needs a precision Localizer Performance with Vertical Guidance/Wide Area Augmentation System (LPV/WAAS) approach so that cargo carriers can approach the runway in overcast conditions;
- Illinois Valley Airport needs medium intensity runway lighting for utility and safety purposes as well as a precision approach path indicator (PAPI), which would provide a visual aid to pilots letting them know when they are on a safe and proper glideslope path to the runway;
- Columbia Gorge Airport would like to have Global Positioning System/Lateral Navigation (GPS/LNAV) capability;
- La Grande Airport would like to replace its non-directional beacon (a device that emits a frequency modulation (FM) radio signal for aircraft to find the airport in bad weather) – this would cost about $28,000 but would reduce maintenance costs significantly. The system is required for FedEx, UPS, and Ameriflight cargo operations; and
- Lake County Airport needs a better communication system for flight planning purposes – presently pilots drop off the FAA grid on approach under certain conditions which is a problem for air cargo operations.

Similar to the ports, each airport was asked about the greatest physical and operational impediments to cargo flow facing them. Physical impediments are presented in Table 2.12. For the most part, these chokepoints correspond well to those reported in previous questions, focusing as they do on issues like runway/taxiway geometry or condition, lack of specific

types of cargo facilities (dedicated aprons, storage areas, cargo terminals, etc.), airport access problems, and navigation-related problems such as obstacles and high approach minima.

Table 2.12 Greatest Physical Impediments by Airport

Airport	Greatest Physical Impediments	Impacts
Corvallis Municipal Airport	• Cargo apron and access road are lacking.	There are safety impacts as cargo vans cross the active apron.
Salem Municipal Airport	• Runway length is an issue.	Not long enough for larger aircraft or heavier loads.
	• No defined cargo operations area exists.	No impacts based on current demand.
Eastern Oregon Regional Airport	• No cargo handling facilities are available.	This results in the inability to meet cargo needs.
	• No hangars are available.	This results in the inability to meet corporate and general aviation needs.
Grant County Regional Airport	• Taxiways are narrow.	This limits aircraft size.
Newport Municipal Airport	• Minimums – working on getting minimum standards lowered so freight operators can fly in during adverse weather.	Airfreight would not have to divert away from Newport, and drivers would not have to travel further to retrieve the freight.
	• Location	Facility could not easily be expanded.
Rogue Valley International – Medford Airport	• There are no large hangars.	Operators are concerned if they need maintenance since repairs must be made outside.
	• There is no rail.	This limits large freight.
Bend Municipal Airport	• On airport access roads are lacking.	Airport is at capacity with current road infrastructure.
Grants Pass Airport	• No Precision Instrument Approach	Cannot land when there's any kind of overcast.
	• Runway is 4,000 feet long instead of 6,000 feet long.	This limits type and size of aircraft due to runway length takeoff requirements.
Illinois Valley Airport	• Ramp and apron surfaces are unusable.	Cannot taxi or park on areas of deteriorated pavement.
	• There is a lack of full-length taxiway parallel to runway.	This forces all ground traffic (taxiing aircraft) to use active runway to reposition to north or south end of airport.
Columbia Gorge Airport	• Need a longer runway	This restricts aircraft size.

Airport	Greatest Physical Impediments	Impacts
McMinnville Municipal Airport	• The runway is bounded by the Yamhill River, Crookshanks Road, and Oregon Highway 18.	This limits runway length.
Astoria Regional Airport	• Access to ramp is circuitous. UPS has to go through a locked gate. Also there is no dedicated freight ramp.	This adds to congestion issues at airport.
	• Ramp and taxiways are WWII vintage and are weight-limited.	No impacts with present use but it constrains the ability to absorb more cargo
Lake County Airport	• Location is remote.	Existing volume and customer opportunities are lacking.
Roseburg Regional Airport	• Obstacles	This results in high approach minima and precludes night obstacle departure procedures.

Note that Aurora State, Burns, Redmond, Klamath Falls, La Grande/Union County, Ontario Municipal, and Coos County airports did not provide responses to this question.

Table 2.13 lists the greatest operational impediments for each airport. In general, fewer airports reported significant operational issues. Many of those who did respond reported issues regarding physical infrastructure (e.g., runway length and lack of cargo storage at Astoria, weight limits on taxiways at Newport). Taken together, these responses may indicate that physical chokepoints are more critical to Oregon airports right now. Key operational chokepoints include:

- Lack of adequate staffing at Eastern Oregon Regional;
- Lack of a fueling vehicle for larger aircraft at Grant County Regional;
- Lack of a fire suppression system at Burns Municipal, which is preventing further airport expansion;
- Lack of funding for maintenance and routine operations (e.g., Eastern Oregon Regional, Burns Municipal); and
- Need for better on-field weather reporting at Grants Pass.

Table 2.13 Greatest Operational Impediments by Airport

Airport	Greatest Operational Impediments	Impacts
Eastern Oregon Regional Airport	• Airport staff is limited.	Airport is unable to support added maintenance requirements.
	• Facilities are underutilized, requiring high maintenance.	Revenues do not meet maintenance needs.
Grant County Regional Airport	• There is no fueling vehicle.	This limits ability to fuel large aircraft.

Airport	Greatest Operational Impediments	Impacts
Newport Municipal Airport	• Weight limits of taxiways are a constraint.	Runway can accommodate large plans like C-130s but the taxiways cannot; not impacting cargo right now but could in the future.
	• Ramp space for future air freight operations is lacking.	This hampers growth potential.
Burns Municipal Airport	• Lack of fire suppression systems has caused state fire marshal to put a moratorium on new construction at the airport; received a *Connect*Oregon grant for this but bids came in significantly higher than the grant funding.	Cannot develop airport until fire suppression issue is resolved.
	• There is a general lack of funding.	This hampers operations.
Grants Pass Airport	• Airport lacks precise on-field weather reporting capability.	Aircraft cannot initiate instrument approaches in poor weather without a precise indication of the weather at the airport.
	• There are no cargo handling facilities on the airport.	This limits the amount of cargo that can be processed on the field.
Illinois Valley Airport	• Runway lighting is inadequate.	This decreases safety of night operations, lack of good visual approach slope indication to pilots.
Astoria Regional Airport	• Runway length is problematic.	Not a problem at present but would need a longer runway to absorb more cargo
	• There is no airside warehouse space; Need dedicated freight building.	Have to load/unload cargo outside and have to drive UPS trucks to aircraft, transfer cargo to UPS Ground operation two blocks away.

Note that Corvallis, Salem, Aurora State, Rogue Valley, Redmond, Bend, Columbia Gorge, Klamath Falls, La Grade/Union County, Ontario Municipal, McMinnville, Coos County, Lake County, and Roseburg airports did not provide responses to this question.

2.3 Private Sector, Trade Associations, and ODOT Statewide Planning

This section summarizes the responses received from the freight industry and trade associations as well as ODOT statewide planning staff. These participants were asked about chokepoints affecting both ports and airports. In all, 22 of these recipients responded to the survey. Most respondents did not identify themselves so their thoughts are summarized here in text form.

Responses have been divided between those related to ports and maritime operations, and those related to airports.

2.3.1 Marine Chokepoints

Comments related to port and waterway chokepoints are summarized by:

- Highway access constraints, such as deteriorated or congested port access roads or highways that are not truck-friendly;
- Rail access, including overall availability of rail service to ports or lack thereof;
- Marine infrastructure, including overall condition of docks, piers, and wharves; channel depth/width; and cargo handling facilities;
- Greatest physical and operational impediments to efficient cargo movement; and
- Institutional or policy issues that affect freight movement and competitiveness.

2.3.1.1 Highway Access

Many respondents reported significant limitations on highways leading to Oregon's coastal ports. Specific problem areas included:

- Highway 30 to Astoria – This road becomes two-lane outside Columbia City, yet there is still nearly 70 miles to go from there to the Port of Astoria. Passing lanes exist but are poorly spaced, while the terrain can be challenging with lots of hills for trucks to climb. From the John Day River bridge into downtown Astoria, traffic is slow due to road condition and geometry. During tourist season, the last 12 miles to Astoria typically takes 30-40 minutes. When trucks are trying to move east from the port docks, there are many one-way streets and 90-degree turns that are hard to navigate. Even though Astoria is only 60 miles from the Interstate, it takes trucks two hours to get there. One survey respondent stated that these issues are "a true limiting factor in the Port of Astoria attracting maritime-related industry."
- Highway 38 to the Port of Coos Bay is also problematic for port users (and has been so for over 60 years according to one respondent). The road follows the banks of the Umpqua River and was designed using standards from 100 years ago. Since it is bounded by a river and steep hills, there is little room to enhance or expand the road. State Highway 42 (which approaches Coos Bay from the South) was also cited as a problem area by respondents. Two respondents stated that Coos Bay would greatly benefit from the addition of a four-lane highway connection to Interstate 5. This would make Coos Bay/North Bend much more competitive for Oregon exports, given that Coos Bay is a true deep water port. One respondent felt that Coos Bay is currently "hamstrung" by poor highway connections.
- Highway 20 to Newport has few passing lanes, narrow roadbeds, steep hills prone to slides, and houses which are constructed nearly on the shoulder of the road. Access

to the docks at the Port of Newport is via city streets and through residential areas, which creates conflicts with local residents and businesses who do not want the heavy truck traffic. One responded stated that a truck bypass would alleviate this problem.

In terms of impacts, one respondent stated that highway access problems have directed their business away from Astoria, Coos Bay, and Newport and into Portland, adding to existing congestion and creating additional transportation expense. Certain goods that could potentially move coastwise from Astoria, Newport, or Coos Bay end up going to Portland instead, in order to reach adequate infrastructure. Another user stated that their operations depend on Highway 30 and Highway 20, and they must factor in the expected delays when moving any commodity. Poor highway connections also make it difficult to attract investment to these areas since investors do not see a solution on the horizon.

There were also some highway issues in Portland cited by respondents. Marine Drive is frequently congested with inbound and outbound traffic as well as workers for other area businesses. Marine Drive and Columbia Boulevard both have height restrictions, requiring over height loads to use U.S. 30/Lombard Street which is the only east/west over height route left in Portland. However, Lombard runs through the St. Johns neighborhood, the residents of which would prefer all trucks use Columbia Boulevard or Marine Drive to access the port. One respondent also cited maintenance and capacity issues on Lombard Street near Terminal 4. Highway 30 is also used to access Terminals 5 and 6. In general, traffic and potholes lead to freight delays in this area.

2.3.1.2 Rail Access

Most user comments related to port rail access centered on the quality of service at some ports, or the complete lack of it at others:

- Coos Bay has minimal freight rail service, but it is load limited, does not reach all of the docks, and is still somewhat precarious even with recent improvements (however, one respondent noted that Coos Bay has a strategic vision and has been successful at implementing some upgrades to its service);
- Astoria has some rail lines but no current service, and one respondent stated that the port has been "written off" by the Portland and Western Railroad, which terminates its service at Wauna;
- Tillamook Bay lost all rail service (due to a storm in December 2007); and
- The Port of Newport's service terminates approximately 12 miles away in Toledo, and this line attracts minimal investment from its owner, the Portland and Western;

Respondents stated that the Port of Portland has adequate rail service, and that only the Port of Portland and the Port of Morrow are truly rail served (the Port of Morrow has "great" service according to one respondent).

One stakeholder suggested that the Port of Astoria could become a significant export terminal for bulk commodities if it had 286,000-compliant rail service, as could the Port of St. Helens. This respondent stated they currently must send such shipments into Portland for coastwise shipping, creating extra costs and inefficiencies. Another respondent suggested they could shift 5,000 truckloads per year to rail out of Toledo or Newport if the rail line had sufficient capacity.

2.3.1.3 Marine Infrastructure

Most of the private sector stakeholder comments related to waterside infrastructure can be put into three categories:

- **Infrastructure age or condition.** Several respondents stated that the Port of Astoria's docks and other waterside infrastructure are dilapidated and need to be rebuilt. Specifically, the Port's piers to the west of the Astoria-Megler Bridge need to be rebuilt, and one respondent noted that a firm commitment to develop infrastructure at Tongue Point would help. One respondent felt that the Port of Coos Bay should either commit to redeveloping its existing berths along the North Bend/Coos Bay waterfront, or abandon them and focus their efforts and resources on the North Spit, which has superior infrastructure for modern vessels.
- **Channel depth and maintenance.** One respondent said that maintaining channel depth through adequate dredging is "the most important issue." Harbor depth and depth alongside vessel berths was cited as a problem at the Port of Newport, and at loading/offloading facilities at Waterview, Troutdale, Ross Island, and Swan Island. The problem is especially severe at Oregon's coastal ports, but there are also issues along the deep draft Lower Columbia, the mouth of the Columbia jetties, and along the inland Columbia/Snake River system. Another respondent noted that the Corps of Engineers, which provides most of the funding for maintenance dredging in U.S. harbors and waterways, is severely underfunded and unable to keep up with routine dredging for Oregon's navigation infrastructure. This problem is hardly unique to Oregon, as the Corps has struggled for years with an expanding project backlog due in part to insufficient funding authorizations from Congress.
- **Cargo handling facilities.** For barge movements on the Columbia River system, efficient cargo handling is critical to ensuring an economic return on a barge shipment. Unreliable or slow loading/offloading equipment can require a barge crew to stay with the vessel for longer periods of time, while also keeping the barge out of service for an extended time – both of which add costs and may make the move uneconomic. One barge operator reported that their bulk movements of rock can only be offloaded by clam-shell at Ross Island on the Willamette River (a slow process), and there is currently not enough room for the terminal there to handle larger, self-offloading barges. At the Port of Portland, Schnitzer Steel (near Terminal 4) currently has insufficient room to handle barges at the same time it handles ships. A dock expansion would be needed to solve this problem.

On a more general level, respondents felt that many terminals were not designed for modern commercial vessels, and although they have been modified over the years in an attempt to accommodate larger ships, this is essentially a piecemeal approach and not the result of a strategic vision to invest for the future. On a cumulative level, disinvestment in other ports around the State may be forcing investment into Portland. Although Portland is clearly the primary freight gateway for the State, this may be contributing to congestion issues there.

Some respondents also noted that labor productivity at terminals can be an issue compared to other ports, though this is really an operational constraint and ODOT has little influence over it in any case.

These issues have several adverse impacts according to survey respondents:

- Inefficiencies related to infrastructure condition or cargo handling directly affect transportation companies' bottom lines, as well as those of their customers;
- Some coastal ports such as Astoria and Newport are largely relegated to a status of specialty project ports, rather than hosting recurring and regular goods movement operations and sending additional cargo to the Port of Portland where it adds to congestion; and
- Low channel depth forces vessels to be light-loaded, which directly impacts carrier profitability and shipper costs, and can sometimes cut off access to a port altogether, besides creating safety concerns.

2.3.1.4 Land Use and Availability

There tended to be fewer concerns in this area, but respondents did report that several Oregon ports are land-constrained:

- The older portions of the Port of Coos Bay (e.g., North Bend) have limited space for future development – one respondent suggested the port should focus its resources and efforts on the North Spit and Empire, which may have better prospects for expansion/development;
- Columbia River ports including St. Helens, The Dalles, Hood River, and Cascade Locks do not own sufficient adjacent land to support major expansions, and the latter three ports are sandwiched between the Columbia River and other infrastructure and/or urban development; and
- The Port of Newport also owns little if any adjoining property in a largely urban, built-up area, limiting expansion opportunities (and creating conflicts with other uses as noted above).

2.3.1.5 Greatest Physical Impediments

Based on this survey, the private sector's greatest concerns about physical impediments at Oregon ports are almost exclusively related to waterside infrastructure capacity or condition, or channel/berth depth. "Dilapidated" infrastructure and depth concerns were repeatedly cited by this group at several ports:

- The piers and wharves at the Port of Astoria are mostly of timber construction and designed for World War II era ships. They are generally not suitable for modern Handimax or Panamax vessels. Although the ships can access these structures with extreme care, the draft inside the slips is sometimes inadequate and the dock walls and sill structures do not meet the standards most vessel charterers seek.
- The Port of St. Helens' Port Westward wharf, which was originally build for an Army ammunition station, has received minimal upgrades over the years and remains today a wooden structure without many modern upgrades. Although the port has made plans to rehabilitate the wharf, enhancements are not imminent as of this writing.
- The Port of Newport is reconstructing its international terminal but does not currently have adequate draft for most Handimax/Panamax ships. (The port has plans to a deepen the berths at the international terminal but cannot proceed until permits have been secured.) Also, the Yaquina Bay Bridge limits air draft to 135 feet at low tide.
- The dock structures along Empire at Coos Bay are aging and, according to one respondent, "ought to be removed." Additionally, from North Bend to Coos Bay proper the infrastructure is in generally poor condition, with few significant improvements since the 1980s. The docks would need new faces, backfill, and more draft to attract additional shipping.

Respondents also related some concerns regarding landside connections at Oregon's coastal ports:

- The rail swing bridge at Coos Bay is considered by some to be inefficient and outmoded. Although the bridge is historical, one respondent felt it should be removed or closed in favor of a modern terminal on the North Spit.
- Lack of rail service at the Ports of Astoria and Newport limits their connectivity to land-based modes, making them somewhat one-dimensional.

The impacts of these constraints are varied. On the waterside, poor infrastructure conditions and lack of adequate depth mean these ports sometimes cannot compete for new cargoes. Vessel charterers may choose not to call on a port that does not meet their expectations for safe and reliable berthing. Inadequate channel depth reduces safety and often requires operators to light load vessels, reducing profitability. The lack of rail service to some coastal ports – along with highway connections that are somewhat inadequate – hampers intermodal connectivity and market access. Outmoded or deteriorating rail bridges are less safe and efficient than newer structures, further limiting land connections. At least one

respondent stated that all of these conditions taken together are limiting the amount of business they can route through Oregon's coastal ports.

2.3.1.6 Greatest Operational Impediments

Responses to this question related to rail connections (which could be considered infrastructure rather than operational), and labor productivity or expense:

- Although the rail bed to Astoria remains in place, the three manual turn bridges along the route, tunnels that cannot accommodate double-stacked container cars, and portions of the route that are prone to slides and washouts all conspire to make rail impractical;
- Rail service to the Port of Newport is challenging because of the topography from Eddyville to Toledo, where the route is circuitous, includes many aging bridges, and is speed restricted. One respondent stated that this line would have to be fully compliant with rail 286,000-pound weight rating standards, and have a minimum train velocity of 40 miles per hour without tight turns or low overpasses to adequately serve Newport;
- Rail service to the Port of Coos Bay has improved but is still limited by restrictive tunnels, aging trestles that traverse coastal lakes, speed restrictions, and lack of 286,000 compliance. The swing bridge was cited again here as an obstacle to shipping; and
- A concentration of skilled longshore labor in larger ports such as Portland, Tacoma, Vancouver, and Longview may limit the labor pool available at smaller ports and increase expenses when labor must be brought in from elsewhere (although there is likely little ODOT can do about this, it is noted here as an industry concern).

Other comments that are not attributable to any individual ports include unsafe rail bridge openings, inefficient loading equipment, and low labor productivity.

2.3.1.7 Institutional Considerations

Many of the other comments regarding ports were what could be termed institutional issues. These tended to revolve around infrastructure maintenance including highways and channels dredging, as well as a perceived lack of statewide strategic planning:

- One respondent cited an "unsteady ODOT approach to maintenance" along the highways leading to the State's coastal ports (Highway 30 to Astoria, Highway 38 to Coos Bay, and Highway 20 to Newport), with trees growing over the road bed and narrow separation between the road shoulder and adjoining shrubs and other vegetation. Although these roads may have scenic characteristics that the State and local residents wish to conserve, these attributes also contribute to lower speeds for trucks needing to access the ports.

- There may be a perception that goods movement issues statewide are dominated by the City of Portland and the Port of Portland. I-84 does not go all the way to the Pacific coast, which could discourage some freight from diverting to other, less congested ports. In addition, Oregon ports compete with each other to attract cargo and investment, creating a non-collaborative working relationship and potentially hampering regional or statewide strategic planning.
- Freight-beneficial road projects, which can be lengthy and expensive to complete, sometimes get held up in the political process. These projects are now harder to complete than ever due to the constrained funding environment.
- Dredging projects often get held up for extended times because of funding limitations or permitting delays. The Corps must work with the Oregon Division of State Lands, the National Oceanic and Atmospheric Administration, Oregon Fish and Wildlife, and other agencies to obtain the appropriate permits – this adds time and cost to projects while reducing safety and access for shipping to key Oregon ports and channels. Non-channel dredging projects (e.g., access to the dock from the channel) are particularly difficult to complete since they must often be funded privately.
- Land use planning regulations may make it more difficult for private businesses to pursue infrastructure projects to benefit their operations. For example, according to one respondent, Schnitzer Steel conducted a dock expansion study to assess the feasibility of improving its facility near Terminal 4 at the Port of Portland so it could handle barges and other vessels more efficiently, but appears to have concluded that the City of Portland's proposed overhaul of the Greenway rules would make the project uneconomic.[1]
- Barge operators deliver most of their cargo to private businesses along the Columbia and Willamette Rivers. (One barge operator that responded to the survey stated that 85 percent of their tonnage goes to such firms.) These businesses have many of the same functions as ports but do not receive the same financial resources as public ports. Nonetheless, they are critical to marine transportation in Oregon.

2.3.2 Air Cargo

Survey respondents had far fewer concerns about air cargo constraints in Oregon as compared to port and waterway chokepoints. This could indicate that the survey group generally feels Oregon's air cargo system is working pretty well. In fact, no respondents provided answers to the questions regarding the two greatest physical and operational impediments at Oregon airports. Specific issues with air cargo can be grouped into three categories:

[1] The Greenway rules govern new development along the Willamette River and require that things like public access and scenic view preservation be considered in the planning process.

- Highway access constraints – These mainly revolve around congestion (especially around PDX);
- Airport freight infrastructure and handling, including cargo storage, business incubators, and handling equipment; and
- Land use or availability issues.

2.3.2.1 Highway Access

Airport Way is the only main road access to PDX, and this can create delays for trucks when traffic backs up onto the I-205 on-ramp. In addition, traffic congestion in Portland area generally can make it difficult for trucks to meet tight schedules. One respondent cited specific problem areas such as the Marine Drive interchange,[2] issues coming across the St. Johns Bridge and using Lombard Street which goes through a residential area, railroad overcrossings on Columbia Boulevard and Marine Drive which prevent oversize loads from using those routes. Many of these same issues also affect marine traffic. Overall these congestion and other problems can be costly to trucking companies serving PDX. One other respondent stated that the routing into PDX can be confusing for drivers who do not go there often.

2.3.2.2 Airport Freight Infrastructure and Handling

One respondent stated that PDX, Hillsboro, Scappoose (Port of St. Helens), Klamath Falls and North Bend airports would all benefit from modern storage facilities located adjacent to the airport. North Bend and PDX may also benefit from the creation of business incubator space. The addition of more or better storage, or equipment handling machinery at PDX could enhance the airport's competitiveness with other regional cargo hubs such as Sea-Tac. This would build on Portland's existing advantages in warehousing and distribution. The area also enjoys relatively good Interstate connectivity with I-84, I-5, and I-205. As compared to I-90 from the Port of Seattle, I-84 enables trucks to get through the Cascades without going over the mountains.

