

**Columbia Snake River System
and Oregon Coastal Cargo Ports
Marine Transportation System Study**

**Appendix D
Funding by Infrastructure Type**

Prepared for
CEDER, the Center for Economic Development Education and Research
by
PB Ports and Marine

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Funding by Infrastructure Type

Appendix D summarize MTS funding requirements by infrastructure type. All identified projects of national, regional and local value are listed including those federally authorized projects that require regular maintenance.

C.1 MTS Navigation Projects

Project	Location	System Importance	Basis of Need	Cost
On-Going Maintenance				
Lower Columbia & Willamette Rivers Maintenance Dredging	Lower Columbia & Willamette Rivers	National	Maintain Existing Trade	\$20,000,000 (annually.)
Snake River Maintenance Dredging	Snake River	Regional	Maintain Existing Trade	\$4-\$6,000,000 (every 3 yrs.)
Coos Bay Maintenance Dredging	Coos Bay	Regional	Maintain Existing Trade	\$6,500,000 (every 2 yrs.)
Mid Columbia River Lock Maintenance	Mid Columbia River	Regional	Maintain Existing Trade	\$1,500,000 (annually.)
Snake River Lock Maintenance	Snake River	Regional	Maintain Existing Trade	\$1,900,000 (annually.)
Yaquina Bay Maintenance Dredging	Newport	Local	Maintain Existing Trade	\$1,800,000 (every 2 yrs.)
Near-Term (1-5 Years)				
Columbia River Channel Deepening	Lower Columbia River	National	Maintain Existing Trade & Trade Growth	\$148,400,000
Columbia River Jetty Repair	Mouth of Columbia River	National	Maintain Existing Trade	\$14,000,000
Mid Columbia River Navigation Lock Repair & Retrofit	Mid Columbia River	Regional	Maintain Existing Trade	\$33,300,000
Snake River Navigation Lock Repair & Retrofit	Snake River	Regional	Maintain Existing Trade	\$18,100,000
Coos Bay Jetty Repair	Coos Bay Entrance	Regional	Maintain Existing Trade	Study \$750,000 Construction \$18,700,000
Lower Coos Bay Turning Basin	Coos Bay	Regional	Trade Growth	\$4,000,000+
Yaquina Bay Jetty Repair	Newport	Local	Maintain Existing Trade	\$28,000,000
Long-Term (10+ Years)				
BNSF Rail Bridge Navigation Lift Span	Portland-Vancouver	Regional	Maintain Existing Trade	\$56,500,000

C.2 MTS Rail Projects

Project	Location	System Importance	Basis of Need	Cost
Near-Term (1-5 Years)				
Coos Bay North Bay Industrial Rail Lead	Coos Bay	Regional	Trade Growth	\$6,800,000
Upriver Unit Train Facilities	Morrow, Umatilla, Pasco, Lewiston	Regional	Trade Growth	Feasibility \$250,000 Construction \$4-\$6,000,000 each
Mid-Term (6-10 Years)				
I-5 Trade Corridor Rail Capacity Improvements	Portland-Vancouver	National	Trade Growth	\$170,000,000
Kelso / Martins Bluff Third Main Line	Kalama-Longview	National	Trade Growth	\$190,000,000
New Port of Vancouver Northern Rail Access	Vancouver	Local	Trade Growth	\$60,000,000 to \$80,000,000
Repair/Replace Coos River Rail Bridge	Coos Bay	Local	Maintain Existing Trade	\$10,000,000+
Kalama Grain Terminal Trackage Improvements	Kalama	Local	Trade Growth	\$2,500,000
Leadbetter St. Extension & Rail Overcrossing	Portland	Local	Trade Growth	\$10,800,000
North Rivergate A&B Rail Yard Expansion	Portland	Local	Trade Growth	\$4,500,000
Coos Bay North Bay Marine Terminal Rail infrastructure	Coos Bay	Local	Trade Growth	\$3,000,000

C.3 MTS Roadway Projects

Project	Location	System Importance	Basis of Need	Cost
Near-Term (1-5 Years)				
Pasco Processing Center Road Connection to SR395	Pasco	Local	Trade Growth	\$300,000
US20 Pioneer Mountain to Eddyville	Newport	Local	Trade Growth	\$133,000,000
Umatilla Terminal Access Road Improvements	Umatilla	Local	Trade Growth	\$1,000,000
Columbia Blvd. & Lombard St. Improvements at MLK	Portland	Local	Trade Growth	\$16,800,000
Mid-Term (6-10 Years)				
I-5 Delta Park to Lombard in North Portland	Portland	Regional	Trade Growth	\$44,000,000
Fruit Valley Road, Phase 3	Vancouver	Local	Trade Growth	\$10,000,000
West 26 th Roadway Extension	Vancouver	Local	Trade Growth	\$20,000,000
Long-Term (10+ Years)				
I-5 Columbia River Crossing	Portland-Vancouver	Regional	Trade Growth	\$1,000,000,000
Fourth Plain Expansion	Vancouver	Local	Trade Growth	30,000,000
Columbia Blvd. Northbound Ramps to I-5	Portland	Local	Trade Growth	\$56,000,000