

ITEMS FOR CONSIDERATION - Comments on Draft Regional Freight Strategy (by chapter)								
#	Chapter or Appendix	Last name	First name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in <u>strikeout</u> and <u>underscore</u>)	MPAC and JPACT recommendation (changes shown in <u>strikeout</u> and <u>underscore</u>)
351	Regional Freight Strategy Chapter 2	Hagar	Jim	Port of Vancouver	8/16/18	Email	(2.2 Freight trends - page 13) Recommendation to add to the third paragraph some mention that both Portland and Vancouver harbors will likely have a longer-term trend of growth.	Amend as requested.
352	Regional Freight Strategy Chapter 2	Hagar	Jim	Port of Vancouver	8/16/18	Email	(Page 15) Recommendation to mention using the waterways in the region (Columbia and Willamette) as corridors as well, particularly for freight mobility, but also potentially as an alternative for mobility related to access to jobs, etc.	Amend Chapter 5, page 74, to add the following sentence under the Rivers and Barges section, " <u>The Willamette River also carries freight to and from Swan Island.</u> "
353	Regional Freight Strategy Chapter 2	Hagar	Jim	Port of Vancouver	8/16/18	Email	(Page 17). Question about if the real export growth graphic includes Port of Vancouver or just Port of Portland	Amend page 17 to add the word "Vancouver" to the first sentence to reflect this graphic does include Port of Vancouver since the calculation is for Portland, OR-WA and includes Vancouver as part of the region.
354	Regional Freight Strategy Chapter 2	Hagar	Jim	Port of Vancouver	8/16/18	Email	(Page 18) Recommendation to mention that Washington is the most trade dependent state in the US with 40% of jobs tied to trade.	Amend page 18 to add the following sentence, " <u>Washington is the most trade-dependent state in the US, and Oregon is the 9th most trade-dependent state.</u> "
355	Regional Freight Strategy Chapter 2	Hagar	Jim	Port of Vancouver	8/16/18	Email	(Page 31) Recommendation to highlight SR 501 and SR 500 as part of the regional freight network (Page 31) Recommendation to highlight in yellow the POV property directly north of the POP on the Columbia River (Page 32) Recommendation to add Port of Vancouver to the multimodal maps in Figure 8	Amend the Regional Freight Strategy (and where appropriate the RTP) as follows: - revise the Regional Freight Map to better distinguish RTC and county designated freight routes outside of the metropolitan planning area boundary for reference. The RTP system maps currently reflect facilities that are within Metro's planning responsibility for federal and state purposes. - add a separate map of Regional Freight Routes and industrial lands and marine facilities designated by the RTC in their long-range transportation plan for reference. Marine facilities and other land use designations shown on the RTP System maps are only within the MPA boundary reflecting Metro's planning responsibility.
356	Regional Freight Strategy Chapter 2	Hagar	Jim	Port of Vancouver	8/16/18	Email	(Page 96) Recommendation to call out the I-5 bridge as project that needs to be completed. "...using the Columbia River Crossing is probably not the way to address it. I'd say outdated or obsolete I-5 bridge."	No change recommended. This project is currently identified in the Financially Constrained RTP project list.
357	Regional Freight Strategy Chapter 3	Hagar	Jim	Port of Vancouver	8/16/18	Email	(Page 3-99) Highlight the Port of Vancouver property directly north of the Port of Portland property on the Columbia River in yellow. (Page 3-100) Recommendation to add Port of Vancouver to the multimodal maps in Figure 8.	Add a map of Regional Freight Routes and industrial lands and marine facilities designated by the RTC in their long-range transportation plan for reference. Marine facilities and other land use designations shown on the RTP System maps are only within the MPA boundary reflecting Metro's planning responsibility.
358	Regional Freight Strategy Chapter 3	Wright	Eric	PDX Container	6/13/18	Email	Amend the third paragraph of Chapter 3.2 (page 25) to include "pipeline, air, <u>truck</u> routes..." in the first sentence and to say "Rail branch lines and heavy vehicle corridors" and "...to rail yards and <u>truck terminals</u> " in the third sentence.	Amend as requested.

Exhibit B to Resolution No. 18-4893**October 18, 2018**

359	Regional Freight Strategy Chapter 3	Kraushaar	Nancy	City of Wilsonville	7/2/18	Email	(Ch. 3, Section 5) Amend the Regional Freight Network map to reflect completed construction of Kinsman Road (freight route) between Barber and Boeckman in Wilsonville. Request for it to be a solid line, not a dashed line.	Amend as requested.
360	Regional Freight Strategy All Chapters and Appendices			Metro staff	8/21/18	n/a	Miscellaneous technical corrections, copy edits, table and figure numbering corrections and add missing information	Amend as requested.
361	<i>Other comments and recommendations will be added from the RTP document comments and recommendations in Exhibit C to Ordinance No. 18-1421, as appropriate.</i>							Amend as requested.