2.3.2.3 Land Use and Availability

There were two issues noted here. One respondent noted that although the Scappoose Industrial Airpark has plenty of open space, the surrounding community has not united around a strategic vision for the airport's development. Land use debates have been ongoing around the airport for many years, potentially hampering freight development in the area and reducing the potential to plan strategically with PDX and Hillsboro Airport. Hillsboro Airport outside of Portland is hemmed in by roads and urban development and therefore may struggle to expand in future.

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[2] Improvements to this interchange are included in the Columbia River Crossing project, but this project is awaiting funding from the State of Washington to proceed.

3.0 CONCLUSIONS AND NEXT STEPS

There are some broad conclusions that can be reached from the survey results. Firstly, this study helped to identify the biggest issues facing Oregon freight movement in a systematic way. When agencies and localities are applying to ODOT or the State for grant funding to address freight chokepoints, these survey results will therefore help policy-makers see the larger statewide context. The survey also got the State's ports and airports (and the private sector groups who use them) to sit down and think about what the key issues and constraints are for goods movement in the State.

Some clear patterns emerged in terms of the biggest issues identified by respondents for various modes:

- The most important marine or port-related chokepoints seem to revolve around waterside infrastructure condition and capacity. Obsolete and deteriorated piers, docks, and terminal facilities are constraining current operations and limiting growth opportunities for many ports in Oregon. Dredging is a key concern, in particular the lack of sufficient federal funding for channel maintenance. This is especially difficult for some smaller ports, which no longer receive Corps of Engineers funding to dredge their channels. Condition or capacity problems often persist on the landside as well – some ports reported insufficient crane capacity, truck gates, or lifts to accommodate existing demand or absorb new growth.
- For the aviation mode, air cargo capacity was the most important issue. This broad category includes runway and taxiway dimensions and condition (which was frequently noted as a constraint to airports' freight capacity), as well as the lack of dedicated cargo facilities like aprons, holding areas, and cargo terminals. Although some airports readily acknowledged that current demand may not justify costly capacity expansions, the lack of such facilities can make it hard to attract shippers and tenants, thereby constraining economic development opportunities.

It should be noted here that every port and airport in Oregon has a unique business profile, making it difficult to generalize about the issues and concerns affecting ports statewide. For instance, several Oregon ports don't handle cargo at all, but instead focus on recreational boating or commercial fishing. However, these ports are still important economic drivers in their communities. Although it is inevitable that state investments in ports and airports won't be shared evenly, they should nonetheless support these smaller facilities.

It is also evident in many cases that the freight transportation network should be viewed and planned for as a system, rather than a group of separate modal silos. For example, some private sector respondents felt that the growth prospects of Oregon's coastal ports is limited not only by aging or insufficient waterside capacity, but also by inadequate access to land-based modes. Efficient rail and highway connections are critical to ensure that freight can move seamlessly between modes and achieve the fastest possible access to markets.

Finally, it is notable that many of the key chokepoints cited by the private sector and trade association group mirror issues identified by the ports and airports themselves. This indicates that there may be broad agreement between agencies and the freight community about what the key problem areas are. This could lead to collaborative planning and decision-making in the future.

APPENDIX A

A.1 Survey Timeline and Data Collection Procedures

The timeline and procedures for data collection are summarized below:

- **Survey pre-test – March 28 to April 10, 2013.** After the on-line survey tools were developed, the survey was pre-tested by sending the links out to a few select respondents. These pre-test surveys contained additional questions at the end to gauge whether respondents felt the tool was easy to use, and if there were any confusing or irrelevant questions. Though none of the testers identified any confusing or poorly worded questions, the team decided to add questions soliciting respondents' contact information. This allowed the team to associate answers with specific freight facilities, and follow up with respondents to clarify answers or elaborate on key points. It was also decided that ODOT should prepare an email with introductory language to orient respondents to the study and generate interest prior to full distribution of the survey links, to achieve a higher participation rate.
- **Full survey implementation – April 22 to May 30, 2013.** After making changes based on the pre-test and removing the survey pilot questions, the survey links were emailed to the entire group of identified recipients. Follow-up emails were sent over the next few weeks to remind participants of the study and encourage them to respond. Response data were regularly downloaded and added to a comprehensive database of responses for later analysis.
- **Telephone/email follow-up – June 1 to June 30, 2013.** Answers were examined for completeness and clarity. Where possible (if respondents provided contact information), the project team contacted respondents by telephone or email to seek elaboration on key points or additional information. These responses were added to the master database.

Given the overall importance of the Port of Portland and PDX to freight flows in Oregon, it was decided early on in the project that more in-depth outreach should be conducted to assess freight constraints at those facilities. Therefore, telephone interviews were held with Port of Portland and PDX staff on July 10, 2013. These meetings largely followed the topics found in the marine and aviation stakeholder surveys, but involved more detailed discussions of the unique challenges and needs at the Port and the airport. Summary results of these interviews are included in this report (see Sections 2.1.2 and 2.2.2).

A.2 Survey Recipients and Respondents

At the outset of the project, ODOT provided lists of key marine port and airport contacts in Oregon. The study team worked to refine these lists and also add new contacts in the private sector goods movement industry. The combined lists were used to develop a master list of contacts for survey distribution. The complete list of survey recipients is provided in

Table A.1. Note that not all recipients provided contact information, particularly among the private sector and industry association stakeholder group, therefore it was not possible to associate every survey answer with a particular respondent. Nonetheless, anonymous respondents did provide useful information in several cases, which has been included in this report.

Table A.1 ODOT Non-Highway Freight Chokepoints Survey Recipients by Group

Aviation	Marine	Private Sector, Associations, and ODOT Statewide Planning
Scott Fleury, Ashland Municipal Airport – Sumner Parker Fld	Martin Callery, Oregon International Port of Coos Bay	Kristen Pennington, ODOT
John Overholser, Astoria Regional Airport	Maggie Rivers, Port of Alsea	Lisa Nell, ODOT
Matt Maass, Aurora State Airport	Peter Mitchell, Port of Arlington	James Bryant, ODOT
Mike Kee, Baker City Municipal Airport	Hank Bynaker, Port of Astoria	Teresa Penninger, ODOT
Matt Maass, Bandon State Airport	Gina Dearth, Port of Bandon	Alan Alexander, Oregon Airports Managers' Association
Gary Judd, Bend Municipal Airport	Ted Fitzgerald, Port of Brookings Harbor	Stephen Rozell, Ameriflight
Bryan Hutchinson, Burns Municipal Airport	Gary Rains, Port of Cascade Locks	Russ Poloson, Empire Air
Rolf Anderson, Columbia Gorge Regional Airport	Dena Sperling, Port of Coquille River	Mike Hill, Aeroflight
Dan Mason, Corvallis Municipal Airport	Kevin Greenwood, Port of Garibaldi	Steve LeVan, Aeroflight
Steve Chrisman, Eastern Oregon Regional Airport	Debbie Collins, Port of Gold Beach	Steve Alterman, Cargo Airlines Association
Tim Doll, Eugene Airport Mahlon Sweet Field	Michael McElwee, Port of Hood River	Bruce Fisher, FAA
Patrick Bentz, Grant County Regional Airport Ogilvie Field	Gary Neal, Port of Morrow	Mark Landauer, Oregon Public Ports Association
Larry Graves, Grants Pass Airport	Dale Stockton, Port of Nehalem	Kristin Meira, Pacific Northwest Waterways Association
Suzi Rawe, Hermiston Municipal Airport	Maureen Keeler, Port of Newport	Liz Wainwright, Merchants Exchange of Portland

Aviation	Marine	Private Sector, Associations, and ODOT Statewide Planning
John Longley, Klamath Falls Airport	Gary Anderson, Port of Port Orford	Debra Dunn, Oregon Trucking Association
Doug Wright, La Grande/Union County Airport	Scott Drumm and Phil Healy, Port of Portland[a]	Columbia River Customs Brokers and Forwarders Association
Bob Pardee, Lake County Airport	Bob Forsyte, Port of Siuslaw	Michael Titone, Columbia River Steamship Operators Association
Rich Spofford, McMinnville Municipal Airport	Patrick Trapp, Port of St. Helens	Margerie Sedam, Pacific Northwest Grain and Feed Association
Graham Goad, McMinnville Municipal Airport	Andrea Klaas, Port of The Dalles	Dave Hunt, Columbia River Channel Coalition
Lance Vanderbeck, Newport Municipal Airport	Michele Bradley, Port of Tillamook Bay	Capt. Gary Lewin or Capt. Dan Jordan, Columbia River Bar Pilots
Jim Voetberg, Newport Municipal Airport	Bud Shoemake, Port of Toledo	Paul Amos, Columbia River Pilots
Alan Daniels, Ontario Municipal Airport	Kim Puzey, Port of Umatilla	Captain Charles Yates, Coos Bay Pilots' Association
Steve Nagy, Portland – Hillsboro Airport	Charmaine Vitek, Port of Umpqua	Sheryl Carrubba, U.S. Army Corp of Engineers
Scott Drumm, Rick Aizawa, and Tom Horton, Portland – International Airport[a]		Bernie Bottomly, Portland Business Alliance
Steve Nagy, Portland – Troutdale Airport		Ryan Deckert, Oregon Business Alliance
Michael Jacobs, Portland Downtown Heliport		Jeremy Rogers, Oregon Business Council
Kim Dickie, Redmond Municipal Airport (Roberts Field)		Roger Huiras, Kuehne+Nagel
Bern E. Case, Rogue Valley International		Jeff McEwen, Hanjin
Nikki Messenger, Roseburg Regional Airport		Randy Cartmill, Columbia Grain
Michael Danielle, Roseburg Regional Airport		Amer Badawi, Columbia Grain

Aviation	Marine	Private Sector, Associations, and ODOT Statewide Planning
John Paskell, Salem McNary Field Airport		Craig Johnson, Portland Air Cargo Association
Craig Allison, Scappoose Industrial Airpark		Margerie Sedam, Columbia River Customs Brokers and Freight Forwarders Association
Theresa Cook, Southwest OR Regional Airport		Steve Akre, OIA Global Logistics
James Peak, Tillamook Airport		Jenifer Kato, DHL Global Forwarding
Marcy Black, Medford Airport		Yumi Nojima, Yusen Logistics
		Paul Langner, Teevin Brothers
		Corky Collier, Columbia Corridor Association
		Rob Rich, Shaver Transportation
		Robert Hillier, City of Portland
		Jerry Grossnickle, Bernert Barge Lines
		Lisa Cortes, ODOT Reg 3 Planner

[a] Completed via in-person meeting or phone call.

APPENDIX B

Oregon Department of Transportation
Non-Highway Chokepoints Survey
Freight Stakeholder Questionnaire – Marine

The Oregon Department of Transportation (ODOT) is conducting a survey of Oregon's marine ports, airports, terminal operators, beneficial cargo owners, and other freight stakeholders to assess the location and types of chokepoints/constraints that hinder the efficient movement of goods into, within, and out of the State's marine ports and airports. The focus of the study is on ***non-highway*** *chokepoints/constraints that the State has the ability to positively impact, although key highway connections and access roads to ports and airports are also being considered. The outcome of this study will be used to develop a prioritized set of freight chokepoints and constraints which will assist the State in making informed planning and infrastructure funding decisions, such as those associated with ConnectOregon, to benefit goods movement in Oregon.*

1. Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain.

Item	Constraint (Y/N)?	Rating	Comments
Number of Berths	□Y □N □N/A	□H □M □L	
Length of Berths	□Y □N □N/A	□H □M □L	
Channel Depth	□Y □N □N/A	□H □M □L	
Channel Width	□Y □N □N/A	□H □M □L	
Vertical Clearance in Approach	□Y □N □N/A	□H □M □L	

N/A = Not Applicable

Are there any other issues related to waterside operating capacity which are impacting your port? Please explain. _____

_____

_____

2. Is your port a landlord port or an operating port?

□Landlord (proceed to question #3) □Operating (skip to question #4)

3. _____
Are you aware of any limitations to landside operating capacity, such as lack of crane capacity, lifts/forklifts, and insufficient yard hostlers? Please explain. _____

4. Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain.

Item	Constraint (Y/N)?	Rating	Comments
Shoreside Gantry Cranes	□Y □N □N/A	□H □M □L	
Rubber Tired Gantry Cranes	□Y □N □N/A	□H □M □L	
Yard Hostlers Trucks	□Y □N □N/A	□H □M □L	
Lifts	□Y □N □N/A	□H □M □L	
Forklifts	□Y □N □N/A	□H □M □L	
Truck Gates	□Y □N □N/A	□H □M □L	

N/A = Not Applicable

Are there any other issues related to landside operating capacity which are impacting your port? Please explain. _____

5. In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain.

Item	Constraint (Y/N)?	Rating	Comments
Hours of Gate Operation	□Y □N □N/A	□H □M □L	
Length of Access Road for Truck Queuing Outside Gates	□Y □N □N/A	□H □M □L	
Rail Service	□Y □N □N/A	□H □M □L	
Length of Rail Spur (if applicable)	□Y □N □N/A	□H □M □L	
Rail Line Capacity (if applicable)	□Y □N □N/A	□H □M □L	

N/A = Not Applicable

Are there any other issues related to access to land-based modes/inland markets that are impacting your port? Please explain. _____

_____

_____

6. _____
Does your port have any specific needs regarding connectivity to the Oregon State Highway System? Please explain. _____

_____

_____

7. What types of trucks access your port? Please check all that apply.□Dry vans (tractor trailer) □Reefers □Intermodal (container on chassis) □Panel vans (unit trucks) □Fuel trucks □Other (please specify) _____

8. Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain.

Item	Constraint (Y/N)?	Rating	Comments
Land Available on Port Property	□Y □N □N/A	□H □M □L	
Port-Owned Land Available Adjacent to Port	□Y □N □N/A	□H □M □L	
Port-Owned Land Available within 5 Miles of Port for Logistics Facilities	□Y □N □N/A	□H □M □L	
Non-Port-Owned Land Available within 5 Miles of Port for Logistics Facilities (acres)	□Y □N □N/A	□H □M □L	

N/A = Not Applicable

9. What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?

Physical Impediment	Impacts	Documented in Formal Plan (please specify)?

Operational Impediment	Impacts	Documented in Formal Plan (please specify)?

Oregon Department of Transportation
Non-Highway Chokepoints Survey
Freight Stakeholder Questionnaire – Aviation

The Oregon Department of Transportation (ODOT) is conducting a survey of Oregon's marine ports, airports, terminal operators, beneficial cargo owners, and other freight stakeholders to assess the location and types of chokepoints/constraints that hinder the efficient movement of goods into, within, and out of the State's marine ports and airports. The focus of the study is on ***non-highway*** *chokepoints/constraints that the State has the ability to positively impact, although key highway connections and access roads to ports and airports are also being considered. The outcome of this study will be used to develop a prioritized set of freight chokepoints and constraints which will assist the State in making informed planning and infrastructure funding decisions, such as those associated with ConnectOregon, to benefit goods movement in Oregon.*

1. Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain.

Item	Constraint (Y/N)?	Rating	Comments
Approach Slope	□Y □N □N/A	□H □M □L	
Departure Slope	□Y □N □N/A	□H □M □L	
Runways	□Y □N □N/A	□H □M □L	
Taxiways	□Y □N □N/A	□H □M □L	
Cargo Aprons	□Y □N □N/A	□H □M □L	
Cargo Facilities	□Y □N □N/A	□H □M □L	
Hangars	□Y □N □N/A	□H □M □L	
Tie Downs	□Y □N □N/A	□H □M □L	
Passenger Terminals	□Y □N □N/A	□H □M □L	
Freight Terminals	□Y □N □N/A	□H □M □L	

N/A = Not Applicable

Are there any other issues impacting cargo throughput at your airport? Please explain. __

_____

_____

2. Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g., This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain.

Item	Constraint (Y/N)?	Rating	Comments
Land Available on Airport Property	□Y □N □N/A	□H □M □L	
Airport-Owned Land Available Adjacent to Airport	□Y □N □N/A	□H □M □L	
Air Cargo Handling and Storage Facilities within 5 Miles of the Airport	□Y □N □N/A	□H □M □L	
Airport-Owned Land Available within 5 Miles of Airport for Logistics Facilities	□Y □N □N/A	□H □M □L	
Non-Airport-Owned Land Available within 5 Miles of Airport for Logistics Facilities	□Y □N □N/A	□H □M □L	

N/A = Not Applicable

3. _____

Is the available land for expansion and/or logistics facilities on or near your airport adequate for your airport to remain competitive over the next 10 years? □Yes □No

If not, why not? _____

_____

4. _____

Are there any other land use or availability issues that are impacting your airport? Please describe. _____

_____

_____

5. Regarding landside access for surface freight (truck or rail), please indicate which of the following constrain freight operations at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain.

Item	Constraint (Y/N)?	Rating	Comments
Truck Gates	□Y □N □N/A	□H □M □L	
Rail Access	□Y □N □N/A	□H □M □L	
Airport Access Roads	□Y □N □N/A	□H □M □L	

N/A = Not Applicable

6. Do you feel that access to land-based modes of freight transportation (truck or rail) is adequate to enable your airport to remain competitive in the next 10 years? □Yes □No

If not, why not? _____

_____

_____

7. _____

Does your airport have any specific needs regarding connectivity to the Oregon State Highway System? Please explain. _____

_____

_____

8. What types of trucks access your airport? Please check all that apply.

□Dry vans (tractor trailer) □Reefers □Intermodal (container on chassis)
□Panel vans (unit trucks) □Fuel trucks □Other (please specify)_____

9. Does a lack of certain safety features/navigational aids pose a constraint for freight movement at your airport? □Yes (proceed to question #10) □No (skip to question #11)

10. If yes, what safety features/navigational aids would you like to be able to offer in the future? How will they improve freight operations?

Desired Future Safety Features	Comments

11. What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?

Physical Impediments	Impacts	Documented in Formal Plan (please specify)?

Operational Impediments	Impacts	Documented in Formal Plan (please specify)?

Oregon Department of Transportation
Non-Highway Chokepoints Survey
Other Freight Stakeholder Questionnaire

The Oregon Department of Transportation (ODOT) is conducting a survey of Oregon's marine ports, airports, terminal operators, beneficial cargo owners, and other freight stakeholders to assess the location and types of chokepoints/constraints that hinder the efficient movement of goods into, within, and out of the State's marine ports and airports. The focus of the study is on ***non-highway*** *chokepoints/constraints that the State has the ability to positively impact, although key highway connections and access roads to ports and airports are also being considered. The outcome of this study will be used to develop a prioritized set of freight chokepoints and constraints which will assist the State in making informed planning and infrastructure funding decisions, such as those associated with ConnectOregon, to benefit goods movement in Oregon.*

Thank you for taking time to complete this survey. The information you provide will be held in confidence and aggregated with the data furnished by other study participants without any data being attributed to a particular entity or person.

1. How would you rate the adequacy of access roads to Oregon's marine ports in general?
   □Inadequate □Adequate □Excellent □N/A (skip to Question #5)
2. _____
   Please identify any issues with road access to ports? Which roads/ports specifically? _
   _____
   _____
3. _____
   How do these issues impact your business operations or those of your members? _____
   _____
   _____
4. _____
   Are these issues identified in any formal plans or studies that you are aware of? If so, which one(s)? _____
   _____
   _____
5. How would you rate the adequacy of rail access to Oregon's marine ports in general?
   □Inadequate □Adequate □Excellent □N/A (skip to Question #9)

6. _____
Please identify any issues with rail access to ports? Which railroads/ports specifically?

_____

_____

7. _____
How do these issues impact your business operations or those of your members? _____

_____

_____

8. _____
Are these issues identified in any formal plans or studies that you are aware of? If so, which one(s)? _____

_____

_____

9. How would you rate the adequacy of marine infrastructure at Oregon ports in general?
□Inadequate □Adequate □Excellent □N/A (skip to Question 14)

10._____
Please identify any issues with marine infrastructure at Oregon ports? Which ports/ infrastructure specifically?_____

_____

_____

11._____
How do these issues impact your business operations or those of your members? _____

_____

_____

12._____
Are these issues identified in any formal plans or studies that you are aware of? If so, which one(s)? _____

_____

_____

13. What are the two greatest physical impediments (e.g., low bridge height, channel depth, access road congestion chokepoint, lack of cargo handling facilities in close proximity to the port, etc.) and two greatest operational impediments (e.g., operating hours at the port, productivity, etc.,) that impact the ability of Oregon's ports to be competitive, operate efficiently and cost-effectively, and offer satisfactory customer service. Please explain the impacts of each. Are these issues identified in any formal plans or studies? If so, which one(s)?

Physical Impediment	Impacts	Documented in Formal Plan (please specify)?

Operational Impediment	Impacts	Documented in Formal Plan (please specify)?

14. How would you rate the adequacy of access roads to Oregon's airports in general? □Inadequate □Adequate □Excellent □N/A (skip to Question 18)

15._____
Please identify any issues with road access to airports? Which roads/airports specifically? _____

_____

_____

16._____
How do these issues impact your business operations or those of your members? _____

_____

_____

17._____
Are these issues identified in any formal plans or studies that you are aware of? If so, which one(s)? _____

_____

_____

18. How would you rate the adequacy of airport infrastructure for freight in Oregon such as runways, cargo aprons, etc.? □Inadequate □Adequate □Excellent □N/A (skip to Question 22)

19._____
Please identify any issues with airport freight infrastructure? Which airports/ infrastructure specifically?_____

_____

_____

20._____
How do these issues impact your business operations or those of your members? _____

_____

_____

21._____
Are these issues identified in any formal plans or studies that you are aware of? If so, which one(s)? _____

_____

_____

22. What are the two greatest physical impediments (e.g., short runway, access road congestion chokepoint, etc.) and two greatest operational impediments (e.g., low productivity) that impact the ability of Oregon's airports to be competitive, operate efficiently and cost-effectively, and offer satisfactory customer service to freight stakeholders? Please explain the impacts of each. Are these issues identified in any formal plans or studies? If so, which one(s)?

Physical Impediment	Impacts	Documented in Formal Plan (please specify)?

Operational Impediment	Impacts	Documented in Formal Plan (please specify)?

23. How would you rate the number and capacity of cargo handling facilities in close proximity to Oregon's ports and airports in general? □Inadequate □Adequate □Excellent □N/A (skip to Question 27)

24._____
Please identify any issues with cargo handling facilities at Oregon ports and airports? Which ports/airports specifically?_____

_____

_____

25._____
How do these issues impact your business operations or those of your members? _____

_____

_____

26._____
Are these issues identified in any formal plans or studies that you are aware of? If so, which one(s)? _____

_____

_____

27._____
Can you identify any other issues or provide feedback about Oregon's ports or airports?
_____

_____

28._____
Please identify others we should survey. _____

_____

APPENDIX C

This appendix contains the actual survey responses provided by recipients through the on-line survey tool. In some cases it was necessary to contact respondents directly via phone or email to clarify or elaborate on their responses – cells highlighted in yellow represent additional information gathered through these manual methods, over and above what respondents provided in their answers to the on-line survey.

Appendix C: Marine Responses

Port	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Number of berths:	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Number of Berths	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Number of Berths	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Length of Berths	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Length of Berths	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Length of Berths
Port of St Helens	Yes	High	working with an old Army Dock that requires maintenenace / renovation to accomodate modern class ships.	Yes	High	
Port of Morrow	Yes	High	permitting a hindrance	No		
Port of Newport	Yes	Low	Two - THIS IS WHAT THEY HAVE NOW; ONE CAN ACCOMMODATE CARGO SHIPS; EAST DOCK IS SHALLOW WATER (BARGES ONLY)	Yes	Low	West Berth: 625 ft., 35 ft. draft. East Berth: 18 ft. draft. - WEST DOCK DESIGNED FOR THE SIZE SHIPS THAT WILL CALL HERE
Port of Umatilla	No			No	Low	
Port of Hood River	N/A			N/A		
Port of Coquille River	N/A			N/A		
Port of Port Orford						
Port of Garibaldi	Yes	High	marina at full capacity	Yes	Medium	varies but constrained on size
Port of Arlington	Yes	High	TRYING TO PUT IN A DOCK AT WILLOW CREEK NE OF ARLINGTON MARINA AT THE JUNCTION OF I-84 AND SR 74. THERE IS A RAIL LINE THERE AND PORT IS TRYING TO PUT IN A BARGE DOCK BUT THE CORPS STOPPED THE PROJECT (NO PERMIT). COULD ENHANCE INTERMODAL SERVICE INTO COLUMBIA RIVER SYSTEM WITH THIS DOCK.	No	Low	
port of bandon	Yes	High	HAVE A SHORTAGE - THERE ARE 3 BERTHS, BOAT BASIN BUILT IN 1984 AND HAS BEEN RE-DECKED MANY TIMES; NEEDS A MAJOR OVERHAUL. ISSUE FOR TRAVELING MARINERS (YACHTS). NOT REALLY AN ISSUE FOR FISHING FLEET.	Yes	High	HAVE A SHORTAGE - THERE ARE 3 BERTHS, BOAT BASIN BUILT IN 1984 AND HAS BEEN RE-DECKED MANY TIMES; NEEDS A MAJOR OVERHAUL. ISSUE FOR TRAVELING MARINERS (YACHTS). NOT REALLY AN ISSUE FOR FISHING FLEET.
Port of Toledo	No			No		
Port of Gold Beach	No			No		

Appendix C: Marine Responses

Port	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Channel Depth	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Channel Depth	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Channel Depth	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Channel Width	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Channel Width	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Channel Width
Port of St Helens						
Port of Morrow	No	High	ON SHALLOW DRAFT END OF COLUMBIA RIVER - THAT IS THE RESTRICTION (14')	No	High	AUTHORIZED CHANNEL IS 250' WIDE - AND IS MAINTAINED
Port of Newport	Yes	Low	40 ft. entrance: 30 ft. inside channel. NO CONSTRAINT.			400 ft. entrance, 300 ft. inside channel, 1200 ft. wide by 1400 ft. long turning basin NO CONSTRAINT
Port of Umatilla	No			No		
Port of Hood River	N/A			N/A		
Port of Coquille River	N/A			N/A		
Port of Port Orford	Yes	High	SUPPOSED TO BE -16' DEPTH AT MEAN LOW WATER, CURRENTLY +1'; USACE DISTRICT OFFICE RECENTLY INFORMED PORT ORFORD AND OTHER 'LOW USAGE HARBORS' THAT THEY WILL NOT GET FEDERAL FUNDS FOR DREDGING	Yes	HIGH	SUPPOSED TO BE 90' WIDTH, BUT NOT OPERATING AT THAT; BOAT TRAFFIC CARVING A PATH IS THE ONLY THING KEEPING IT USABLE RIGHT NOW
Port of Garibaldi	Yes	High	bar is shallower than fed mandate	Yes	High	1200' jetty maintenance
Port of Arlington	No	Low		No	Low	
port of bandon	Yes	High	HAVE A SHORTAGE - THERE ARE 3 BERTHS, BOAT BASIN BUILT IN 1984 AND HAS BEEN RE-DECKED MANY TIMES; NEEDS A MAJOR OVERHAUL. ISSUE FOR TRAVELING MARINERS (YACHTS). NOT REALLY AN ISSUE FOR FISHING FLEET.	No	Low	
Port of Toledo	No			No		
Port of Gold Beach	Yes	Medium	at low tide channel is low - FREIGHT IS LIGHT FISH; AT LOW TIDE CAN BE 6' CROSSING THE BAR; BUILDS UP WITH GRAVEL; THIS YEAR WILL BE VERY DIFFICULT IF THERE IS NO DREDGING; MARINA CHANNEL HAS SAME PROBLEM; ROGUE RIVER HAS LOTS OF GRAVEL, MIGRATION THREATENS TO CLOSE ENTRANCE TO MARINA AND IMPACT ABILITY TO GET FISH TO MARKET; ALSO A SAFETY ISSUE	Yes	High	with the gravel migration it gets very narrow

Appendix C: Marine Responses

Port	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Vertical Clearance in Approach	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Vertical Clearance in Approach	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Vertical Clearance in Approach	Are there any other issues related to waterside operating capacity which are impacting your port? Please explain.	Is your port a landlord port or an operating port?	Are you aware of any limitations to landside operating capacity, such as lack of crane capacity, lifts/forklifts, and insufficient yard hostlers? Please explain.
Port of St Helens					Landlord	Currently only moving liquid bulk, so none as of this time.
Port of Morrow	No	High	100' VERT CLEARANCE	maintenance dredging for access needs to be taken care of, not needed regularly, but needed for Terminal 1 development	Operating	
Port of Newport	Yes	LOW	135 ft. - RESTRICTS SIZE OF SHIPS THAT CAN CALL; PORT TARGETS A CERTAIN MARKET BECAUSE OF THAT; PRIMARY MARKET IS LOGGING/TIMBER	Service dock needs infrastructure upgrades: new pile supports, replace or upgrade hoist cranes.		
Port of Umatilla	No				Operating	
Port of Hood River	N/A				Landlord	
Port of Coquille River	N/A			No - the port has no freight.	Landlord	No issues.
Port of Port Orford					Operating	
Port of Garibaldi	No	Low		improved transportation connectivity from wharf to highway system including pedestrian safety access.	Operating	
Port of Arlington	No	Low			Landlord	Yes, the current truck unloading facility needs to be upgraded to more quickly unload wheat.
port of bandon	N/A	Low		Federal bar and channel dredging - zeroed out in federal budget 2013 and 2014 - no dredging, critical to our operations.	Operating	
Port of Toledo	No			The barge dock and service pier at our shipyard need replacement fender piling and decking improvements.	Operating	
Port of Gold Beach	No			Lack of funding from Feds for dredging is a really big issue with the fishing and tourist season fast approaching.	Operating	

Appendix C: Marine Responses

Port	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Shoreside Gantry Cranes	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Shoreside Gantry Cranes	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Shoreside Gantry Cranes	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Rubber Tired Gantry Cranes	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Rubber Tired Gantry Cranes	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Rubber Tired Gantry Cranes
Port of St Helens	N/A			N/A		
Port of Morrow	No			No		
Port of Newport	N/A	Low		Yes	High	30 ton. SUFFICIENT BUT WOULD BE NICE TO HAVE A LARGER ONE.
Port of Umatilla	No			N/A		
Port of Hood River	N/A			N/A		
Port of Coquille River	N/A			N/A		
Port of Port Orford						
Port of Garibaldi	N/A			Yes	High	
Port of Arlington	No	Low		No	Low	
port of bandon	Yes	High	need a simple hoist	N/A		
Port of Toledo	N/A			N/A	Low	
Port of Gold Beach	No			No		

Appendix C: Marine Responses

Port	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Yard Hostlers Trucks	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Yard Hostlers Trucks	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Yard Hostlers Trucks	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Lifts	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Lifts	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Lifts
Port of St Helens	N/A			N/A		
Port of Morrow	Yes	Medium	could use more	Yes	Medium	could use more
Port of Newport	Yes	Medium	Would make moving of fishing gear more efficient.			
Port of Umatilla	No			No		
Port of Hood River	N/A			N/A		
Port of Coquille River	N/A			N/A		
Port of Port Orford						
Port of Garibaldi				N/A		
Port of Arlington	No	Low		No	Low	
port of bandon	N/A			N/A		
Port of Toledo	N/A			Yes	High	Our 200 ton drydock is nearing the end of it's lifespan, the Build-out plan calls for a 300 ton mobile lift. THE MOBILE LIFT WOULD BE BETTER FOR SHIP MAINTENANCE WHICH IS AN IMPORTANT INDUSTRY FOR THE PORT.
Port of Gold Beach	No			Yes	Medium	getting old and in need of overhaul - DOCK HOIST FOR LIFTING LIVE FISH; NEEDS A NEW MOTOR AND IS JUST GETTING OLD

Appendix C: Marine Responses

Port	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Forklifts	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Forklifts	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Forklifts	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Truck Gates	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Truck Gates	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Truck Gates
Port of St Helens	N/A			N/A		
Port of Morrow	No			N/A		
Port of Newport	Yes	High	5 ton.	Yes	High	
Port of Umatilla	No			No		
Port of Hood River	N/A			N/A		
Port of Coquille River	N/A			N/A		
Port of Port Orford						
Port of Garibaldi	No			Yes	High	
Port of Arlington	No	Low		Yes	Low	GRAIN ELEVATOR - NEED TO SEPARATE TRUCK SCALES FROM GRAIN UNLOADING - ELEVATOR OPERATOR NEEDS A SCALE HOUSE
port of bandon	N/A			N/A		
Port of Toledo	Yes	Low	Our forklifts are aging, but are repairable	N/A		
Port of Gold Beach	No			No		

Appendix C: Marine Responses

Port	Are there any other issues related to landside operating capacity which are impacting your port? Please explain.	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Hours of Gate Operation	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Hours of Gate Operation	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Hours of Gate Operation	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Length of Access Road for Truck Queuing Outside Gates	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Length of Access Road for Truck Queuing Outside Gates
Port of St Helens		N/A			N/A	
Port of Morrow	additional investment possible for yard improvements - WANT TO PROVIDE ACCESS TO UP RAIL MAINLINE FOR TERMINALS 1 & 3; THEY HAVE CONTAINER LOAD-OUT FACILITIES AT T3 AND T1 IS A PARTIALLY COMPLETE PROJECT BUT WOULD BE GOOD IF IT WAS RAIL SERVED WHEN COMPLETE.	Yes	Medium	after hour service needed	No	
Port of Newport	Could use 100 ton crane; need 10 ton, higher capacity forklift at terminal and 4 ton at hoist dock. (LOOKING AT HAVING RESEARCH VESSELS - COULD POTENTIALLY BE SERVED BY CRANE FOR WAVE ENERGY DEVELOPMENT, BUT THAT'S 5-10 YEARS OUT)	No			No	
Port of Umatilla		No			No	
Port of Hood River		N/A			N/A	
Port of Coquille River	No	No			No	
Port of Port Orford						
Port of Garibaldi	ice production facility, commercial freezer space, move overhead utilities underground, safer pedestrian interface.	No			Yes	Medium
Port of Arlington		No				
port of bandon	Parking shortage	N/A			N/A	
Port of Toledo	The Port of Toledo operates a boatyard that is adjacent to the railroad as well as a barge dock. The Port has adopted an Build-Out plan for expansion which makes infrastructure improvements which will allow us to capitalize on our intermodal possibilities.	N/A			N/A	
Port of Gold Beach		No			No	

Appendix C: Marine Responses

Port	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Length of Access Road for Truck Queuing Outside Gates	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Rail Service	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Rail Service	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Rail Service	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Length of Rail Spur (if applicable)	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Length of Rail Spur (if applicable)
Port of St Helens		No			No	
Port of Morrow		Yes	High	rail interconnect to container yard would be beneficial	Yes	High
Port of Newport		N/A			N/A	
Port of Umatilla		No			No	
Port of Hood River		N/A			N/A	
Port of Coquille River		N/A		Tore out tracks a few years ago; no need for rail service	N/A	
Port of Port Orford						
Port of Garibaldi		Yes	Low		N/A	
Port of Arlington		Yes	HIGH	WILLOW CREEK - NEED A RAIL SIDING TO BE ABLE TO TAKE UNIT TRAINS AND TRANSLOAD TO BARGES		
port of bandon		N/A			N/A	
Port of Toledo		Yes	High	Although the rail is adjacent to the shipyard, infrastructure improvements need to be made for utilization. 3 SETS OF TRACKS JUST ADJACENT TO PROPERTY; WAVE ENERGY WORK REQUIRES TRACK IMPROVEMENTS AND BUILD UP LAND ADJACENT TO ENABLE OFFLOADING OF RAIL CARS	N/A	
Port of Gold Beach		No			No	

Appendix C: Marine Responses

Port	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Length of Rail Spur (if applicable)	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Rail Line Capacity (if applicable)	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Rail Line Capacity (if applicable)	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Rail Line Capacity (if applicable)	Are there any other issues related to access to land-based modes/inland markets that are impacting your port? Please explain.	Does your port have any specific needs regarding connectivity to the Oregon state highway system? (Please explain.)
Port of St Helens		No			Rail on Port Property is great...servicing shortline requires work to eliminate speed restrictions.	
Port of Morrow	need access off mainline	Yes	High	need access off mainline to serve container rail yard	steamship service at Port of Portland needs continued development and support for our shippers - PORT OF PORTLAND LEASED CONTAINER TERMINAL TO A PRIVATE COMPANY RECENTLY; PUBLIC OPERATION DISCOURAGED LINES CALLING AT PORT OF PORTLAND; LIMITED STEAMSHIP SVC TO PORTLAND IS LEGACY OF PUBLIC OWNERSHIP AND RAISES COSTS FOR INLAND SHIPPERS; DEVELOP THE SERVICE	need additional access to I-84 to have direct connection to Port of Morrow East Beach Industrial Park that leads to several terminals as well. OWN SEVERAL THOUSAND ACRES OF LAND BUT ONLY ONE INTERCHANGE SERVES INDUSTRIAL PARKS. E BEACH IND PARK OPENED UP MORE LAND - OPPORTUNITY TO UTILIZE THE NEXT INTERCHANGE TO THE EAST VIA RECONSTRUCTION. DIRECT ACCESS TO INDUSTRIAL PARK WOULD BE IDEAL.
Port of Newport		N/A				The Port of Newport and City of Newport have formed a joint vehicle and pedestrian safety Task Force to enhance safety and access to Highway 20 from Bay Boulevard and Moore Drive intersections. A warrant has been submitted to ODOT to relocate speed signs on Highway 20 east of Moore Drive and to lengthen the left turn lande on Highway 20 approaching Moore Drive. This is work in progress.
Port of Umatilla		No				
Port of Hood River		N/A				
Port of Coquille River		N/A			No	No - OR 42 provides access to I-5
Port of Port Orford						
Port of Garibaldi		N/A			dredging/jetty maintenance issues allowing marine traffic into wharf; road utility improvements from wharf to highway.	truck and pedestrian connectivity; marine and highway.
Port of Arlington						
port of bandon		N/A			Rural location - long ways to I-5 - no rail	Same
Port of Toledo		No			Improvements to the rail crossing entering the shipyard and the Georgia Pacific mill are needed. ENTRANCE INTO GA PAC MILL AS WELL AS THE PORT - TRUCK TRAFFIC GETS BACKED UP; NEED IMPROVEMENTS TO ROAD CROSSING THE RR	Completion of Hwy 20 would allow truck traffic of all lengths. PROJECT THEY STARTED 5 OR 6 YEARS AGO TO STRAIGHTEN ROAD BETWEEN NEWPORT AND CORVALLIS. WHILE CONSTRUCTION IS ONGOING TRUCKS MUST RE-ROUTE. IMPACTS COMPETITIVENESS OF THE PAPER MILL IN THE PORT DISTRICT.
Port of Gold Beach		No				

Appendix C: Marine Responses

Port	What types of trucks access your port? (Please check all that apply)-Dry vans (tractor trailer)	What types of trucks access your port? (Please check all that apply)-Reefers	What types of trucks access your port? (Please check all that apply)-Intermodal (container on chassis)	What types of trucks access your port? (Please check all that apply)-Panel vans (unit trucks)	What types of trucks access your port? (Please check all that apply)-Fuel trucks	What types of trucks access your port? (Please check all that apply)-Other (please specify)
Port of St Helens	Dry vans (tractor trailer)			Panel vans (unit trucks)		
Port of Morrow	Dry vans (tractor trailer)	Reefers	Intermodal (container on chassis)		Fuel trucks	Other (please specify)
Port of Newport	Dry vans (tractor trailer)	Reefers	Intermodal (container on chassis)	Panel vans (unit trucks)	Fuel trucks	Other (please specify)
Port of Umatilla	Dry vans (tractor trailer)	Reefers	Intermodal (container on chassis)	Panel vans (unit trucks)	Fuel trucks	
Port of Hood River	Dry vans (tractor trailer)			Panel vans (unit trucks)		Other (please specify)
Port of Coquille River						Other (please specify)
Port of Port Orford		Reefers		Panel vans (unit trucks)	Fuel trucks	
Port of Garibaldi	Dry vans (tractor trailer)	Reefers	Intermodal (container on chassis)	Panel vans (unit trucks)	Fuel trucks	Other (please specify)
Port of Arlington	Dry vans (tractor trailer)					
port of bandon	Dry vans (tractor trailer)	Reefers	Intermodal (container on chassis)	Panel vans (unit trucks)	Fuel trucks	Other (please specify)
Port of Toledo	Dry vans (tractor trailer)			Panel vans (unit trucks)	Fuel trucks	
Port of Gold Beach	Dry vans (tractor trailer)	Reefers		Panel vans (unit trucks)	Fuel trucks	

Appendix C: Marine Responses

Port	What types of trucks access your port? (Please check all that apply)-Other (please specify)-TEXT	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Land Available on Port Property	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Land Available on Port Property	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Land Available on Port Property	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Port-owned Land Available Adjacent to Port	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Port-owned Land Available Adjacent to Port
Port of St Helens		Yes	Medium	land available, just needs to be zoned correctly	No	
Port of Morrow	trucks supplying potatoes and onions to the processing plants	No	LOW	large tracts of land available	No	LOW
Port of Newport	log trucks	Yes	High	DON'T HAVE ENOUGH AVAILABLE LAND ON PORT.	N/A	
Port of Umatilla		No			No	
Port of Hood River	Liquid Container (Fruit juice), Flat Beds (Fruit BIns)	Yes	HIGH	SEE CELL BY6		
Port of Coquille River	Livestock trucks, a low-boy owned by a tenant	No		Plenty of land, just no resources to develop it	N/A	
Port of Port Orford						
Port of Garibaldi	Large boats and trailers	Yes	High	need more; at full capacity	Yes	High
Port of Arlington		No	Low		No	Low
port of bandon	Reefer trucks for live fish from Portland	Yes	Medium	GEOGRAPHY CHALLENGED - HAVE REVITALIZED THE WATERFRONT AND USED ALL LAND ON PORT PROPERTY. THERE IS LAND AROUND THE PORT BUT ITS NOT AVAILABLE - MOORE MILL AND LUMBER.	Yes	
Port of Toledo		No			No	
Port of Gold Beach		No			No	

Appendix C: Marine Responses

Port	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Port-owned Land Available Adjacent to Port	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Port-owned Land Available within Five Miles of Port for Logistics Facilities	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Port-owned Land Available within Five Miles of Port for Logistics Facilities	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Port-owned Land Available within Five Miles of Port for Logistics Facilities	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Non-Port-owned Land Available within Five Miles of Port for Logistics Facilities (acres)	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Non-Port-owned Land Available within Five Miles of Port for Logistics Facilities (acres)
Port of St Helens		N/A			N/A	
Port of Morrow	large volume of support land	Yes	High	planning for future growth needs	Yes	Medium
Port of Newport		N/A			Yes	LOW
Port of Umatilla		No			No	
Port of Hood River		Yes	HIGH	SEE CELL BY6	Yes	HIGH
Port of Coquille River		N/A			N/A	
Port of Port Orford						
Port of Garibaldi	need more; at full capacity	Yes	Low		N/A	
Port of Arlington		No	Low		No	Low
port of bandon	SEE CELL CC11.	Yes		SEE CELL CC11.	Yes	
Port of Toledo		No			No	
Port of Gold Beach		No			No	

Appendix C: Marine Responses

Port	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Non-Port-owned Land Available within Five Miles of Port for Logistics Facilities (acres)	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Physical Impediment-TEXT	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Physical Impediment-Impacts	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Physical Impediment-Documented in Formal Plan? (please specify)	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Physical Impediment-TEXT	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Physical Impediment-Impacts
Port of St Helens		Old dock	limits use of dock & customers	Yes, Strategic Business Plan	2 lane county road - PORT DISTRICT 52 MILES LONG; US 30 ONLY 4 LANE THROUGH ABOUT HALF OF THE PORT DISTRICT, THEN GOES BACK TO 2 LANE TO THE COAST; ALSO QUINCY MEGLER ROAD (COUNTY ROAD) GOES TO 1700 ACRE INDUSTRIAL LOCATION AND IS A 2-LANE COUNTY ROAD WHICH LIMITS WHAT INDUSTRIES CAN BE ATTRACTED TO THE SITE - LESS ATTRACTIVE FOR TRUCK-DEPENDENT INDUSTRIES LIKE CONTAINERS	Restricts high use of trucks as distribution option
Port of Morrow	not zoned properly	additional rail access	need to shuttle between modes instead of direct transfers - HANDLING COSTS	Port of Morrow Rail Master Plan	direct access off I-84 to access East Beach Industrial Park	70% of workforce and 50 of commodities move from the east to the west entering the Port of Morrow, currently only one access which is bottleneck and access from 730-I-84 directly into Port would allow for current and future growth
Port of Newport	Port leases adjacent land with an option to purchase. IN ORDER TO MOVE FORWARD WITH DEVELOPMENT OF PROPERTY, HAVE TO ENGAGE PROPERTY OWNERS WHO DON'T NECESSARILY LIVE NEARBY. OWNERS HAVE A CORPORATE COMMITTEE WHO ARE SCATTERED AROUND.	Not enough Port-owned land	Growth - availability of developable land in close proximity to Port.	Strategic Business Plan 2013		
Port of Umatilla						
Port of Hood River	SEE CELL BY6	Industrial Street System @ Exit #63 - I-84 INTERCHANGE NEXT TO LARGEST VACANT INDUSTRIAL LAND HOLDING - ONLY HAS 1 ACCESS POINT SO AS GROWTH OCCURS IT COULD IMPEDE TRAFFIC ON INTERSTATE	Consytrained Industrial Development	IAMP (INTERCHANGE ACCESS MANAGMEENT PLAN)	HR/WS Interstate Bridge Deck - HOOD RIVER/WHITE SALMON BRIDGE - AG PRODUCTS CROSS BRIDGE BUT METAL DECK IS DETERIORATING AND WELDS ARE BREAKING. ALSO, THE BRIDGE IS A LIFT SPAN WITH A VERY NARROW OPENING MAKING IT HARD TO NAVIGATE BY BARGE.	Risk of REdiced Freight Movement
Port of Coquille River		Washouts on the Coquille River	No freight impacts but port has to remove the debris		n/a	
Port of Port Orford		Harbor Shoaling	Tidal wait times for fishermen to deliver their catch. Safety			
Port of Garibaldi						
Port of Arlington		truck unloading facility - GRAIN ELEVATOR - NEW SCALE HOUSE	NOT CURRENTLY AN ISSUE BUT IN LONG TERM WILL IMPACT ABILITY TO RETAIN BUSINESS - EVENTUALLY BUSINESS WILL JUST GO ELSEWHERE	NO		
port of bandon	SEE CELL CC11.	lack of parking	missed income	yes	rural, isolated location	Salem forgets we are here
Port of Toledo		Shipyard Infrastructure Improvements - NEW 300 TON LIFT.	Environmental, loss of revenue to the region and state, safety, meeting needs of commercial fishing fleet & wave energy needs.	Port of Toledo Strategic Business Plan		
Port of Gold Beach						

Appendix C: Marine Responses

Port	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Physical Impediment-Documented in Formal Plan? (please specify)	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Operational Impediment-TEXT	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Operational Impediment-Impacts	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Operational Impediment-Documented in Formal Plan? (please specify)	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Operational Impediment-TEXT	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Operational Impediment-Impacts
Port of St Helens	Yes County Plan	Permitting delays - ODOT IS INVOLVED IN TRAFFIC IMPACT ANALYSES WHICH FEED INTO LAND USE DECISIONS.	loss of potential customers trying to figure out Oregon permitting & Land use issues.			
Port of Morrow	discussed in IAMP	dredging needed on Terminal 1	cannot access dock facility that could accomodate barge traffic	Port of Morrow Strategic Plan		
Port of Newport						
Port of Umatilla						
Port of Hood River						
Port of Coquille River		n/a			n/a	
Port of Port Orford						
Port of Garibaldi						
Port of Arlington						
port of bandon	yes	small operating budget	we are debt free - IF WE HAD THE MONEY COULD DEEPEN OWN BAR OR REBUILD THE BOAT BASIN. DEFERRED MAINTENANCE.	yes	Lack of state attenetion and understanding	frustration - LONG WAY FROM I-5/RURAL LOCATION. LESS ATTENTION THE FURTHER YOU ARE FROM SALEM.
Port of Toledo						
Port of Gold Beach						

Appendix C: Marine Responses

Port	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Operational Impediment-Documented in Formal Plan? (please specify)	Please provide your contact information in case we need to follow up with you.-Name	Please provide your contact information in case we need to follow up with you.-What agency/company/organization are you with?	Please provide your contact information in case we need to follow up with you.-Phone number	Please provide your contact information in case we need to follow up with you.-E-mail address
Port of St Helens		Patrick Trapp	Port of St Helens	503.397-2888	trapp@portsh.org
Port of Morrow		Gary Neal	Port of Morrow	541-481-7678	garyn@portofmorrow.com
Port of Newport		Maureen Keeler	Port of Newport	541-265-7758	mkeeler@portofnewport.com
Port of Umatilla		Kim B. Puzey	Port of Umatilla	1-541-922-3224	kimpyuzey@uci.net
Port of Hood River		Michael McElwee	Port of Hood River	541-386-1138	mmcelwee@portofhoodriver.com
Port of Coquille River		Dena Sperling	Port of Coquille River	541.572.3645	
Port of Port Orford		Gary Anderson	Port of Port Orford	541-332-7121	portoffice@frontier.com
Port of Garibaldi		Kevin Greenwood	Port of Garibaldi	5033223292	kevin@portofgaribaldi.org
Port of Arlington		Peter Mitchell	Port of Arlington	541-454-2868	peter.mitchell@portofarlington.com
port of bandon	yes	gina dearth, mger.	port of bandon	541-347-2214	admin@portofbandon.com
Port of Toledo		Bud Shoemake	Port of Toledo	541-336-5207	bud.shoemake@portoftoledo.org
Port of Gold Beach		Debbie Collins	Port of Gold Beach	541-247-6269	portmanager@portofgoldbeach.com

Appendix C: Marine Responses

Port	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Number of berths:	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Number of Berths	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Number of Berths	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Length of Berths	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Length of Berths	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Length of Berths
Port of Tillamook Bay Industrial Park, Airport and Railroad	N/A			N/A		
Port of Cascade Locks	Yes	High	DID NOT PROVIDE ADDITIONAL DETAIL.	Yes	Medium	DID NOT PROVIDE ADDITIONAL DETAIL.
Port of The Dalles	N/A			N/A		
Port of Astoria, Oregon	Yes	Medium	maintenance and infrastructure funding	No		

Appendix C: Marine Responses

Port	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Channel Depth	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Channel Depth	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Channel Depth	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Channel Width	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Channel Width	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Channel Width
Port of Tillamook Bay Industrial Park, Airport and Railroad	N/A			N/A		
Port of Cascade Locks	Yes	Medium	Channel depth and width. Channel depth and width are a continuing problem for our partner, Stevenson, WA, and difficult for Cascade Locks, because we have two requests by major national companies for a way to handle barges into both ports. I understand Stevenson needs dredging, and Cascade Locks needs to establish a loading location, which I'm sure will also need dredging since this hasn't been done for year. The Cascade Locks location would probably be adjacent to our industrial park.	Yes	Low	See comments on channel depth.
Port of The Dalles	Yes	MEDIUM	Locks @14' depth limit vessel size on the river - LOCK AT BONNEVILLE CAN ACCOMMODATE 24'; NEED TO MAKE SURE VESSELS CAN CONTINUE TO ACCESS THE SYSTEM; WANT TO ENSURE FUTURE VIABILITY	No		
Port of Astoria, Oregon	Yes	High	Dredging is severe challenge in slips and faces of the piers	No		

Appendix C: Marine Responses

Port	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Vertical Clearance in Approach	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Vertical Clearance in Approach	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Vertical Clearance in Approach	Are there any other issues related to waterside operating capacity which are impacting your port? Please explain.	Is your port a landlord port or an operating port?	Are you aware of any limitations to landside operating capacity, such as lack of crane capacity, lifts/forklifts, and insufficient yard hostlers? Please explain.
Port of Tillamook Bay Industrial Park, Airport and Railroad	N/A			We are the only Oregon Port not located on water.	Landlord	
Port of Cascade Locks	No	Low			Operating	
Port of The Dalles	Yes	MEDIUM	need to ensure clearance from mouth of river to Lewiston		Landlord	
Port of Astoria, Oregon	No			1. Columbia River jetty maintenance will become an increasing concern. 2. Columbia River channel depths will need to be deeper to accommodate the larger vessels already being planned and built.	Landlord	Lack of crane capacity.

Appendix C: Marine Responses

Port	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Shoreside Gantry Cranes	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Shoreside Gantry Cranes	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Shoreside Gantry Cranes	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Rubber Tired Gantry Cranes	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Rubber Tired Gantry Cranes	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Rubber Tired Gantry Cranes
Port of Tillamook Bay Industrial Park, Airport and Railroad	N/A			N/A		
Port of Cascade Locks	N/A			N/A		
Port of The Dalles	N/A			N/A		
Port of Astoria, Oregon	Yes	Low	We are currently without gantry cranes	Yes	Low	We are currently without rubber tired gantry cranes

Appendix C: Marine Responses

Port	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Yard Hostlers Trucks	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Yard Hostlers Trucks	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Yard Hostlers Trucks	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Lifts	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Lifts	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Lifts
Port of Tillamook Bay Industrial Park, Airport and Railroad	N/A			N/A		
Port of Cascade Locks	N/A			N/A		
Port of The Dalles	N/A			N/A		
Port of Astoria, Oregon	Yes	Low	We do not have or operate yard hostlers	No		

Appendix C: Marine Responses

Port	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Forklifts	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Forklifts	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Forklifts	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Truck Gates	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Truck Gates	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Truck Gates
Port of Tillamook Bay Industrial Park, Airport and Railroad	N/A			N/A		
Port of Cascade Locks	N/A			N/A		
Port of The Dalles	N/A			N/A		
Port of Astoria, Oregon	No			No		

Appendix C: Marine Responses

Port	Are there any other issues related to landside operating capacity which are impacting your port? Please explain.	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Hours of Gate Operation	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Hours of Gate Operation	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Hours of Gate Operation	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Length of Access Road for Truck Queuing Outside Gates	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Length of Access Road for Truck Queuing Outside Gates
Port of Tillamook Bay Industrial Park, Airport and Railroad		N/A				
Port of Cascade Locks		N/A			N/A	
Port of The Dalles	None currently operating at the Port of The Dalles - THE PORT IS REALLY AN INDUSTRIAL LAND DEVELOPMENT PORT - GET LAND READY AND SELL TO PRIVATE SECTOR - BRINGING ON ABOUT 80 ACRES OF LAND WITH 1/4 TO 1/2 MILE RIVER FRONTAGE - POSSIBLE THERE WILL BE INCREASED BUSINESS ONCE THAT'S AVAILABLE	N/A			N/A	
Port of Astoria, Oregon	Infrastructure. EXAMPLE: PIER 2 HAS 3 SEAFOOD PLANTS AND MARINE SPILL RESPNOSE CORP; INFRSTRUCTURE ALONG BOTH SIDES OF PIER 2 IS OLD; SUBSTRUCTURE OF PIER IS IN VERY POOR CONDITION - PIER 2 WEST HAS BEEN DECLARED AN EMERGENCY SITUATION - ENGINEERING FIRM IDENTIFIED THE ISSUES BUT DON'T HAVE FUNDS TO FIX IT; INSUFFICIENT FUNDS TO INVEST AND REHAB; HOPING TO GET A GRANT. HAD TO SHUT DOWN EAST BASIN MARINA TO AUTO TRAFFIC BECAUSE OF BRIDGE SUBSTRUCTURE. OVERALL THERE IS JUST A LOT OF NEED EVERYWHERE.	No			No	

Appendix C: Marine Responses

Port	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Length of Access Road for Truck Queuing Outside Gates	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Rail Service	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Rail Service	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Rail Service	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Length of Rail Spur (if applicable)	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Length of Rail Spur (if applicable)
Port of Tillamook Bay Industrial Park, Airport and Railroad		Yes	HIGH	High - We no longer have active freight service due the storm of 12/07		
Port of Cascade Locks		Yes	Medium	SEE CELL BJ15.	Yes	High
Port of The Dalles		N/A			N/A	
Port of Astoria, Oregon		N/A			N/A	

Appendix C: Marine Responses

Port	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Length of Rail Spur (if applicable)	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Rail Line Capacity (if applicable)	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Rail Line Capacity (if applicable)	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Rail Line Capacity (if applicable)	Are there any other issues related to access to land-based modes/inland markets that are impacting your port? Please explain.	Does your port have any specific needs regarding connectivity to the Oregon state highway system? (Please explain.)
Port of Tillamook Bay Industrial Park, Airport and Railroad		Yes	HIGH	High - Freight access is about 35 miles from Tillamook Yard to Salmonberry; and Banks Lumber Yard which connects to PNWR.		We have two ways to access our industrial park - from Hwy. 101 down Long Prairie and then from Hwy. 6 to Fairview to Long Prairie. There are bridge limitations on westward Long Prairie Road. We have only ONE entrance to the Industrial Park, which creates a bottle neck with freight (lumber trucks, log trucks, chip trucks), as well as tourists (cars and motor homes) and employee vehicles (over 50 businesses with over 500 employees).
Port of Cascade Locks	The rail spur in our industrial park has been removed and another has been de-commissioned. This leaves the Port without a functioning rail spur.	No	Low		The rail spur in our industrial park has been removed and another has been de-commissioned. This leaves the Port without a functioning rail spur.	Overpass approaches are not sufficient to accommodate long trucks. Exit 47 needs a west bound entrance ramp to move trucks off of the main road through Cascade Locks. Truck Traffic into/out of Cascade Locks via I-84-Exit 47. In the past a new overpass was envisioned on the east end of Cascade Locks. We are finding that a better alternative might be simple modifications/additions to Exit 47 on I-84. Exit 47 already has a west bound exit and an east bound entrance to the freeway. There's also already a mile long service road on the south side of the freeway that can be easily modified to provide to provide an east bound exit. And a west bound entrance can be easily accommodated. Exit 47 is already used a number of times every day by large trucks serving Bear Mountain Forest Products in the Cascade Locks Industrial Park, so we know the existing overpass will handle truck traffic. In addition Exit 47 is also not encumbered by any residential or other development making changes much simpler. These additions to Exit 47 would also have the benefit of decreasing truck traffic from the Cascade Locks industrial area that currently have no choice but to go through downtown Cascade Locks. It would also make getting onto and off of the freeway by trucks easier, with less mingling of truck and vehicular traffic... A big win-win worth exploring.
Port of The Dalles		N/A				
Port of Astoria, Oregon		N/A			It would be beneficial to the Port once a major project is established at our North Tongue Point location, to have the rail connection.	North Tongue Point access road has been impacted due to ODOT Hwy 30 project. ODOT PUT IN A FISH CULVERT - INTERFERES WITH ASTORIA'S ABILITY TO ACCESS TONGUE POINT VIA TRUCK, E.G. LOWBOYS (DIFFICULT TURNS). TRYING TO FUND AN ENGINEERING STUDY TO DETERMINE WHAT'S NEEDED TO UPGRADE ROAD SO CITY OF ASTORIA WOULD MAINTAIN IT. ODOT HAS BEEN HELPFUL.

Appendix C: Marine Responses

Port	What types of trucks access your port? (Please check all that apply)-Dry vans (tractor trailer)	What types of trucks access your port? (Please check all that apply)-Reefers	What types of trucks access your port? (Please check all that apply)-Intermodal (container on chassis)	What types of trucks access your port? (Please check all that apply)-Panel vans (unit trucks)	What types of trucks access your port? (Please check all that apply)-Fuel trucks	What types of trucks access your port? (Please check all that apply)-Other (please specify)
Port of Tillamook Bay Industrial Park, Airport and Railroad	Dry vans (tractor trailer)		Intermodal (container on chassis)	Panel vans (unit trucks)	Fuel trucks	Other (please specify)
Port of Cascade Locks	Dry vans (tractor trailer)			Panel vans (unit trucks)		
Port of The Dalles						Other (please specify)
Port of Astoria, Oregon	Dry vans (tractor trailer)	Reefers	Intermodal (container on chassis)	Panel vans (unit trucks)	Fuel trucks	

Appendix C: Marine Responses

Port	What types of trucks access your port? (Please check all that apply)-Other (please specify)-TEXT	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Land Available on Port Property	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Land Available on Port Property	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Land Available on Port Property	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Port-owned Land Available Adjacent to Port	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Port-owned Land Available Adjacent to Port
Port of Tillamook Bay Industrial Park, Airport and Railroad	Farm equipment, log trucks, lumber trucks, chip trucks, school buses, dump trucks, service vehicles, long haul, etc.	No			N/A	
Port of Cascade Locks		No			No	
Port of The Dalles	grain delivery	Yes	High	limited by URA (URBAN RESERVE AREA) and Nat'l Scenic Area - HAVE BEEN WORKING ON EXPANDING UGB FOR 5-7 YRS	Yes	High
Port of Astoria, Oregon		No			No	

Appendix C: Marine Responses

Port	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Port-owned Land Available Adjacent to Port	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Port-owned Land Available within Five Miles of Port for Logistics Facilities	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Port-owned Land Available within Five Miles of Port for Logistics Facilities	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Port-owned Land Available within Five Miles of Port for Logistics Facilities	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Non-Port-owned Land Available within Five Miles of Port for Logistics Facilities (acres)	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Non-Port-owned Land Available within Five Miles of Port for Logistics Facilities (acres)
Port of Tillamook Bay Industrial Park, Airport and Railroad		N/A			No	
Port of Cascade Locks		No			No	
Port of The Dalles	limited by URA (URBAN RESERVE AREA) and Nat'l Scenic Area	Yes	High	limited by URA (URBAN RESERVE AREA) and Nat'l Scenic Area	Yes	High
Port of Astoria, Oregon		No			No	

Appendix C: Marine Responses

Port	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Non-Port-owned Land Available within Five Miles of Port for Logistics Facilities (acres)	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Physical Impediment-TEXT	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Physical Impediment-Impacts	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Physical Impediment-Documented in Formal Plan? (please specify)	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Physical Impediment-TEXT	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Physical Impediment-Impacts
Port of Tillamook Bay Industrial Park, Airport and Railroad		secondary entrance needed	safety for all travelers	older Master Plans	Need water and sewer infrastructure	additional costs that we incur
Port of Cascade Locks		Limited sewer capacity	Limits types of businesses that the port can handle.	Yes, City Master Plan	Water availability	Insufficient water capacity to meet industrial needs.
Port of The Dalles	limited by URA (URBAN RESERVE AREA) and Nat'l Scenic Area	lack of land	inability to attract new business	Port Strategic Plan, CEDS	no large scale commercial dock	inability to move commodities via barge
Port of Astoria, Oregon		Pier/dock infrastructure - AS STATED PRIOR.	difficult to market - HARD TO ATTRACT BUSINESS TO THE PORT WITH DILAPIDATED INFRASTRUCTURE. CANNOT EXPAND ON PIER 2 WEST RIGHT NOW BECAUSE OF INFRASTRUCTURE.	SBP	Dredging - CHANNEL DEPTH	tremendous cost - TO PORT. COLUMBIA RIVER DREDGING. ASTORIA SPENDS $400-500K ANNUALLY ON THIS. THERE IS A MOVE AFOOT IN THE LEGISLATURE TO FIND MORE FUNDS FOR DREDGING. THIS IS AN ISSUE NEARLY EVERYWHERE.

Appendix C: Marine Responses

Port	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Physical Impediment-Documented in Formal Plan? (please specify)	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Operational Impediment-TEXT	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Operational Impediment-Impacts	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Operational Impediment-Documented in Formal Plan? (please specify)	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Operational Impediment-TEXT	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Operational Impediment-Impacts
Port of Tillamook Bay Industrial Park, Airport and Railroad		Not having sewer and water infrastructure to all sites	Not shovel ready, potential businesses look elsewhere	POTB Strategic Business Plan (OBDD)	Lack of tenants/loss of business	Current tenants moving out; cannot attract new due to hard times
Port of Cascade Locks	Yes, City Master Plan	Lack of resources to meet needs	Can't meet necessary requirements.	Yes, Strategic Plan	Limited height entrance to marine park	Can't accommodate tour buses because of 12' height restriction.
Port of The Dalles						
Port of Astoria, Oregon	SBP					

Appendix C: Marine Responses

Port	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Operational Impediment-Documented in Formal Plan? (please specify)	Please provide your contact information in case we need to follow up with you.-Name	Please provide your contact information in case we need to follow up with you.-What agency/company/organization are you with?	Please provide your contact information in case we need to follow up with you.-Phone number	Please provide your contact information in case we need to follow up with you.-E-mail address
Port of Tillamook Bay Industrial Park, Airport and Railroad		Michele Bradley	Port of Tillamook Bay Industrial Park, Airport and Railroad	503-842-2413 x 111	mbradley@potb.org
Port of Cascade Locks	Yes, Marine Entrance Plan	Gary Rains	Port of Cascade Locks		grains@portofcascadelocks.org
Port of The Dalles		Andrea Klaas	Port of The Dalles	541-298-4148	andrea@portofthedalles.com
Port of Astoria, Oregon		Hank Bynaker	Port of Astoria, Oregon	503-741-3337	hbynaker@portofastoria.com

Appendix C: Marine Responses

Port	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Number of berths:	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Number of Berths	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Number of Berths	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Length of Berths	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Length of Berths	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Length of Berths
Oregon International Port of Coos Bay	Yes	High	During the past 20+ years, the private sector terminal operators in the Coos Bay harbor have not made long-term investments in terminal facilities and infrastructure, resulting in outdated terminals unable to compete for new cargoes.	Yes	Medium	The number and length of berths in the upper portion of the Coos Bay harbor were originally built to serve vessels in the Handysize and Handymax classification and their upland facilities were able to handle cargo volumes suitable for those vessels, however as vessel sizes have increased, the limitations of the upper bay terminals have caused then to become functionally non-competitive in relation to larger vessels now in international maritime commerce service.
	Yes	Low	Two			

Appendix C: Marine Responses

Port	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Channel Depth	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Channel Depth	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Channel Depth	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Channel Width	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Channel Width	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Channel Width
Oregon International Port of Coos Bay	Yes	High	Upper Coos Bay has a vertical restriction -- the U.S. 101 McCullough highway bridge, and a horizontal restriction -- the bridge opening width of the Coos Bay swing-span railroad bridge; both of which limit vessel size and type that can call on upper bay terminals. Additionally, dredging costs for the federal deep-draft channel in the upper bay are considerably higher than in the lower bay due to the type of material that must be removed.	Yes	Medium	See comments on channel depth.
			40 ft. entrance: 30 ft. inside channel			

Appendix C: Marine Responses

Port	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Vertical Clearance in Approach	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Vertical Clearance in Approach	Concerning waterside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Vertical Clearance in Approach	Are there any other issues related to waterside operating capacity which are impacting your port? Please explain.	Is your port a landlord port or an operating port?	Are you aware of any limitations to landside operating capacity, such as lack of crane capacity, lifts/forklifts, and insufficient yard hostlers? Please explain.
Oregon International Port of Coos Bay	Yes	Medium	See comments on channel depth.	As the international maritime transportation industry has evolved and vessel types and sizes continue to get bigger, the port district has focused future terminal development efforts on lower Coos Bay, where there are significant opportunities for larger terminal development and for modifying the deep-draft channel to a depth and width that will better serve the larger maritime fleets. Lower bay dredging costs are also much lower due both to the type of material that must be removed, the volume of material and the distance to the open ocean dredge material disposal sites. There are currently two active terminal development projects on the North Spit of lower Coos Bay. One involves an existing private-sector outbound bulk facility with significant additional upland capacity. The facility owner is in contact with and considering a number of proposals to expand the capacity of the terminal with the idea that additional volumes of bulk commodities can be handled through this terminal. A second North Spit terminal development project involves a proposed liquefied natural gas (LNG) export facility, and the terminal developer is proposing an excavated vessel slip that would create two vessel berths. The east berth would be for the LNG terminal, while the west berth could handle a variety of bulk and/or breakbulk (non-containerized) commodities. Additionally, there is other property on the North Spit that can easily accommodate an intermodal container terminal and a 10 milllion/15 million ton per year bulk terminal. / / The Port Authority will continue to support deep-draft capacity in upper Coos Bay to sustain the active terminals that can serve Handysize and Handymax cargo vessels, but the majority of the Port's efforts in cargo diversification and throughput will be focused on lower Coos Bay and a deep-draft channel modification project. to serve pending developments and future cargo opportunities.	Landlord	The single largest limitation currently facing the Coos Bay harbor is the age and condition of existing terminals, and the lack of new multi-purpose terminal facilities. / / In relation to the previous question, the Port District/Authority is neither a landlord or an operating entity.
	Yes		135 ft.		Operating	

Appendix C: Marine Responses

Port	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Shoreside Gantry Cranes	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Shoreside Gantry Cranes	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Shoreside Gantry Cranes	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Rubber Tired Gantry Cranes	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Rubber Tired Gantry Cranes	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Rubber Tired Gantry Cranes
Oregon International Port of Coos Bay	N/A		n/a	N/A		n/a

Appendix C: Marine Responses

Port	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Yard Hostlers Trucks	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Yard Hostlers Trucks	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Yard Hostlers Trucks	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Lifts	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Lifts	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Lifts
Oregon International Port of Coos Bay	N/A		n/a	Yes	Medium	There are restrictions on the use of heavy lift equipment and large forklifts at many of the private-sector terminal in upper Coos Bay. These restrictions are due primarily to the age and condition of the terminal infrastructure. COOS BAY DOCKS AT VERY END OF NAVIGATION CHANNEL. 50+ YEARS OLD. LIFT EQUIPMENT HAS GOTTEN BIGGER/HEAVIER SINCE THEN. CONDITION OF THE DOCK IS SUCH THAT MODERN EQUIPMENT SIMPLY CAN'T BE USED WITHOUT A MAJOR OVERHAUL. DOCK OWNED BY GEORGIA-PACIFIC. HAVEN'T HAD ANY DEEP DRAFT TRAFFIC FOR 7-8 YEARS SINCE NOT MUCH PRODUCT MOVING TO ASIA-PACIFIC REGION FROM COOS BAY. THEY ARE MOVING DOMESTIC STUFF BY BARGE TO LA/LB.

Appendix C: Marine Responses

Port	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Forklifts	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Forklifts	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Forklifts	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Truck Gates	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Truck Gates	Regarding landside operating capacity, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Truck Gates
Oregon International Port of Coos Bay	Yes	Medium	See comment for Lifts.	N/A		n/a

Appendix C: Marine Responses

Port	Are there any other issues related to landside operating capacity which are impacting your port? Please explain.	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Hours of Gate Operation	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Hours of Gate Operation	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Hours of Gate Operation	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Length of Access Road for Truck Queuing Outside Gates	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Length of Access Road for Truck Queuing Outside Gates
Oregon International Port of Coos Bay	Terminal facilities along the bayfront in upper Coos Bay are constrained by their landside property availability, as well as the age of their facilities. That same situation does not exist on the North Spit of lower Coos Bay.	N/A		n/a	N/A	

Appendix C: Marine Responses

Port	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Length of Access Road for Truck Queuing Outside Gates	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Rail Service	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Rail Service	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Rail Service	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Length of Rail Spur (if applicable)	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Length of Rail Spur (if applicable)
Oregon International Port of Coos Bay	n/a	No	Medium	The only significant rail service constraint of the southwest Oregon region is the fact that the Coos Bay Rail Link-CBR can only interchange with the Union Pacific (UP) Railroad due to a steel barrier (the last mile) on the connect through the UP Eugene yard. FORMER OWNER OPERATOR OF THE CORP EMBARGOED THE OPERATION - DISCONTINUED SVC FOR WHAT THEY CONSIDERED A VALID REASON (UNSAFE TUNNELS) - DEFAZIO ASKED ODOT AND FRA TO ASSESS - THEY SAID 4 OF 9 TUNNELS DID HAVE SAFETY ISSUES BUT COULD HAVE BEEN HANDLED DIFFERENTLY - PORT MET WITH SHIPPERS, THEY SAID IF THEY DON'T HAVE RAIL SERVICE THEY WON'T INVEST IN THEIR PAPER MILLS. COOS BAY FILED AN ACTION WITH STB UNDER FEEDER LINE RULES, CORP FILED FOR ABANDONMENT 3 DAYS LATER, COOS BAY ACQUIRED LINE VIA STB DECISION. HAVE RAISED ABOUT $31M IN GRANT FUNDS TO REHAB THE LINE. STILL WORKING ON IT BUT NOW RUNNING ABOUT 400 CARS/MONTH, MOSTLY OUTBOUND. TRAFFIC IS GROWING. WOULD LIKE TO DEVELOP INTERMODAL CONTAINER TERMINAL ON NORTH SPIT. CBR AND CORP CAN'T INTERCHANGE WITH BNSF BECAUSE UP CONTROLS THE CONNECTION.	N/A	

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Port	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Length of Rail Spur (if applicable)	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Rail Line Capacity (if applicable)	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Rail Line Capacity (if applicable)	In terms of your port's ability to access markets, please indicate which of the following items you consider to be constraints at your port. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Rail Line Capacity (if applicable)	Are there any other issues related to access to land-based modes/inland markets that are impacting your port? Please explain.	Does your port have any specific needs regarding connectivity to the Oregon state highway system? (Please explain.)
Oregon International Port of Coos Bay	n/a	Yes	Low	Current rail line rehabilitation efforts are significantly improving capacity on the Coos Bay rail line, which is owned by the Port District.		The two primary Oregon highway corridors, OR 38 and OR 42, serving the western Douglas and Coos Counties region have capacity constraints due primarily to the lack of passing lanes on both roadways.

Appendix C: Marine Responses

Port	What types of trucks access your port? (Please check all that apply)-Dry vans (tractor trailer)	What types of trucks access your port? (Please check all that apply)-Reefers	What types of trucks access your port? (Please check all that apply)-Intermodal (container on chassis)	What types of trucks access your port? (Please check all that apply)-Panel vans (unit trucks)	What types of trucks access your port? (Please check all that apply)-Fuel trucks	What types of trucks access your port? (Please check all that apply)-Other (please specify)
Oregon International Port of Coos Bay	Dry vans (tractor trailer)					Other (please specify)

Appendix C: Marine Responses

Port	What types of trucks access your port? (Please check all that apply)-Other (please specify)-TEXT	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Land Available on Port Property	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Land Available on Port Property	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Land Available on Port Property	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Port-owned Land Available Adjacent to Port	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Port-owned Land Available Adjacent to Port
Oregon International Port of Coos Bay	Wood chip trucks	No	Low	The availability of marine industrial property on the North Spit of lower Coos Bay is not an issue at the present time.	No	

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Port	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Port-owned Land Available Adjacent to Port	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Port-owned Land Available within Five Miles of Port for Logistics Facilities	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Port-owned Land Available within Five Miles of Port for Logistics Facilities	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Port-owned Land Available within Five Miles of Port for Logistics Facilities	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Non-Port-owned Land Available within Five Miles of Port for Logistics Facilities (acres)	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Non-Port-owned Land Available within Five Miles of Port for Logistics Facilities (acres)
Oregon International Port of Coos Bay	See previous comment.	Yes	Low	HAVE IDENTIFIED LAND FOR BULK AND INTERMODAL EXPANSION PROJECTS BUT ONCE IT IS BUILT UP THERE WON'T BE MUCH LEFT FOR ADDITIONAL EXPANSION EXCEPT FOR SMALLER PARCELS SUITABLE FOR LIGHT MANUFACTURING.	Yes	Low

Appendix C: Marine Responses

Port	Regarding land availability and use, please indicate which of the following items you consider to be constraints at your port. This could include land for port or logistics facilities, or land for cargo handling and storage facilities. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Non-Port-owned Land Available within Five Miles of Port for Logistics Facilities (acres)	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Physical Impediment-TEXT	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Physical Impediment-Impacts	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Physical Impediment-Documented in Formal Plan? (please specify)	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Physical Impediment-TEXT	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Physical Impediment-Impacts
Oregon International Port of Coos Bay	HAVE IDENTIFIED LAND FOR BULK AND INTERMODAL EXPANSION PROJECTS BUT ONCE IT IS BUILT UP THERE WON'T BE MUCH LEFT FOR ADDITIONAL EXPANSION EXCEPT FOR SMALLER PARCELS SUITABLE FOR LIGHT MANUFACTURING.	lack of marine terminal infrastructure	no ability to capitalize on immediate cargo opportunities	This issue is addressed in several documents	dimensions of the deep-draft navigation system	constrains vessel type and size

Appendix C: Marine Responses

Port	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Physical Impediment-Documented in Formal Plan? (please specify)	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Operational Impediment-TEXT	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Operational Impediment-Impacts	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Operational Impediment-Documented in Formal Plan? (please specify)	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Operational Impediment-TEXT	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Operational Impediment-Impacts
Oregon International Port of Coos Bay	See previous comment.	full scope of marine services	During the past 20 years, various local/regional marine service providers have either pulled out of this market or gone out of business. This negatively impacts the terminal operators and others when they need services such as stevedoring, ship assist and other related services. The number of marine pilots has also declined due to lower numbers of vessel calls.	See previous comment.	lack of investment capital	no ability to develop facilities

Appendix C: Marine Responses

Port	What are the two greatest physical impediments and two greatest operational impediments that impact your port's ability to be competitive and/or operate efficiently and cost-effectively? Please explain the impacts. Are these impediments documented in any formal plans, and if so, which one(s)?-Operational Impediment-Documented in Formal Plan? (please specify)	Please provide your contact information in case we need to follow up with you.-Name	Please provide your contact information in case we need to follow up with you.-What agency/company/organization are you with?	Please provide your contact information in case we need to follow up with you.-Phone number	Please provide your contact information in case we need to follow up with you.-E-mail address
Oregon International Port of Coos Bay	See previous comment	Martin Callery	Oregon International Port of Coos Bay	541-267-7678	mcallery@portofcoosbay.com

Appendix C: Aviation Responses

Airport	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Approach Slope	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Approach Slope	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Approach Slope	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Departure Slope	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Departure Slope	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Departure Slope
Corvallis Municipal Airport	No			No		
Salem Municipal Airport	No			No		
Aurora State Airport	No			No		
Eastern Oregon Regional Airport	No			No		
Grant County Regional Airport	Yes	Low	obstructions on 09 approach FAA REGULATIONS STIPULATE THAT GPS APPROACH CAN'T BE USED AFTER DARK. FAA CHANGED APPROACH PARAMETERS SO THAT SOME FENCE POSTS ARE NOW IN THE GLIDE PATH. IN THE PROCESS OF RECTIFYING IT - THIS IS THE MAIN RUNWAY FOR MEDIVAC.	No		
Newport Municipal Airport	No			No		
Burns Municipal Airport	No	Low		No	Low	
Rogue Valley International - Medford Airport	No			No		
Redmond Muncipal Airport	No			No		
Bend Municipal Airport	N/A			N/A		
Grants Pass Airport	No			No		
Illinois Valley Airport	No			No		
Columbia Gorge Airport	No			No		

Appendix C: Aviation Responses

Airport	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Runways	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Runways	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Runways	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Taxiways	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Taxiways	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Taxiways
Corvallis Municipal Airport	No			No		
Salem Municipal Airport	Yes	High	Primary runway length insufficient for larger cargo aircraft.	No		
Aurora State Airport	No			No		
Eastern Oregon Regional Airport	Yes	Low	Size and weight of the aircraft. IMPACTS ABILITY TO GROW	Yes	Low	Size and weight of the aircraft. IMPACTS ABILITY TO GROW
Grant County Regional Airport	Yes	Low	narrow, 60'	Yes	Medium	narrow, 35'
Newport Municipal Airport	No			Yes	Medium	weight restrictions
Burns Municipal Airport	No	Low		Yes	High	Taxiways need resurfacing, widening. RUNWAYS RATED FOR 100k LB BUT TAXIWAY ONLY FOR 40k. TAXIWAY ONLY 30'; WOULD LIKE 45'.
Rogue Valley International - Medford Airport	Yes	Medium	NO ALTERNATE RUNWAY	No		
Redmond Muncipal Airport	Yes	Low	Depends on aircraft category type - CAN ACCOMMODATE CLASS 3 AIRCRAFT NOW; HOPING TO ACHIEVE A HIGHER DESIGN STANDARD IN THE NEXT FEW YEARS ON BOTH RUNWAYS	Yes	Medium	width of taxiway and weight bearing - TAXIWAYS NOT WIDE ENOUGH TO ACCOMMODATE LARGER PLANES. ALSO WANT TO BE ABLE TO KEEP FOREST SERVICE BUSINESS WITH POTENTIAL LARGER AIRCRAFT USED FOR FIRE FIGHTING.
Bend Municipal Airport	N/A			N/A		
Grants Pass Airport	No			No		
Illinois Valley Airport	No			Yes	High	No parallel taxiways at this airport
Columbia Gorge Airport	Yes	Medium	5000' RUNWAY; SMALL PLANES ONLY; NEED A COUPLE THOUSAND MORE FEET TO EXPAND FREIGHT CAPACITY	No		

Appendix C: Aviation Responses

Airport	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Cargo Aprons	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Cargo Aprons	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Cargo Aprons	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Cargo Facilities	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Cargo Facilities	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Cargo Facilities
Corvallis Municipal Airport	Yes	Medium	CARGO VANS MUST CROSS THE ACTIVE APRON TO LOAD/UNLOAD - CREATING A SAFETY ISSUE	Yes	Medium	
Salem Municipal Airport	No			No		
Aurora State Airport	No			No		
Eastern Oregon Regional Airport	No			Yes	High	No facilities available.
Grant County Regional Airport	No			N/A		
Newport Municipal Airport	Yes	Medium	space for large size cargo operations	No		
Burns Municipal Airport	Yes	Medium	Need seperate apron for cargo. JUST OFFLOAD RIGHT ON GENERAL APRON - CAN'T GET IT OUT OF THE WEATHER.	Yes	High	None at BNO
Rogue Valley International - Medford Airport	No			No		
Redmond Muncipal Airport	Yes	LOW	weight bearing - CAN SUPPORT WEIGHT OF A CARIBOU; DON'T HAVE PAVEMENT STRENGTH FOR SOMETHING LARGER LIKE A JET FREIGHTER; WOULD NEED TO CONSTRUCT NEW PARKING AREA	Yes	LOW	Lack of cargo facilities - DON'T PERCEIVE NEED LONG-TERM BUT ONLY HAVE A PRIVATE HANGAR BEING USED RIGHT NOW FOR THIS PURPOSE
Bend Municipal Airport	N/A			N/A		
Grants Pass Airport	No			Yes	Medium	HAVE A MAJOR ONLINE SHIPPER (CHIEF AIRCRAFT) - ONE OF THEIR BLDGS USED TO BE FEDEX/UPS DROPOFF POINT BUT NOT AVAILABLE ANYMORE SO DON'T HAVE FRT HANDLING FACILITY ON FIELD - NO DEDICATED HOLDING AREA
Illinois Valley Airport	Yes	High	Apron concrete is deteriorated and unusable	Yes	High	No cargo facilities at this airport
Columbia Gorge Airport	No			Yes	Medium	NO CARGO FACILITIES CURRENTLY AT AIRPORT; CURRENTLY BUILDING A BUSINESS AREA, HOPE TO HAVE CARGO FACILITIES IN FUTURE

Appendix C: Aviation Responses

Airport	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Hangars	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Hangars	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Hangars	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Tie Downs	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Tie Downs	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Tie Downs
Corvallis Municipal Airport	No			No		
Salem Municipal Airport	No			No		
Aurora State Airport	No			No		
Eastern Oregon Regional Airport	Yes	High	No facilities available.	No		
Grant County Regional Airport	Yes	Medium	no commercial hangars - HOW DOES THIS IMPACT FREIGHT? HANGARS ARE PRIVATELY OWNED; WOULD ACCOMMODATE IF SOMEONE WANTED TO BUILD ONE.	No		
Newport Municipal Airport	No			No		
Burns Municipal Airport	Yes	High	No available hangars at BNO.	Yes	Medium	Need additional
Rogue Valley International - Medford Airport	Yes	High	NO HANGAR TO ACCOMADATE NORROW BODY AIRCRAFT	No		
Redmond Muncipal Airport	No			No		
Bend Municipal Airport	N/A			N/A		
Grants Pass Airport	Yes	Medium	CONSTRAINED ON NUMBER OF AVAILABLE HANGARS - HAVE WAITING LIST FOR PRIVATE HANGARS AND NO COMMERCIAL SPACE TO DEVELOP ON THE FIELD; TURNING AWAY COMMERCIAL DEVELOPERS WHO WANT TO BUILD ON THE EAST SIDE OF THE AIRPORT BECAUSE THEY HAVE TO BUILD TO FAA SPECS WHICH IS COSTLY. NEED TO ELEVATE IMPORTANCE OF PROJECT IN EYES OF FAA IN SEATTLE.	No		
Illinois Valley Airport	Yes	High	No available hangars at this airport	Yes	High	tie-downs are on unusable ramp area
Columbia Gorge Airport	Yes	Medium	WAITING LISTS FOR HANGARS; TRYING TO BUILD 15 HANGARS IN NEXT 12 MONTHS	No		

Appendix C: Aviation Responses

Airport	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Passenger Terminals	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Passenger Terminals	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Passenger Terminals	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Freight Terminals	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Freight Terminals	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Freight Terminals
Corvallis Municipal Airport	No			No		
Salem Municipal Airport	No			N/A		
Aurora State Airport	N/A			N/A		
Eastern Oregon Regional Airport	Yes	Low	Holding room limit-37 pssngrs.	Yes	High	No facilities available.
Grant County Regional Airport	No			Yes	Medium	no freight terminals - HOW DOES THIS IMPACT FREIGHT? NOT REALLY AN ISSUE - CARGO PLANES UNLOAD STRAIGHT TO A VEHICLE. IF A PRIVATE PARTNER WAS INTERESTED WOULD WORK WITH THEM TO BUILD A TERMINAL.
Newport Municipal Airport	No			No		
Burns Municipal Airport	Yes	High	None at BNO	Yes	High	None at BNO
Rogue Valley International - Medford Airport	No			No		
Redmond Muncipal Airport	No			Yes	Medium	No Freight Terminal
Bend Municipal Airport	N/A			N/A		
Grants Pass Airport	No			Yes	Medium	HAVE FRT TERMINALS IN GRANTS PASS AND IN VICINITY OF AIRPORT BUT NOT ON AIRPORT; NO IMMEDIATE NEED BUT IS A PLANNING ISSUE FOR FUTURE DEVELOPMENT
Illinois Valley Airport	Yes	Medium	no passenger terminal at this airport	Yes	High	No freight terminal at this airport
Columbia Gorge Airport	No			Yes	Medium	NO FREIGHT TERMINALS CURRENTLY; DON'T PERCEIVE NEED FOR THEM IN SHORT TERM

Appendix C: Aviation Responses

Airport	Are there any other issues impacting cargo throughput at your airport? (Please explain)	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Land Available on Airport Property	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Land Available on Airport Property	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Land Available on Airport Property	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Airport-owned Land Available Adjacent to Airport	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Airport-owned Land Available Adjacent to Airport
Corvallis Municipal Airport		No			No	
Salem Municipal Airport		No			N/A	
Aurora State Airport		Yes	Medium	WHAT AIRPORT? WHAT ARE ISSUES? AURORA STATE AIRPORT. PRETTY MUCH LANDLOCKED BY DEVELOPMENT ALL AROUND AIRPORT. PROPERTY THAT IS OWNED BY THE AIRPORT DOES NOT PROVIDE A LOT OF ROOM FOR DEVELOPMENT. COULD PURCHASE PROPERTY BUT JUST DON'T OWN MUCH.	N/A	
Eastern Oregon Regional Airport	No landside/airside terminal facility. HOW DOES LACK OF THESE FACILITIES IMPACT FREIGHT? AGAIN, IT'S A GROWTH ISSUE.	No			No	
Grant County Regional Airport		No			N/A	
Newport Municipal Airport		No			No	
Burns Municipal Airport		No	Low		Yes	Medium
Rogue Valley International - Medford Airport	NO RAIL ACCESS TO AIRPORT	Yes	Medium	WE DON NOT OWN THE NORTH RPZ (runway protection zone off end of runway - FAA and airport want to but don't have funding; diminishes safety)	Yes	Medium
Redmond Muncipal Airport		No			No	
Bend Municipal Airport	Currently we have no air cargo operations. Occasionally weather will redirect traffic from Redmond to Bend.	N/A			N/A	
Grants Pass Airport	Yes. We have a "non-precision instrument approach" into Grants Pass Airport (3S8) that can serve to get aircraft down through an overcast layer as long as the cloud base is 1800' above the airport surface. This is a terrible constraint because most intrument-equipped aircraft that operate into this airport can use a much more precise approach that would get them down to within 200-300 feet of the runway, thus assuring that a cargo flight would most likely land on schedule. We used to have UPS and FedEx fly into Grants Pass Airport on a regular basis (AmeriFlight still keeps it's UPS flight plan on file with the FAA) but as a practical matter both carriers have eliminated Grants Pass from their schedules because of this problem.	No			No	
Illinois Valley Airport	There is essentially no infrastructure at this airport. There is a 5000 foot runway in excellent condition -- the Pavement Condition Index (PCI) is above 90. Funding constraints prevent any significant improvement in ramp, apron or taxiway facilities.	No			Yes	Medium
Columbia Gorge Airport		No			No	

Appendix C: Aviation Responses

Airport	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Airport-owned Land Available Adjacent to Airport	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Air Cargo Handling and Storage Facilities within Five Miles of the Airport	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Air Cargo Handling and Storage Facilities within Five Miles of the Airport	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Air Cargo Handling and Storage Facilities within Five Miles of the Airport	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Airport-owned Land Available within Five Miles of Airport for Logistics Facilities	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Airport-owned Land Available within Five Miles of Airport for Logistics Facilities
Corvallis Municipal Airport		N/A			N/A	
Salem Municipal Airport		N/A			N/A	
Aurora State Airport		N/A			N/A	
Eastern Oregon Regional Airport		Yes	High	No facilities available.	No	
Grant County Regional Airport		Yes	Low	not available IS IT A CONSTRAINT? HOW? NOT REALLY - THERE IS NOT DEMAND AT THIS TIME.	N/A	
Newport Municipal Airport		No			No	
Burns Municipal Airport	Need to purchase adjacent property for possible runway expansion	Yes	High	None available	No	Low
Rogue Valley International - Medford Airport	WE HAVE SOME, BUT NOT ENOUGH	No			Yes	Medium
Redmond Muncipal Airport		No			No	
Bend Municipal Airport		N/A			N/A	
Grants Pass Airport		Yes	Medium	NOT AN ISSUE	Yes	Medium
Illinois Valley Airport	THERE IS 197 ACRES INSIDE THE FENCE; NOTHING OUTSIDE THE FENCE	Yes	High	NOT AN ISSUE	Yes	High
Columbia Gorge Airport		Yes	Medium	GENERAL LACK OF SUCH FACILITIES SPECIFICALLY FOR AIR CARGO; ONLY FOR BARGE, TRUCK, RAIL	No	

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Airport	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Airport-owned Land Available within Five Miles of Airport for Logistics Facilities	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Non-Airport-owned Land Available within Five Miles of Airport for Logistics Facilities	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Non-Airport-owned Land Available within Five Miles of Airport for Logistics Facilities	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Non-Airport-owned Land Available within Five Miles of Airport for Logistics Facilities	Is the available land for expansion and/or logistics facilities on or near your airport adequate for your airport to remain competitive over the next ten years? (Yes/No)	If not, why not?
Corvallis Municipal Airport		N/A			Yes	
Salem Municipal Airport		N/A			Yes	
Aurora State Airport		No			Yes	
Eastern Oregon Regional Airport	750 acres of lease only land. FOR ORGANIZATIONS THAT WANT TO OWN THE LAND, IT IS LIMITING. LAND IS TOUGH TO DEVELOP (ROCKY). LIMITS COMPANIES AIRPORT CAN ATTRACT.	No			Yes	
Grant County Regional Airport		No	N/A	available in industrial park adjacent - AVAILABLE NEXT DOOR.	Yes	
Newport Municipal Airport		No			Yes	
Burns Municipal Airport		N/A	Low		No	Need to purchase adjacent property for possible runway expansion to attract larger traffic. No funds for purchase at this time.
Rogue Valley International - Medford Airport	(Have some facilities on airport; don't own anything outside airport. There is a possible need for such land to accommodate shippers who want to own their own facilities and not lease)	No			No	LIMITED IN AMOUNT FOR MAJOR GROWTH
Redmond Muncipal Airport		No			Yes	
Bend Municipal Airport		N/A			Yes	
Grants Pass Airport	NOT AN ISSUE - LOTS OF LAND, JUST NO ACCESS TO RUNWAY	No			Yes	
Illinois Valley Airport	NOT AN ISSUE HERE - IF WE HAD NEED COULD FIND A WAY TO MAKE IT WORK	Yes	High	NOT AN ISSUE	Yes	
Columbia Gorge Airport		No			Yes	

Appendix C: Aviation Responses

Airport	Are there any other land use or availability issues that are impacting your airport? Please describe.	Regarding landside access for surface freight (truck or rail), please indicate which of the following constrain freight operations at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Truck Gates	Regarding landside access for surface freight (truck or rail), please indicate which of the following constrain freight operations at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Truck Gates	Regarding landside access for surface freight (truck or rail), please indicate which of the following constrain freight operations at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Truck Gates	Regarding landside access for surface freight (truck or rail), please indicate which of the following constrain freight operations at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Rail Access	Regarding landside access for surface freight (truck or rail), please indicate which of the following constrain freight operations at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Rail Access
Corvallis Municipal Airport		No			No	
Salem Municipal Airport		No			N/A	
Aurora State Airport		Yes	Low	JUST THE WAY AIRPORT IS FENCED AND GATED - NOT SET UP FOR LARGE TRUCK ACCESS. HAVE TANKERS THAT COME ON OCCASION BUT GATES ARE NARROW, NOT DESIGNED FOR LARGE TRUCKS COMING ON A REGULAR BASIS.	N/A	
Eastern Oregon Regional Airport	Yes, 650 lease only acres and 40 for sale acres have no utilities to site. Utility extension needed.	No			Yes	High
Grant County Regional Airport		No			N/A	
Newport Municipal Airport		Yes	Medium	only one gate operator for ramp - FEDEX AND UPS HAVE TO USE THAT ONE GATE; TRUCKS ALWAYS WAITING FOR ACCESS TO PLANES.	No	
Burns Municipal Airport		No	Low		N/A	Low
Rogue Valley International - Medford Airport		No			Yes	High
Redmond Muncipal Airport		No			No	Medium
Bend Municipal Airport						
Grants Pass Airport	The FAA Airport Development Office in Seattle has decided that we must develop the west side of our airport before they will grant us any money to develop the east side. This makes no sense and seems arbitrary to the Airport Sponsor, Josephine County.	No			Yes	Medium
Illinois Valley Airport		No			Yes	Medium
Columbia Gorge Airport		No			Yes	Medium

Appendix C: Aviation Responses

Airport	Regarding landside access for surface freight (truck or rail), please indicate which of the following constrain freight operations at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Rail Access	Regarding landside access for surface freight (truck or rail), please indicate which of the following constrain freight operations at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Airport Access Roads	Regarding landside access for surface freight (truck or rail), please indicate which of the following constrain freight operations at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Airport Access Roads	Regarding landside access for surface freight (truck or rail), please indicate which of the following constrain freight operations at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Airport Access Roads	Do you feel that access to land-based modes of freight transportation (truck or rail) is adequate to enable your airport to remain competitive in the next ten years? (Yes/No)	If not, why not?
Corvallis Municipal Airport		No			Yes	
Salem Municipal Airport		No			Yes	
Aurora State Airport		Yes	High	Narrow two lane road with no center turn lane. WHAT ROAD? AIRPORT ROAD - THAT'S WHERE ALL ACCESS TO THE AIRPORT IS. NO ACCESS FROM OR551.	Yes	
Eastern Oregon Regional Airport	No facilities.	No			No	No rail access.
Grant County Regional Airport		No			Yes	
Newport Municipal Airport		No			Yes	
Burns Municipal Airport		No	Low		No	Rail was removed to Burns in the 1980's. No multilane highway to Burns.
Rogue Valley International - Medford Airport	NONE	No			No	NO RAIL AT ALL
Redmond Muncipal Airport		No			Yes	
Bend Municipal Airport		Yes	High		No	The Bend Airport supports several different aircraft of aircraft component manufactures that are supplied raw materials by ground freight. Our ground access road system is not adeqaute. Turn lanes are not available and entry roads do not meet standards.
Grants Pass Airport	NO ACCESS ON AIRPORT; NORTH-SOUTH RR RUNS ABOUT 1 MILE AWAY BUT NO SPUR TO THE AIRPORT; TRAFFIC JUST NOT THERE ANYMORE WITH RESOURCE INDUSTRIES SHUTTING DOWN	No			Yes	
Illinois Valley Airport	No rail access anywhere near airport.	No			Yes	
Columbia Gorge Airport	NO RAIL ACCESS; THE ONLY RAIL LINE NEARBY IS OVER A BRIDGE AND ACROSS THE RIVER ABOUT 10 MILES AWAY	No			Yes	

Appendix C: Aviation Responses

Airport	Does your airport have any specific needs regarding connectivity to the Oregon state highway system? Please explain.	What types of trucks access your airport? (Please check all that apply)-Dry vans (tractor trailer)	What types of trucks access your airport? (Please check all that apply)-Reefers	What types of trucks access your airport? (Please check all that apply)-Intermodal (container on chassis)	What types of trucks access your airport? (Please check all that apply)-Panel vans (unit trucks)	What types of trucks access your airport? (Please check all that apply)-Fuel trucks
Corvallis Municipal Airport	The connection from Airport Road to Hwy 99W needs improvements to better facilitate truck traffic.	Dry vans (tractor trailer)	Reefers	Intermodal (container on chassis)	Panel vans (unit trucks)	Fuel trucks
Salem Municipal Airport					Panel vans (unit trucks)	Fuel trucks
Aurora State Airport		Dry vans (tractor trailer)				Fuel trucks
Eastern Oregon Regional Airport	No. New road installed in 2009.	Dry vans (tractor trailer)	Reefers		Panel vans (unit trucks)	Fuel trucks
Grant County Regional Airport	No					Fuel trucks
Newport Municipal Airport		Dry vans (tractor trailer)			Panel vans (unit trucks)	Fuel trucks
Burns Municipal Airport		Dry vans (tractor trailer)			Panel vans (unit trucks)	Fuel trucks
Rogue Valley International - Medford Airport		Dry vans (tractor trailer)	Reefers		Panel vans (unit trucks)	Fuel trucks
Redmond Muncipal Airport						Fuel trucks
Bend Municipal Airport	Yes. Need better connection onto Powell Butte Highway and our internal access roads cannot safely accomadate freight trucks.	Dry vans (tractor trailer)			Panel vans (unit trucks)	Fuel trucks
Grants Pass Airport		Dry vans (tractor trailer)		Intermodal (container on chassis)	Panel vans (unit trucks)	Fuel trucks
Illinois Valley Airport	Illinois Valley Airport (3S4) needs a highway approach at the north end of the airport property onto State Highway 199 (Redwood Highway. The application for this approach is in the works and I believe we will be getting approval for this driveway entrance to the north end of the airport property.	Dry vans (tractor trailer)			Panel vans (unit trucks)	Fuel trucks
Columbia Gorge Airport		Dry vans (tractor trailer)			Panel vans (unit trucks)	Fuel trucks

Appendix C: Aviation Responses

Airport	What types of trucks access your airport? (Please check all that apply)-Other (please specify)	What types of trucks access your airport? (Please check all that apply)-Other (please specify)-TEXT	Does a lack of certain safety features/navigational aids pose a constraint for freight movement at your airport?	If yes, what safety features/navigational aids would you like to be able to offer in the future? How will they improve freight operations?-Desired Future Safety Features-TEXT	If yes, what safety features/navigational aids would you like to be able to offer in the future? How will they improve freight operations?-Desired Future Safety Features-Comments	If yes, what safety features/navigational aids would you like to be able to offer in the future? How will they improve freight operations?-Desired Future Safety Features-TEXT
Corvallis Municipal Airport	Other (please specify)	Propane tankers	No			
Salem Municipal Airport			No			
Aurora State Airport			No			
Eastern Oregon Regional Airport	Other (please specify)	Agricultural trucks.	No			
Grant County Regional Airport			No			
Newport Municipal Airport			No			
Burns Municipal Airport			No			
Rogue Valley International - Medford Airport			No			
Redmond Muncipal Airport			No			
Bend Municipal Airport	Other (please specify)	Flat bed trailer	Yes	Turn lanes off Pilot Butte Highway	Powell Butte is 55 mph highway. Vehicles accessing airport are risk when waiting to turn.	Access points to Powell Butte Hwy brough to Standard.
Grants Pass Airport			Yes	Precision Instument Approach	Precision LPV/WAAS Approach into Grants Pass Airport so that cargo carries can get down through a low overcast to the runway.	Runway Length Extension
Illinois Valley Airport			Yes	Medium Intensity Runway Lighting	Needed for increase utility and safety	Precision Approach Path Indicator (PAPI)
Columbia Gorge Airport			Yes	GPS/LNAV		Longer Runway

Appendix C: Aviation Responses

Airport	If yes, what safety features/navigational aids would you like to be able to offer in the future? How will they improve freight operations?-Desired Future Safety Features-Comments	If yes, what safety features/navigational aids would you like to be able to offer in the future? How will they improve freight operations?-Desired Future Safety Features-TEXT	If yes, what safety features/navigational aids would you like to be able to offer in the future? How will they improve freight operations?-Desired Future Safety Features-Comments	If yes, what safety features/navigational aids would you like to be able to offer in the future? How will they improve freight operations?-Desired Future Safety Features-TEXT	If yes, what safety features/navigational aids would you like to be able to offer in the future? How will they improve freight operations?-Desired Future Safety Features-Comments	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?-Physical Impediment-TEXT
Corvallis Municipal Airport						Lack of Cargo apron and access road
Salem Municipal Airport						Runway length
Aurora State Airport						
Eastern Oregon Regional Airport						No cargo handling facilities available.
Grant County Regional Airport						narrow taxiways
Newport Municipal Airport						Minumums - WORKING ON GETTING MINIMUM STANDARDS LOWERED SO FREIGHT OPERATORS CAN FLY IN DURING ADVERSE WEATHER. THEN THEY WOULDN'T HAVE TO DIVERT TO CORVALLIS, BEND, OR OTHER PLACES. WANT 200' CEILING WITH 1/2 MILE VISIBILITY (CURRENTLY 250' AND 3/4 MI).
Burns Municipal Airport						
Rogue Valley International - Medford Airport						NO LARGE HANGARS
Redmond Muncipal Airport						
Bend Municipal Airport	Accesses to higway is narrow and confusing.	Widening of on airport access road	A llarge vehicle cannot navigate the road and stay on their sideof it.			Lack of on airport access roads
Grants Pass Airport	Runway extension from 4000' to 6000'. This imporvement is in our Capital Improvement Plan and on the Airport Layout Plan..	Full-length East-Side Taxiway	Currently there is no runway access to the east side of the airport and this contrains the logical development area for freight facilities.			No Precision Instrument Approach
Illinois Valley Airport	This is a visual aid that lets pilots know when they are on a safe and proper glideslope to the runway.	Full length taxiway along the west side of the 5000 foot runway.	Currently there is no taxiway parallel to the runway which forces all air and ground traffic to use the same runway surface to transit the length of the airport	Rebuilt Ramp and Apron areas on airport	The airport ramp and apron areas are unuseable due to deteriorated pavement	Useable ramp and apron surfaces
Columbia Gorge Airport						Longer Runway

Appendix C: Aviation Responses

Airport	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?-Physical Impediment-Impacts	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?-Physical Impediment-Documented in Formal Plan? (please specify)	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?-Physical Impediment-TEXT	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?-Physical Impediment-Impacts	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?-Physical Impediment-Documented in Formal Plan? (please specify)	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?-Operational Impediment-TEXT
Corvallis Municipal Airport	Safety impacts as cargo vans cross the active apron	Yes, in the 2013 Airport Master Plan Update				
Salem Municipal Airport	Not long enough for larger aircraft or heavier loads.	Yes. Airport Master Plan.	No defined cargo operations area.	None based on current demand.	No.	
Aurora State Airport						
Eastern Oregon Regional Airport	Inability to meet cargo needs.	Yes, Airport Master Plan.	No available hangars.	Inability to meet corporate and GA needs.	Yes, Airport Master Plan.	Limited airport staff.
Grant County Regional Airport	limits aircraft size	Airport Layout Plan				lack of fueling vehicle
Newport Municipal Airport	Airfreight - LESS DIVERSION, AND DRIVERS WOULDN'T HAVE TO DRIVE FURTHER TO GET THE FREIGHT AT A DIFFERENT AIRPORT.	yes	Location	not easy expanded	no	weight of limits of taxi
Burns Municipal Airport						Lack of fire suppression - NO HYDRANTS OR OTHER FIRE SUPPRESSION. STATE FIRE MARSHAL HAS PUT A MORATORIUM ON NEW CONSTRUCTION AT THE AIRPORT. DID GET A CONNECT OR GRANT FOR THIS BUT BIDS CAME IN HALF A MILLION DOLLARS HIGHER THAN THE GRANT FUNDING.
Rogue Valley International - Medford Airport	OPERATORS CONCERNED IF THEY NEED MAINTANENCE (people that bring in larger aircraft - no hangers - repairs must be made outside)	ALP	NO RAIL	LIMITS LARGE FRIGHT		
Redmond Muncipal Airport						
Bend Municipal Airport	Airprt is at capacity with current road infrastructure	Yes, Airport Master Plan				
Grants Pass Airport	Can't land when there's any kind of overcast	Yes. Airport Layout Plan (ALP), Airport Master Plan (AMP), Capital Improvement Program (CIP)	Runway 4000 feet long instead of 6000 feet .ong	Limits type and size of aircraft due to runway length takeoff requirements	Yes. ALP, AMP, CIP	Lack of precise on-field weather reporting capability
Illinois Valley Airport	Cannot taxi or park on areas of deteriorated pavement	Yes, Airport Layout Plan (ALP), Airport Master Plan (AMP), and CApital Improvement Plan (CIP)	Lack of full-length taxiway parallel to runway	Forces all ground traffic (taxiing aircraft) to use active runway to reposition to north or south end of airport	Yes, ALP, AMP, CIP	Runway Lighting is inadequate
Columbia Gorge Airport	Restricts Airplane size	Mater Plan				

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Airport	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?-Operational Impediment-Impacts	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?-Operational Impediment-Documented in Formal Plan? (please specify)	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?-Operational Impediment-TEXT	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?.-Operational Impediment-Impacts	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?-Operational Impediment-Documented in Formal Plan? (please specify)	Please provide your contact information in case we need to follow up with you.-Name
Corvallis Municipal Airport						Dan Mason
Salem Municipal Airport						John Paskell
Aurora State Airport						Matthew Maass
Eastern Oregon Regional Airport	Inability to support added maintenance requirments.	No.	Underutilized facilties requiring high maintenance.	Revenues do not meet maintenance needs.	No.	Steve Chrisman
Grant County Regional Airport	limits ability to fuel large planes	No				Patrick Bentz
Newport Municipal Airport	large freaight air craft - RUNWAY CAN ACCOMMODATE LARGE PLANES LIKE C-130, BUT TAXIWAYS CAN'T. NOT IMPACTING CARGO RIGHT NOW BUT COULD IN THE FUTURE.	yes	ramp space for future airfreight operations	growth - LACK OF RAMP SPACE HAMPERS GROWTH.	no	lance vanderbeck
Burns Municipal Airport	Development - CAN'T DEVELOP UNTIL FIRE SUPPRESSION IS RESOLVED.	No	Funding	Operations	No	Bryan Hutchison
Rogue Valley International - Medford Airport						BERN CASE
Redmond Muncipal Airport						Kim Dickie
Bend Municipal Airport						Gary Judd
Grants Pass Airport	Aircraft cannot initiate instrument approaches in poor weather without a precise indication of the weather at the airport	Yes, ALP, AMP, CIP	lack of cargo handling facilities on the airport	Limits the amount of cargo that can be processed on the field	Yes, in ALP, AMP and CIP	Larry Graves
Illinois Valley Airport	Safety of night operations, lack of good visual approach slope indication to pilots	Yes, ALP, AMP, CIP				Larry Graves
Columbia Gorge Airport						Rolf Anderson

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Airport	Please provide your contact information in case we need to follow up with you.-What agency/company/organization are you with?	Please provide your contact information in case we need to follow up with you.-Phone number	Please provide your contact information in case we need to follow up with you.-E-mail address
Corvallis Municipal Airport	City of Corvallis	541-766-6783	dan.mason@corvallisoregon.gov
Salem Municipal Airport	Salem Municipal Airport	503-589-2057	jpaskell@cityofsalem.net
Aurora State Airport	Oregon Department of Aviation	(503) 378-2523	matthew.d.maass@aviation.state.or.us
Eastern Oregon Regional Airport	City of Pendleton	541-966-0292	steve.chrisman@ci.pendleton.or.us
Grant County Regional Airport	Grant County Regional Airport	541-575-1151	airport@grantesd.k12.or.us
Newport Municipal Airport	city of newport	541-867-7422	l.vanderbeck@newportoregon.gov
Burns Municipal Airport	Burns Municipal Airport	503-260-3875	burnsairport@centurytel.net
Rogue Valley International - Medford Airport	ROGUE VALLEY INTERNATIONAL - MEDFORD AIRPORT	541 776 7222	casebe@jacksoncounty.org
Redmond Muncipal Airport	Redmond Muncipal Airport	541.504.3496	kim.dickie@flyrdm.com
Bend Municipal Airport	City of Bend, Bend Municpal Airport	1-541-693-2168	gjudd@ci.bend.or.us
Grants Pass Airport	Josephine County Airports Department	541-955-4535	lgraves@co.josephine.or.us
Illinois Valley Airport	Josephine County Airports Department	541-955-4535	lgraves@co.josephine.or.us
Columbia Gorge Airport	Airport Management	503.781.2199	rolflanderson@gmail.com

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Airport	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Approach Slope	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Approach Slope	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Approach Slope	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Departure Slope	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Departure Slope	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Departure Slope
Klamath Falls Airport	No	Medium		No	Medium	
La Grande/Union County Airport	No			No		
Ontario Municipal Airport	No			No		
McMinnville Municipal Airport	No			No		
Coos County Airport District	N/A			N/A		
Astoria Regional Airport	No			No		
Lake County Airport	No			No		
Roseburg Regional Airport	Yes	Medium	Obstacles result in high approach minimums - - ---> APPROACH TOO STEEP, CONSTRAINS FREIGHT VOLUMES AND TIMES CARRIERS MAY OPERATE. AMERIFLIGHT HAS TO ALTER SCHEDULE TO CONDUCT DAYTIME OPS (CAN ARRIVE AT NIGHT BUT CAN'T DEPART)	Yes	High	Obstacles- departure procedure not authorized at night OBSTACLE DEPARTURE PROCEDURE IS NOW NIGHT ONLY…DID RUNWAY EXTENSION PROJECT LAST YEAR, FAA AIRPORT DESIGN PPL IN SEATTLE SAID IT WAS TOO STEEP; NEED TO ILLUMINATE OBSTACLES AND/OR CUT DOWN TALL TREES; ODOT INFLUENCE MIGHT HELP SINCE LOWERING MINIMUMS IS NOT HIGH ON FAA'S PRIORITY LIST
	Yes	High		Yes	High	
	Yes	Low		Yes	Low	

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Airport	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Runways	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Runways	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Runways	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Taxiways	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Taxiways	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Taxiways
Klamath Falls Airport	No	High		No	High	
La Grande/Union County Airport	No			Yes	High	Need to extend Taxiway on 34 end
Ontario Municipal Airport	Yes	Medium	Limited to 60,000 pounds	No		
McMinnville Municipal Airport	Yes	Medium	Not enough length for some larger aircraft. Possible insufficient weight capacity for potential some aircraft.	Yes	Medium	Possible insufficient weight capacity for some potential aircraft.
Coos County Airport District	Yes	High		Yes	High	
Astoria Regional Airport	No			No		
Lake County Airport	No			No		
Roseburg Regional Airport	No			No		
	Yes			Yes	Medium	
	No			No		

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Airport	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Cargo Aprons	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Cargo Aprons	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Cargo Aprons	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Cargo Facilities	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Cargo Facilities	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Cargo Facilities
Klamath Falls Airport	No	Medium		Yes		Limited/None - NOT A PROBLEM NOW…BASICALLY NO FREIGHT OPERATIONS AT THE MOMENT BUT CAN'T ATTRACT BUSINESS WITHOUT THE FACILITIES. HAVE A VERY LONG RUNWAY THOUGH, AND THERE WAS THE JUNIPER PROJECT WHICH WAS MOOTED A WHILE BACK BUT THE INVESTMENT SCHEME FELL THROUGH.
La Grande/Union County Airport	Yes	High	Aprons need overlay	Yes	High	We do not have a place for loading and unloading only on aprons
Ontario Municipal Airport	No			Yes	High	We have none
McMinnville Municipal Airport	N/A		None present	N/A		None present
Coos County Airport District	Yes	High		Yes	High	
Astoria Regional Airport	No			No		
Lake County Airport	No			Yes	N/A	No current facility, but new construction pads available as result of Connect IV project - NOT AN ISSUE FOR CURRENT OPERATIONS - MORE IN TERMS OF GROWTH/EXPANSION.
Roseburg Regional Airport	No			N/A		
	Yes	High		Yes	High	
	No			No		

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Airport	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Hangars	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Hangars	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Hangars	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Tie Downs	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Tie Downs	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Tie Downs
Klamath Falls Airport	No	Medium		No	Medium	
La Grande/Union County Airport	Yes	High	Would like to build additional hanger for airplanes during winter months	No	Low	
Ontario Municipal Airport	Yes	High	We have no large hangars	No		
McMinnville Municipal Airport	No			No		
Coos County Airport District	Yes	High		Yes	Medium	
Astoria Regional Airport	No			No		
Lake County Airport	Yes	N/A	Minimal hangar space vacancy	No		
Roseburg Regional Airport	N/A			N/A		
	Yes	Low		No		

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Airport	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Passenger Terminals	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Passenger Terminals	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Passenger Terminals	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Freight Terminals	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Freight Terminals	Regarding air cargo capacity, please indicate which of the following items constrain the movement of freight at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Freight Terminals
Klamath Falls Airport	No	Medium		Yes		Limited/None - NOT A PROBLEM NOW...BASICALLY NO FREIGHT OPERATIONS AT THE MOMENT BUT CAN'T ATTRACT BUSINESS WITHOUT THE FACILITIES. HAVE A VERY LONG RUNWAY THOUGH, AND THERE WAS THE JUNIPER PROJECT WHICH WAS MOOTED A WHILE BACK BUT THE INVESTMENT SCHEME FELL THROUGH.
La Grande/Union County Airport	N/A	Low		N/A	Low	
Ontario Municipal Airport	Yes	High	We have no passenger terminals	Yes	High	We have no freight terminals
McMinnville Municipal Airport	Yes	High	Current facilities inadequate - TO SERVE FREIGHT? NO - JUST PASSENGER TRAFFIC. 1946 FACILITY IS TOO SMALL. DON'T REALLY MOVE FREIGHT AT THIS FACILITY.	N/A		None present
Coos County Airport District	N/A			Yes	High	
Astoria Regional Airport	No			N/A		
Lake County Airport	Yes	N/A	Old passenger terminal (WWII era) needs significant updates.	Yes	N/A	No current facility, but new construction pads available as result of Connect IV project
Roseburg Regional Airport	N/A			N/A		
				Yes	Low	
	No			No		

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Airport	Are there any other issues impacting cargo throughput at your airport? (Please explain)	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Land Available on Airport Property	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Land Available on Airport Property	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Land Available on Airport Property	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Airport-owned Land Available Adjacent to Airport	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Airport-owned Land Available Adjacent to Airport
Klamath Falls Airport		NO		THERE IS LAND DESIGNATED ON AIRPORT FOR EXPANSION - 10 ACRES.	NO	
La Grande/Union County Airport	Will need more cargo apron space. better staging during fire season. many airplanes coming and going. need more of a dedicated cargo area.	No	Low		No	
Ontario Municipal Airport	Lack of demand - BOISE IS 60 MILES TO THE EAST AND IS THE BIG REGIONAL HUB, ONTARIO DOESN'T HAVE THE DEMAND DRIVERS TO SUPPORT AIR FREIGHT SERVICE ON ITS OWN. AMERIFLIGHT USED TO RUN FLIGHTS CARRYING BANK CHECKS BUT THAT ENDED. COMMUNITY OFFICIALS LOOKING TO GET SOME KIND OF DISTRIBUTION CENTER (NEARLY GOT A CABELA'S DISTRO CENTER) WHICH WOULD GENERATE THE NECESSARY DEMAND BUT RIGHT NOW IT'S NOT THERE.	No			No	
McMinnville Municipal Airport	MMV is a GA airport with limited to no land side cargo ficilites. Runways and taxiways are limited to small to medium corporate jets.	No			No	
Coos County Airport District		N/A			N/A	
Astoria Regional Airport	There is no cargo terminal at KAST. All air cargo is transferred intermodally on the ramp. This is not the most satisfactory situation due to windy and rainy conditions which prevail often at our location.	Yes		OREGON WETLAND REMEDIATION LAWS MAKE EXPANSION COMPLICATED. NOT IMPACTING FREIGHT NOW (ONLY HAS UPS DELIVERIES) BUT WOULD IMPACT ABILITY TO ABSORB FUTURE GROWTH.	Yes	
Lake County Airport		No			No	
Roseburg Regional Airport		No			No	
		Yes	High			
		No			No	

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Airport	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Airport-owned Land Available Adjacent to Airport	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Air Cargo Handling and Storage Facilities within Five Miles of the Airport	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Air Cargo Handling and Storage Facilities within Five Miles of the Airport	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Air Cargo Handling and Storage Facilities within Five Miles of the Airport	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Airport-owned Land Available within Five Miles of Airport for Logistics Facilities	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Airport-owned Land Available within Five Miles of Airport for Logistics Facilities
Klamath Falls Airport	60 ACRES ADJACENT TO AIRPORT - SOME AIRPORT OWNED, SOME NOT. NOT RAW AG LAND - IT IS DEVELOPED WITH UTILITY CONNECTIONS, ETC. AND ZONED FOR INDUSTRIAL USE.	NO		INDUSTRY HAS NOT DEVELOPED AT THIS LOCATION. BUT BUILDINGS/LAND ARE AVAILABLE.	NO	
La Grande/Union County Airport		No			No	
Ontario Municipal Airport		Yes	High	We have none	Yes	High
McMinnville Municipal Airport		No			No	
Coos County Airport District		N/A			N/A	
Astoria Regional Airport	OREGON WETLAND REMEDIATION LAWS MAKE EXPANSION COMPLICATED. NOT IMPACTING FREIGHT NOW (ONLY HAS UPS DELIVERIES) BUT WOULD IMPACT ABILITY TO ABSORB FUTURE GROWTH.	Yes		OREGON WETLAND REMEDIATION LAWS MAKE EXPANSION COMPLICATED. NOT IMPACTING FREIGHT NOW (ONLY HAS UPS DELIVERIES) BUT WOULD IMPACT ABILITY TO ABSORB FUTURE GROWTH.	Yes	
Lake County Airport		No			No	
Roseburg Regional Airport		No			No	
		No			No	

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Airport	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Airport-owned Land Available within Five Miles of Airport for Logistics Facilities	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Non-Airport-owned Land Available within Five Miles of Airport for Logistics Facilities	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Non-Airport-owned Land Available within Five Miles of Airport for Logistics Facilities	Regarding land availability and use, please indicate which of the following items constrain freight operations at your airport. (e.g. This could include land for airport or logistics facilities or land for cargo handling and storage facilities.) For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Non-Airport-owned Land Available within Five Miles of Airport for Logistics Facilities	Is the available land for expansion and/or logistics facilities on or near your airport adequate for your airport to remain competitive over the next ten years? (Yes/No)	If not, why not?
Klamath Falls Airport	SEE AP15.	NO		LAND IS AVAILABLE BUT THERE IS NOT A TURNKEY LOGISTICS FACILITY AVAILABLE.	Yes	
La Grande/Union County Airport		No			Yes	
Ontario Municipal Airport	We have none	No			Yes	
McMinnville Municipal Airport		No			Yes	
Coos County Airport District		N/A			Yes	
Astoria Regional Airport	OREGON WETLAND REMEDIATION LAWS MAKE EXPANSION COMPLICATED. NOT IMPACTING FREIGHT NOW (ONLY HAS UPS DELIVERIES) BUT WOULD IMPACT ABILITY TO ABSORB FUTURE GROWTH.	Yes		OREGON WETLAND REMEDIATION LAWS MAKE EXPANSION COMPLICATED. NOT IMPACTING FREIGHT NOW (ONLY HAS UPS DELIVERIES) BUT WOULD IMPACT ABILITY TO ABSORB FUTURE GROWTH.	Yes	
Lake County Airport		No			Yes	
Roseburg Regional Airport		No			Yes	
					Yes	
		No			Yes	

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Airport	Are there any other land use or availability issues that are impacting your airport? Please describe.	Regarding landside access for surface freight (truck or rail), please indicate which of the following constrain freight operations at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Truck Gates	Regarding landside access for surface freight (truck or rail), please indicate which of the following constrain freight operations at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Truck Gates	Regarding landside access for surface freight (truck or rail), please indicate which of the following constrain freight operations at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Truck Gates	Regarding landside access for surface freight (truck or rail), please indicate which of the following constrain freight operations at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Rail Access	Regarding landside access for surface freight (truck or rail), please indicate which of the following constrain freight operations at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Rail Access
Klamath Falls Airport		No	Medium		No	Medium
La Grande/Union County Airport	Under review by commissioners	N/A			N/A	
Ontario Municipal Airport		Yes	High	We have none	Yes	High
McMinnville Municipal Airport	Much of the land near the airport is within an airport overlay zone and is mostly industrial and commercially zoned land uses. WOULD ACTUALLY BE A GOOD THING IN TERMS OF FREIGHT.	No		We have gates large enough to accomodate trucks.	Yes	Low
Coos County Airport District	Mitigation of Land Use	Yes	High			
Astoria Regional Airport	Wetlands and floodplain issues.	No			Yes	
Lake County Airport	n/a	No			Yes	N/A
Roseburg Regional Airport		No			N/A	
		Yes	High		N/A	
	WE ARE IN NEED OF HANGARS FOR NARROW BODY AIRCRAFT. WE ARE ASKED ABOUT HANGARS OF THIS SIZE, BUT HAVE NONE!	No			Yes	Low

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Airport	Regarding landside access for surface freight (truck or rail), please indicate which of the following constrain freight operations at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Rail Access	Regarding landside access for surface freight (truck or rail), please indicate which of the following constrain freight operations at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Constraint (Yes/No)?-Airport Access Roads	Regarding landside access for surface freight (truck or rail), please indicate which of the following constrain freight operations at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Rating-Airport Access Roads	Regarding landside access for surface freight (truck or rail), please indicate which of the following constrain freight operations at your airport. For those that are constraints, please rate the severity of the constraint on a scale of high, medium, or low. Please explain. Comments-Airport Access Roads	Do you feel that access to land-based modes of freight transportation (truck or rail) is adequate to enable your airport to remain competitive in the next ten years? (Yes/No)	If not, why not?
Klamath Falls Airport	Main line next to airport - BNSF MAINLINE NEXT TO AIRPORT. UP NEARBY TOO. US97 IS WITHIN 2 MILES.	No	Medium		No	Has not been developed adequately. THE ACCESS IS THERE - BUSINESS JUST HASN'T BEEN DEVELOPED.
La Grande/Union County Airport		No			Yes	
Ontario Municipal Airport	We have none	No			Yes	
McMinnville Municipal Airport	No rail access is present - BUT NO NEED FOR IT.	No			Yes	
Coos County Airport District		Yes	High		No	INadequate roads, deteriorating roads.
Astoria Regional Airport	Nearest rail access presently 35 mi. away	No			Yes	
Lake County Airport	Three miles to nearest rail access point. RAIL HEAD MOVES ORE.	No			Yes	
Roseburg Regional Airport		No			Yes	
		Yes	High		Yes	
		No			Yes	

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Airport	Does your airport have any specific needs regarding connectivity to the Oregon state highway system? Please explain.	What types of trucks access your airport? (Please check all that apply)-Dry vans (tractor trailer)	What types of trucks access your airport? (Please check all that apply)-Reefers	What types of trucks access your airport? (Please check all that apply)-Intermodal (container on chassis)	What types of trucks access your airport? (Please check all that apply)-Panel vans (unit trucks)	What types of trucks access your airport? (Please check all that apply)-Fuel trucks
Klamath Falls Airport		Dry vans (tractor trailer)	Reefers		Panel vans (unit trucks)	Fuel trucks
La Grande/Union County Airport		Dry vans (tractor trailer)			Panel vans (unit trucks)	Fuel trucks
Ontario Municipal Airport						
McMinnville Municipal Airport	MMV is directly adjacent to hwy 18.				Panel vans (unit trucks)	Fuel trucks
Coos County Airport District					Panel vans (unit trucks)	Fuel trucks
Astoria Regional Airport	Presently four miles to US 101- access at North side of airport would reduce that to 1/2 mile	Dry vans (tractor trailer)	Reefers	Intermodal (container on chassis)	Panel vans (unit trucks)	Fuel trucks
Lake County Airport	Better signage from I-5. The off-ramp is only 175 miles long... :)				Panel vans (unit trucks)	Fuel trucks
Roseburg Regional Airport		Dry vans (tractor trailer)	Reefers	Intermodal (container on chassis)	Panel vans (unit trucks)	Fuel trucks
		Dry vans (tractor trailer)				Fuel trucks
		Dry vans (tractor trailer)			Panel vans (unit trucks)	Fuel trucks

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Airport	What types of trucks access your airport? (Please check all that apply)-Other (please specify)	What types of trucks access your airport? (Please check all that apply)-Other (please specify)-TEXT	Does a lack of certain safety features/navigational aids pose a constraint for freight movement at your airport?	If yes, what safety features/navigational aids would you like to be able to offer in the future? How will they improve freight operations?-Desired Future Safety Features-TEXT	If yes, what safety features/navigational aids would you like to be able to offer in the future? How will they improve freight operations?-Desired Future Safety Features-Comments	If yes, what safety features/navigational aids would you like to be able to offer in the future? How will they improve freight operations?-Desired Future Safety Features-TEXT
Klamath Falls Airport			No			
La Grande/Union County Airport			Yes	Replace Non Directional Beacon - EMITS FM SIGNAL FOR PLANES TO LOCK IN AND FIND AIRPORT IN BAD WEATHER. UPGRADING WOULD COST $28K FOR NEW COMPONENTS. MAINTENANCE REQUIREMENTS WOULD GO DOWN. NEED TO KEEP IT UP AND RUNNING FOR FEDEX, UPS, AMERIFLIGHT.	Very old system	
Ontario Municipal Airport			No			
McMinnville Municipal Airport			No			
Coos County Airport District			Yes			
Astoria Regional Airport			No			
Lake County Airport			Yes		NEED A BETTER COMMUNICATION SYSTEM FOR FLIGHT PLANNING PURPOSES - PILOTS CURRENTLY DROP OFF THE FAA GRID ON APPROACH UNDER A CERTAIN ELEVATION WHICH IS A PROBLEM FOR AIR OPERATIONS. HAVE TO USE A LAND LINE OR CELL PHONE TO CLOSE FLIGHT PLAN. BUSINESS/FREIGHT OPERATIONS ARE MORE CLOSELY MONITORED.	
Roseburg Regional Airport			No			
	Other (please specify)					
			Yes			
			Yes	ADDITIONAL RVR	WOULD RAISE MINIMUMS FOR TAKEOFFS	

Appendix C: Aviation Responses

Airport	If yes, what safety features/navigational aids would you like to be able to offer in the future? How will they improve freight operations?-Desired Future Safety Features-Comments	If yes, what safety features/navigational aids would you like to be able to offer in the future? How will they improve freight operations?-Desired Future Safety Features-TEXT	If yes, what safety features/navigational aids would you like to be able to offer in the future? How will they improve freight operations?-Desired Future Safety Features-Comments	If yes, what safety features/navigational aids would you like to be able to offer in the future? How will they improve freight operations?-Desired Future Safety Features-TEXT	If yes, what safety features/navigational aids would you like to be able to offer in the future? How will they improve freight operations?-Desired Future Safety Features-Comments	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?-Physical Impediment-TEXT
Klamath Falls Airport						N/A
La Grande/Union County Airport						Need master plan update
Ontario Municipal Airport						
McMinnville Municipal Airport						Yamhill River - SITS OPPOSITE CROOKSHANKS/OR18.
Coos County Airport District						
Astoria Regional Airport						Circuitous access to ramp
Lake County Airport						Remote location
Roseburg Regional Airport						Obstacles
						NO SECOUND RUNWAY

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Airport	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?-Physical Impediment-Impacts	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?-Physical Impediment-Documented in Formal Plan? (please specify)	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?-Physical Impediment-TEXT	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?-Physical Impediment-Impacts	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?-Physical Impediment-Documented in Formal Plan? (please specify)	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?-Operational Impediment-TEXT
Klamath Falls Airport						
La Grande/Union County Airport						
Ontario Municipal Airport						
McMinnville Municipal Airport	runway length		roads - WHICH ONES? CROOKSHANK ROAD IS WITHIN SAFETY AREA. WOULD HAVE TO MOVE THE ROAD TO GET A BIGGER RUNWAY. THERE IS ALSO OR18 WHICH IS IN THE WAY.	runway length		
Coos County Airport District						
Astoria Regional Airport	HAVE TO GO THRU A LOCKED GATE, NOT CONVENIENT FOR UPS; HAVE TO USE ALL PURPOSE RAMP WHICH ADDS TO CONGESTION ISSUES AT AIRPORT; FREIGHT-DEDICATED FACILITY WOULD BE IDEAL	Airport Master Plan	Weight limitations on Ramp and taxiways - THEY ARE WWII VINTAGE	NO IMPACT WITH PRESENT USE BUT IF THERE WERE TO BE A LARGER AMOUNT OF FREIGHT IT WOULD BE LIMITED BY THE WEIGHT LIMITS; CONSTRAINS ABILITY TO ABSORB MORE CARGO; HAVE OCCASIONAL C-130 WITH COAST GUARD/MILITARY CARGO MUST USE OWN RUNWAY BECAUSE WOULD BREAK UP THE RAMP	Airport Master Plan	Runway Length
Lake County Airport	lack of existint volume customer opportunities	n/a				
Roseburg Regional Airport	result in high approach minima and precludes night obstacle departure procedures	In 5-year CIP. Need new survey and funds to acquire avigation easements				
	MUST CLOSE FOR MAINTANCE AND SNOW	2012 MASTERPLAN				

Appendix C: Aviation Responses

Airport	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?-Operational Impediment-Impacts	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?-Operational Impediment-Documented in Formal Plan? (please specify)	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?-Operational Impediment-TEXT	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?.-Operational Impediment-Impacts	What are the two greatest physical impediments and two greatest operational impediments that prevent your airport from being more competitive and/or operating more efficiently and cost-effectively? Please describe the impacts of each. Are they documented in any formal plans or studies? If so, which one(s)?-Operational Impediment-Documented in Formal Plan? (please specify)	Please provide your contact information in case we need to follow up with you.-Name
Klamath Falls Airport						John Longley
La Grande/Union County Airport						Doug Wright
Ontario Municipal Airport						Alan Daniels
McMinnville Municipal Airport						Rich Spofford
Coos County Airport District						Theresa Cook
Astoria Regional Airport	NO PROBLEM AT PRESENT BUT WOULD NEED LONGER RUNWAY TO ABSORB MORE CARGO; C-130 IS LARGEST PLANE HANDLED NOW	Airport Master Plan	Warehouse Space	THERE IS NO AIRSIDE WAREHOUSE SPACE - NEED DEDICATED FREIGHT BUILDING - HAVE TO LOAD/UNLOAD OUTSIDE AND HAVE TO DRIVE UPS TRUCK TO PLANE AND TRANSFER TO UPS GROUND OPERATION 2 BLOCKS AWAY	Airport Master Plan	John Overholser
Lake County Airport						Bob Pardee
Roseburg Regional Airport						Mike Danielle

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Airport	Please provide your contact information in case we need to follow up with you.-What agency/company/organization are you with?	Please provide your contact information in case we need to follow up with you.-Phone number	Please provide your contact information in case we need to follow up with you.-E-mail address
Klamath Falls Airport	Klamath Falls Airport	(541) 883-5373	jlongley@flykfalls.com
La Grande/Union County Airport	Union County	541-963-1016	dwright@union-county.org
Ontario Municipal Airport	City of Ontario Oregon	541-212-1676	alan.daniels@ontariooregon.org
McMinnville Municipal Airport	City of McMinnville	503.434.7312	rich.spofford@ci.mcminnville.or.us
Coos County Airport District	Coos County Airport District	5417568531	theresa@flyoth.com
Astoria Regional Airport	Port of Astoria	503 298 7531	joverholser@portofastoria.com
Lake County Airport	Lake County	541.947.2647	bpardee@co.lake.or.us
Roseburg Regional Airport	City of Roseburg	541-492-6873	mdanielle@cityofroseburg.org

Appendix C: Other Responses

How would you rate the adequacy of access roads to Oregon's marine ports in general? (Inadequate/Adequate/Excellent/Not applicable)	Please identify any issues with road access to ports. Which roads/ports specifically?	How do these issues impact your business operations or those of your members?	Are these issues identified in any formal plans or studies that you are aware of? If so, which one(s)?	How would you rate the adequacy of rail access to Oregon's marine ports in general? (Inadequate/Adequate/Excellent/Not applicable)
Not applicable				Not applicable
Adequate	Hwy 30 to Astoria is poor' Hwy 22 to Newport is horrible; Hwy 38 to Port of Coos Bay has been a limiting factor for over 60 years Highway 30 becomes a two-lane highway outside Columbia City. Nearly 70 more miles to get to Astoria. While passing lanes exist, they are poorly spaced. There are sets of big hills to climb. While most of Highway 30 can be effective, from the John Day River bridge into down town, traffic drops to a crawl – condition and geometry primarily. During tourist season, the last twelve miles routinely requires thirty to forty minutes transit time. Once in Astoria, traffic moves at city pace. Eastbound from the Port docks, traffic must navigate the one-way streets and hard 90 degree turns. Whilst just 60 miles from the interstate (Via the Longview-Rainier bridge), for trucks this is a two-hour haul. Highway 22 remains mired in the Eddyville by-pass debacle. Few passing lanes, narrow roadbeds, steep hills with continuing slides, residences constructed nearly on the shoulder; Highway 22 is a problem. When one approaches the coast, topography becomes the problem…steep unstable hills. Once inside Newport, access to the port docks is via city streets…and the locals are of a mind city streets are not for industry. A truck by-pass route would alleviate much of the problem. Highway 38 is built along the banks of the Umpqua. It was designed and operates on standards from 100 years ago. Abutting a deep river and steep hillsides, there is little room to grow and enhance the highway. Coos Bay has always been a port that needs a true, four-lane connection to the valley and I-5. With such, Coos Bay / North Bend would be contenders for a lot of Oregon export product. One all of these highways, one limiting factor is the unsteady ODOT approach to maintenance. If one drives the Al-Can highway, one notes the trees and shrubs are set back at least 100' feet from the shoulder of the road. The open area helps motorists avoid wildlife, it opens the roadbed up to a much sunlight as possible, it encourages the road bed to breathe, and it improves visibility – which translates into increased velocity. Look at the three highways above and drive them…find old trees leaning over the road bed, shrubs growing into the fog line…	The poor highway access has directed our business away from these three ports - unfortunately directing it into Portland, adding to congestion and adding to the expense of transportation.	Unknown	Inadequate
Inadequate	Hwy 30, to Astoria - congested, few passing lanes, numerous conflicts with other traffic, a true limiting factor in the Port of Astoria attracting maritime related industry. / Hwy 20 - horrible road, the continuing debacle over recent road improvements. Once in Newport, unable to reach the marine terminal without driving through residential area. Observe the ongoing protest of redevelopment of the Port of Newport because of poor truck access. / Highway 38 / Hwy 42 - Port of Coos Bay. A true deep water port that is hamstrung by poor road access to the interstate system. Wish to grow Oregon, build a freeway between Coos Bay and I-5 and watch the growth...	Our operations are primarily hwy 30 and hwy 20 - We must factor in the delays and inefficiencies when moving any commodity. Certain good must move these routes and we make it happen. Most frustrating is the inability to attract new or enhanced investment in these regions because investors see the inefficiency and they realize there is no solution in sight. Where certain goods and commodities could move off-shore or coastwise from Astoria, Newport or Coos Bay; too often they have to travel into Portland - adding congestion and cost - to reach infrastruture adequate to handle the product. It is not for lack of Port investment, though that had been light, it is simple "who invests at the end of the bad road?"	No plans I am aware of. These are lengthy and expensive projects that ought to have been undertaken decades before. We frittered away those opportunities and now that we can see the need, there is no money. Simple projects as the Astoria by-pass were shelved over political posturing - hampering true strategic planning.	Inadequate

Appendix C: Other Responses

Please identify any issues with rail access to ports. Which railroads/ports specifically?	How do these issues impact your business operations or those of your members?	Are these issues identified in any formal plans or studies that you are aware of? If so, which one(s)?	How would you rate the adequacy of marine infrastructure at Oregon ports in general? (Inadequate/Adequate/Excellent/Not applicable)	Please identify any issues with marine infrastructure at Oregon ports. Which ports/infrastructure specifically?	How do these issues impact your business operations or those of your members?
			Not applicable		
Basically, the Port of Portland has adequate rail service. The one port with great rail service is the port of Morrow. Coos Bay's rail service is barely there. Astoria has none. Newport has none.	We hope theCoos Bay service prevails. We could increase rail service out of Toeldo or Newport by 5000 rail cars per annum if the rail line had strucural capacity. As is, there are 5000 trucks per annum using Hwy 22 that could be replaced by rail cars.	Belive the Oregon Rail Plan hits a few of these ports	Adequate	All investment is being forced into Portland. Astoria despirately needs new docks. Newport;s new dock struggles because of land use issues. Port of Coos Bay is missinfg the boat by looking at old infrastructure...concentrate more on North Spit and Empire, forego old Coos Bay and North Bend infrastructure that has limited space for future development. Columbia River ports like St Helens, The Dalles, Hood River, Cascade Lock...all need to look are acquiring more adjoining property	Newport has the potential to be a big player, but the Port does not own or control adjoingning property. / / Port of Astoria struggles because of past decisions impacting rail and highway
Only the Port of Portland and the Port of Morrow are truly railserved. Coos Bay has some service, but it is light, does nopt reach all the docks, and is preacrious even with recent reinvestemnt. Astoria has rail lines, but no service; Tillamook lost all service; and Newport's service terminates in Toledo, a dozen miles from the finish line.	Astoria could be a much larger player and become a true export terminal for bulk commodities - if it had true 286 compliant rail service - ditto port of St Helens facilities. Currently we must send heavy, bulky material into Portland for coastwise shipping...costing us in transportation, efficiency and opportunity.	Coos Bay has a vision and has been successful in beginning upgrades. Astoria has been written off by the PWRR, basically terminating service at Wauna. The port of Newport/Toledo area suffers from minimal investment by the PWRR.	Adequate	Port of Newport - requires more depth alongside and consistent harbor maintenance. Port of Astoria requires both rebuild of existing piers west of the bridge; and a commitment to make a project work at Tongue Point. Port of The Dalles has little opportunity for new business or growth...ditto Port of Hood River and Port of Cascade Locks...they need room, but are hemmed in between the river and other infrastructure. Port of Coos Bay needs to make a commitment to either redevelop berths along the North Bend/Coos bay water front or abandon them and concentrate along the north spit. Further, the mess along Empire needs to be addressed. There is opportunity there if the berths were reconditioned. Other small coastal ports are fish and tourist related and while a part of Oregon''s marine infrastructure, not ready for heavy lifting.	Both Port of Astoria and Port of Newport end up as specialty project ports, not recurring operations. Astoria's decaying infrastructure is inadequate to handle most cargo - sending the cargo into Port of Portland - where it is nuisance cargo. Newport's lack of depth means diverting local cargo to Portland or Longview to reach Asian markets.
			Inadequate	The U.S. Army Corps of Engineers, responsible for maintaining the nation's federally authorized navigation channels, jetties, and locks, is severely underfunded. Our organization advocates for adequate Corps funding, such that Oregon's navigation infrastructure can be maintained. With the continued squeezing of the Corps budget at the national level, this effort becomes more challenging each year. We are especially seeing impacts currently at the small ports on Oregon's coast, though there are challenges on the deep draft Lower Columbia, Mouth of the Columbia jetties, and inland Columbia/Snake as well.	Impaired navigation channels mean that vessels cannot load to their full depth. For our smaller ports on the coast, it can also mean complete lack of access to the port, if the navigation channel and bar are not maintained for safe passage. Crumbling jetties aren't able to do their job: training the navigation channels, and lessening wave heights. And navigation locks in disrepair means lack of reliability and safety in the system.

Appendix C: Other Responses

Are these issues identified in any formal plans or studies that you are aware of? If so, which one(s)?	What are the two greatest physical impediments (e.g. low bridge height, channel depth, access road congestion chokepoint, lack of cargo handling facilities in close proximity to the port, etc.) and two greatest operational impediments (e.g. operating hours at the port, productivity, etc,) that impact the ability of Oregon's ports to be competitive, operate efficiently and cost-effectively, and offer satisfactory customer service. Please explain the impacts of each. Are these issues identified in any formal plans or studies? If so, which one(s)?-Physical Impediment-TEXT	What are the two greatest physical impediments (e.g. low bridge height, channel depth, access road congestion chokepoint, lack of cargo handling facilities in close proximity to the port, etc.) and two greatest operational impediments (e.g. operating hours at the port, productivity, etc,) that impact the ability of Oregon's ports to be competitive, operate efficiently and cost-effectively, and offer satisfactory customer service. Please explain the impacts of each. Are these issues identified in any formal plans or studies? If so, which one(s)?-Physical Impediment-Impacts	What are the two greatest physical impediments (e.g. low bridge height, channel depth, access road congestion chokepoint, lack of cargo handling facilities in close proximity to the port, etc.) and two greatest operational impediments (e.g. operating hours at the port, productivity, etc,) that impact the ability of Oregon's ports to be competitive, operate efficiently and cost-effectively, and offer satisfactory customer service. Please explain the impacts of each. Are these issues identified in any formal plans or studies? If so, which one(s)?-Physical Impediment-Documented in Formal Plan? (please specify)	What are the two greatest physical impediments (e.g. low bridge height, channel depth, access road congestion chokepoint, lack of cargo handling facilities in close proximity to the port, etc.) and two greatest operational impediments (e.g. operating hours at the port, productivity, etc,) that impact the ability of Oregon's ports to be competitive, operate efficiently and cost-effectively, and offer satisfactory customer service. Please explain the impacts of each. Are these issues identified in any formal plans or studies? If so, which one(s)?-Physical Impediment-TEXT	What are the two greatest physical impediments (e.g. low bridge height, channel depth, access road congestion chokepoint, lack of cargo handling facilities in close proximity to the port, etc.) and two greatest operational impediments (e.g. operating hours at the port, productivity, etc,) that impact the ability of Oregon's ports to be competitive, operate efficiently and cost-effectively, and offer satisfactory customer service. Please explain the impacts of each. Are these issues identified in any formal plans or studies? If so, which one(s)?-Physical Impediment-Impacts
	Dilapedated infrastructure The Port of Astoria is seeking funds to rehabilitate its piers and wharves. Predominately timber structure, designed for WWII era ships, these structures are not robust for today's handimax/Panamax, post-Panamax ships. While the ships can use these structures with ginger care, drafts inside the slips is inadequate and the type dock wall/sill structure most vessel charterers seek is available. The Port of St Helens is struggling with the Port Westward wharf. Originally constructed for the Army ammunition station, it was given minimal upgrades when it appeared Alaskan crude oil would come to PGE's beaver power plant. Today is is a wooden structure lacking modern accoutrements. There are plans, but nothing solid. Newport is rebuilding the international terminal, but has inadequate alongside draft for most handimax and Panamax ships. An iconic highway bridge limits air draft into the harbor, inadequate draft alongside limits ship capacity. Coos Bay – north spit – has a lot of potential and most of the infrastructure is robust enough for todays' calls of vessels. Old dock structures along Empire ought be removed. North Bend to Coos Bay proper are all ailing infrastructure, with many of the significant improvements made in the 1970's and 1980's. These dock need new faces, solid backfill and more draft.	Inability to attract modern shipping		Lack of depth to serve Hnadi-Max, Pana-Max Vessels at all tides Port of Astoria – inside piers. Port of Newport – the new international terminal (they are looking at adding a few more feet but permitting is stalled within NMFS. All North Bend / Coos Bay docks – alongside the berth and through the turn bridge.	Even with infrastructure, if you cannot use ships in the trade, you cannot be a true port
Both Port's have strategics plans, both both plans are light on strategic investment...strategic being 10-20-30 years out.	Poor Highway Access - WHAT PORTS SPECIFICALLY?	Hampers intermodal coonection	Mentioned in the STIP and in some ports' strategic plans.	Decaying docks/infrastructure - ST HELENS, ASTORIA, NEWPORT AND COOS BAY?	Without a safe and reliable berth, vessel charterers will not call on a Port.
These issues are well documented and more information can be provided by the Pacific Northwest Waterways Association (PNWA), www.pnwa.net.	Channel depth ON COLUMBIA/SNAKE RIVER - COLUMBIA AND LOWER WILLAMETTE & MCR PROJECTS MAINTAIN CHANNEL DEPTHS IPMACT PORT OF PORTLAND AND PORT OF ST HELENS AND PORT OF ASTORIA; ALSO JETTIES; COOS BAY AND OTHER SMALLER PORTS ALSO IMPACTED; MOST FUNDS GO TO HIGH-TONNAGE PORTS LIKE PORTLAND BUT SMALLER ONES DON'T DO AS WELL; STATE TRYING TO RAISE THE MONEY ITSELF TO GIVE TO THE CORPS; POLICY MAKERS CAN'T EARMARK	Light loading of vessels, lack of access to port facilities - ALL PORTS ALONG THE OR COAST, AND ON COLUMBIA/LOWER WILLAMETTE AND MCR PROJECTS INCLUDING PORTLAND, ST HELENS, ASTORIA, COOS BAY, ETC.			

Appendix C: Other Responses

What are the two greatest physical impediments (e.g. low bridge height, channel depth, access road congestion chokepoint, lack of cargo handling facilities in close proximity to the port, etc.) and two greatest operational impediments (e.g. operating hours at the port, productivity, etc,) that impact the ability of Oregon's ports to be competitive, operate efficiently and cost-effectively, and offer satisfactory customer service. Please explain the impacts of each. Are these issues identified in any formal plans or studies? If so, which one(s)?-Physical Impediment-Documented in Formal Plan? (please specify)	What are the two greatest physical impediments (e.g. low bridge height, channel depth, access road congestion chokepoint, lack of cargo handling facilities in close proximity to the port, etc.) and two greatest operational impediments (e.g. operating hours at the port, productivity, etc,) that impact the ability of Oregon's ports to be competitive, operate efficiently and cost-effectively, and offer satisfactory customer service. Please explain the impacts of each. Are these issues identified in any formal plans or studies? If so, which one(s)?-Operational Impediment-TEXT	What are the two greatest physical impediments (e.g. low bridge height, channel depth, access road congestion chokepoint, lack of cargo handling facilities in close proximity to the port, etc.) and two greatest operational impediments (e.g. operating hours at the port, productivity, etc,) that impact the ability of Oregon's ports to be competitive, operate efficiently and cost-effectively, and offer satisfactory customer service. Please explain the impacts of each. Are these issues identified in any formal plans or studies? If so, which one(s)?-Operational Impediment-Impacts	What are the two greatest physical impediments (e.g. low bridge height, channel depth, access road congestion chokepoint, lack of cargo handling facilities in close proximity to the port, etc.) and two greatest operational impediments (e.g. operating hours at the port, productivity, etc,) that impact the ability of Oregon's ports to be competitive, operate efficiently and cost-effectively, and offer satisfactory customer service. Please explain the impacts of each. Are these issues identified in any formal plans or studies? If so, which one(s)?-Operational Impediment-Documented in Formal Plan? (please specify)	What are the two greatest physical impediments (e.g. low bridge height, channel depth, access road congestion chokepoint, lack of cargo handling facilities in close proximity to the port, etc.) and two greatest operational impediments (e.g. operating hours at the port, productivity, etc,) that impact the ability of Oregon's ports to be competitive, operate efficiently and cost-effectively, and offer satisfactory customer service. Please explain the impacts of each. Are these issues identified in any formal plans or studies? If so, which one(s)?-Operational Impediment-TEXT	What are the two greatest physical impediments (e.g. low bridge height, channel depth, access road congestion chokepoint, lack of cargo handling facilities in close proximity to the port, etc.) and two greatest operational impediments (e.g. operating hours at the port, productivity, etc,) that impact the ability of Oregon's ports to be competitive, operate efficiently and cost-effectively, and offer satisfactory customer service. Please explain the impacts of each. Are these issues identified in any formal plans or studies? If so, which one(s)?-Operational Impediment-Impacts
Port master lans. US ACoE ports study	Highways / Rail to port.. Highways as discussed above. Astoria lost rail service to its port docks. The rail bed survives but with three manual turn bridges along the route, railroad tunnels unable to accommodate double-stacked container gondolas, the slide-prone Bradley area, the washed out Svensen area, then getting past Tongue Point…rail really is not an option. While rail to Newport was talked about for years, it really is not practical based upon topography past Toledo. From Eddyville to Toledo, the rail line winds along streams, passes over antiquated bridges, and is speed restricted. Rail needs to be fully 286 compliant AND have velocity of at least 40 mph and have no tight turns/low passes or restricted bridges to really serve the port. Rail to Coos Bay is promising, but it has a long ways to go. The acquisition by the Port of Coos Bay has been a vast improvement, but tunnels are still restrictive. Once the rail line reaches Reedsport and turns south, the miles of rail trestle over coastal lakes are begging for upgrade. Again, this line needs to become truly 286 compliant, it needs to operate at 40 mph along 90% of its route. The swing –bridge at North Bend remains an obstacle to shipping and a tar-baby for the railroad. Would a solution be to abandon the line to Coquille and construct a true rail reload facility on the North spit? Provide a subsidy for shippers south of the swing bridge to truck to the	Lack of true multimodal connections			
Partso fstrategic plans os St helens, Astoria, Newport and Coos Bay	Port infrastruture requires accomodations for today's larger, deeper and more sophistiacted vessels.	Vessels must by-pass smaller ports and call on ports with adequate berthing	unknown	Concentration of skilled labor in large ports (Portland, Vancouver, Tacoma, longview) while small port labor pools evaporate.	Even when you can attract a shipper, you must import the labor from larger ports at greater expense

Appendix C: Other Responses

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	Adequate	One main road in to the PDX Airport (Airport Way) - there can be delays due to back-up onto the I-205 on-ramp North.			Not applicable
	Excellent	None - All airports have good road access and from the freight component, very little heavy freight travels by air.	n/a	n/a	Adequate
no	Adequate	Because there is a small freight component to most airports, Portland excepted, road infrasturture is adequae	no impact to my business	unknown	Adequate

Appendix C: Other Responses

Please identify any issues with airport freight infrastructure. Which airports/infrastructure specifically?	How do these issues impact your business operations or those of your members?	Are these issues identified in any formal plans or studies that you are aware of? If so, which one(s)?	What are the two greatest physical impediments (e.g. short runway, access road congestion chokepoint, etc.) and two greatest operational impediments (e.g. low productivity) that impact the ability of Oregon's airports to be competitive, operate efficiently and cost-effectively, and offer satisfactory customer service to freight stakeholders? Please explain the impacts of each. Are these issues identified in any formal plans or studies? If so, which one(s)? - Physical Impediment-TEXT	What are the two greatest physical impediments (e.g. short runway, access road congestion chokepoint, etc.) and two greatest operational impediments (e.g. low productivity) that impact the ability of Oregon's airports to be competitive, operate efficiently and cost-effectively, and offer satisfactory customer service to freight stakeholders? Please explain the impacts of each. Are these issues identified in any formal plans or studies? If so, which one(s)? - Physical Impediment-Impacts	What are the two greatest physical impediments (e.g. short runway, access road congestion chokepoint, etc.) and two greatest operational impediments (e.g. low productivity) that impact the ability of Oregon's airports to be competitive, operate efficiently and cost-effectively, and offer satisfactory customer service to freight stakeholders? Please explain the impacts of each. Are these issues identified in any formal plans or studies? If so, which one(s)? - Physical Impediment-Documented in Formal Plan? (please specify)
Mostly adjoing storage and handling equipment My opinion – for PDX, Beaverton, Scappoose, North Bend, Klamath Falls – is developed infrastructure close by the airfield that is built to modern specifications. It is fascinating what Tillamook has accomplished with modern storage space near an airstrip. While North Bend will struggle with types of cargo, it would benefit with incubator space. Scappoose (Port of St Helens) has the open space, but lacks a united community vision for the property. The land use battles around the Scappoose airport are into the second generation. A lucid vision and the will to execute the vision would add regional benefit to PDX and Beaverton. Beaverton is hemmed in and will struggle. PDX has all the space, but needs incubator infrastructure. With more storage and equipment handling on-airport, one can see Portland stealing air cargo from Sea-Tac. Portland already bests Seattle and Tacoma for warehousing and distribution; it seem a logical progression to capitalize on the i-84 /I 205/1-5 connection….being able to get through the Cascades without going over the mountains is attractive.	n/a	n/a			
none	no impact	none			

Appendix C: Other Responses

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Appendix C: Other Responses

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			Excellent		
			Adequate	Ports of Astoria, Newport and one-dimentional...roads to port. Coos Bay has opportunities with rail, but they have to go away from the 1900's model...get rid of the rail swing bridge and build a mega port on North Spit. Port of Portland and Port of Morrow, probably the best structured Ports for growth.	For the coastal ports, we would like to do a lot more business in the forest commodities trade, but are limited by either poor roads, lack of rail, lack of draft, and decaying docks/wharves.
			Excellent		

Appendix C: Other Responses

Are these issues identified in any formal plans or studies that you are aware of? If so, which one(s)?	Can you identify any other issues or provide feedback about Oregon's ports or airports?	Please identify others we should survey.
I believe each port has their own report which has a SWOT component	The old model where Portland and the Port of Portland dominated the state needs to go away. I-84 stops in Portland where it ought to have continued to the coast. Today, that folly has led to massive congestion around the Port of Portland, impacting the city. / / Imagine the opportunity if the Port of Portland disappeared and a new entity, 'Columbia River Port" was created. This entity, with purview from below Bonneville to the MCR, would eliminate the port vs port battles for cargo and allocate commoditied to ports that have special connections, talents, or skills. Allow Kalama and St Helens to rund grain, keep timber in St Helens and Longview, concentrate the rail reload into Portland (cans and cars), look at ways to capitalize on Asotria's attributes.	Sause Bros Ocean Towning - Jeff Browning - jeffb@sause.com

Appendix C: Other Responses

Not applicable				Not applicable
Adequate	Marine Drive, particularly with inbound and outbound traffic, including the Teamsters as well as the workers for the other businesses.	They do not anymore, as I am no longer in that area, except in trying to get through there in order to get to meetings.	Probably, but not that I am aware of	Excellent
Inadequate	Port of Portland - Both Marine Drive and Columbia Blvd. have height restrictions.	Over height loads are required to use Lombard as this is the only east/west over height route left in the City of Portland. St. Johns residents would prefer that trucks use either Columbia Blvd or Marine Drive.	Yes, the St. Johns Truck Strategy completed by the City of Portland.	Adequate
Inadequate	poor routing through residential areas which are used for access to I5 and hwy 30 Marine Drive works well, but Lombard St. near Terminal 4 is poorly maintained and not adequate for the amount of truck traffic. HWY 30 RUNS THRU ST. JOHNS NEIGHBORHOOD TO T5/T6 - RESIDENTIAL AREA AND ROAD IS 'PRETTY BANGED UP'.	delays due to traffic and potholes, other maintenance issues (HWY 30 THRU ST. JOHNS)	not that we are aware of	Not applicable
Inadequate				
Adequate	Seem mostly adequate, though I'm not expert. Columbia Blvd. seems inadequate, but others from my limited experience seem functional.	Do not effect my business to any significant degree directly. However, anything that impedes international trade does have a secondary effect.		Excellent
Adequate				Adequate
Adequate				Adequate
Inadequate				
Adequate				Adequate
Inadequate	Roads need updating, quite a few are gravel pits.			
Inadequate				
Inadequate				
Adequate				Not applicable
Adequate				Adequate
Adequate		no		Not applicable
Adequate				Adequate
Adequate				

Appendix C: Other Responses

			Adequate	Water depth at the approaches to docks and loading/offloading facilities, esp at Waterview, Troutdale, Ross Island, Swan Island	Safety of vessels and crew a concern, esp with low water. Must occasionally light-load barges
			Excellent		
			Inadequate	With the exception of the ports of Portland and Morrow, most port infrastructure is in poor condition. SPECIFIC EXAMPLES? COOS BAY IS REALLY DIFFICULT; OTHERS DEPEND ON WHAT YOU CONSIDER TO BE A PORT; TILLAMOOK ALSO HAS PROBLEMS BUT IS NOT REALLY A FREIGHT PORT; ASTORIA IS A FREIGHT PORT AND ALSO HAS OLD INFRASTRUCTURE	Reduces the amount of freight that can be imported or exported via marine carriers.
			Inadequate	Maintaining channel depth - dredging is the most important issue. / / Also, many terminals are not designed for modern vessels. The have been modified over the yeears to "work" but improvements could be made that would improve safety and productivity. For example, adding winches for hauling mooring lines, modern fendering systems, etc. TERMINAL IMPROVEMENTS ARE COBBLED TOGETHER OVER THE YEARS TO ACCOMMODATE LARGER VESSELS RATHER THAN TAKING A MORE HOLISTIC VIEW AND INVESTING FOR THE LONG TERM. / / Longshore productivity also seems to be an issue relative to other US ports /	shoaling in the river makes piloatage more challanging and causes COLRIP to implement vessel draft restrictions which is a significant impact on shippers. LIGHT LOADING/ /
			Not applicable		
			Not applicable		
N/A	N/A		Adequate		
			Not applicable		
			Adequate		

Appendix C: Other Responses

Navigation channels are maintained by the Corps, and the Portland District has formal plans and procedures in place, although actual dredging projects are often held up for months or even years, depending on the project. Non-channel dredging projects (access from the channel to the dock or other shoreside facility) are problematical, and are either done by contract with the Corps, or more commonly, privately. Permits for these projects are also difficult to come by, generally requiring the permitting agency (the Corps) to consult with the OR Division of State Lands as well as NOAA & OR Fish & Wildlife. Consequently, these projects languish, creating increasingly dangerous or limited access for barge traffic.	Access channel depth/width	safety, load limit\s	see above	rail bridges	safety
The army corps of engineers and CRS stakeholders are constantly working to find funding for dredging and to implement for more effective dredging strategies	channel depth	reduced draft - REQUIRES LIGHT LOADING			

Appendix C: Other Responses

no	rail bridge openings	safety	no	inefficient loading equipment	wastes time
	Labor	low productivity			

Appendix C: Other Responses

no	Not applicable				Not applicable
	Excellent				Excellent
	Adequate	Traffic congestion in the Portland area makes it difficult to meet schedules at PDX. SPECIFIC PROBLEM ROADS? MARINE DRIVE INTERCHANGE HORRENDOUS; IS INCLUDED IN COLUMBIA RIVER CROSSING PROJECT; THIS IS THE FIRST INTERCHANGE ON THE OREGON SIDE; OREGON HAS FUNDED ITS SHARE, WAITING FOR WASHINGTON TO FUND ITS PART; ALSO ISSUES COMING ACROSS ST. JOHNS BRIDGE AND USING LOMBARD STREET - RESIDENTIAL AREAS; RR OVERCROSSINGS ON COLUMBIA BLVD AND MARINE DRIVE PREVENT OVERSIZE LOADS LIKE STEEL SLABS FROM USING BETTER ROUTING.	The congestion is costly to trucking companies serving PDX.	Yes, the Cost of Congestion Study.	Adequate
	Adequate				
	Adequate				
	Excellent				Not applicable
	Adequate				Not applicable
	Not applicable				Not applicable
	Excellent				Excellent
	Inadequate	Confusing into Portland airport for those who don't go very often. One of the delivery points is refusing driver access to restrooms outside of Portland Airport.	With no accessable restrooms a driver has to use the great outdoors???		

Appendix C: Other Responses

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			Adequate	We deliver mostly wood chips, rock products, scrap steel and containerized agricultural products to Oregon ports and private riverside facilities. Cargo handling is a significant factor in determining the economic efficiency of a barge move. If a facility has unreliable or unreasonably slow loading/offloading equipment, it may be difficult to pencil out a feasible operation, especially if a barge crew must remain with the vessel at such a site, or if a barge must remain out of service for an unreasonable time because of inadequate equipment or poor planning at the facility. Terminal 6 (Port of Portland) also has labor issues that occasionally result in such delays. Rock can only be clam-shelled at Ross Island's facility, and there currently is insufficient room to handle large, self-offloading barges. Schnitzer Steel (near Terminal 4) currently has insufficient room to handle barges at the same time it handles ships. A dock expansion is needed. Cemex (Pacific Rock Products) has a rock off-loading facility at Swan Island (a site owned by the Port of Portland) that cannot be secured against theft. Our vessels have too often been boarded by thieves who strip out copper wiring at will.	Such inefficiencies affect our profitability as well as our customers'.
			Adequate		
			Adequate		
			Not applicable		
			Adequate		

Appendix C: Other Responses

No. Schnitzer did a dock expansion study but seems to have reached the conclusion that Portland's proposed scheme for replacing the Greenway rules with a new set of regulations for the North Reach of the Willamette would make an expansion too expensive to proceed.	We deliver most of our barge cargo to facilities that could hardly be termed "ports". More than 85% of our tonnages go to private riverside businesses. They have some of the functions of a port, without the public resources of public ports, but to understand commodity flows and the economics of marine transportation, these facilities should be considered	Shaver Transportation Company
		Members of the Columbia Corridor Association; Corky Collier, Exec. Director
		Martin Callery / Charmaine Vitek /