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Columbia/Snake River System and Oregon Coastal Cargo Ports Marine Transportation System (MTS) Study



MTS investment stimulates trade, creates jobs

This region's MTS creates strong national, regional and local economies

The Columbia River is the nation's Number 1 wheat and barley export gateway. The Columbia/Snake River System is the U.S. West Coast's biggest exporter of mineral bulks and the river ports and Oregon coastal cargo ports combine to be the largest exporter of forest and paper products on the West Coast. General cargo and automobiles are imported to and exported from more than 40 states.

More than 45,000 people in Oregon, Washington and Idaho have jobs that are dependent on the MTS. Thousands more are employed outside the region in the production, processing and distribution of products moving on the region's MTS.

This region is poised for growth.

By 2020, with appropriate investment in the region's MTS, marine cargo volume will grow between 30 and 75 percent, and MTS-related employment will grow by 30 percent.

MTS funding is necessary to maintain trade and prepare for growth

To preserve existing trade and capitalize on potential trade growth, MTS funding is needed to maintain existing projects, rehabilitate aging infrastructure, eliminate bottlenecks, and increase efficiency and

capacity for navigation channels, ports, harbors, railways and roadways.

Navigation needs more funding now

Over the next five years, the Columbia River channel deepening, Columbia River jetty repair, Columbia and Snake River lock repairs, and Coos Bay harbor improvements will require nearly \$238 million.

Navigation maintenance along all segments of the Columbia/Snake River System and at the Ports of Coos Bay and Newport needs to be funded annually.

The majority of this funding needs to come from the federal government, although a significant portion is covered by harbor maintenance and inland waterway user fees and, for new construction of deep-draft channels, local project sponsors.

Rail improvements are needed to accommodate trade growth at Coos Bay, where nearly \$7 million is needed. Feasibility studies for unit train rail facilities should be funded at the Ports of Lewiston, ID, Pasco, WA, and Morrow and Umatilla, OR. Funding will be from a mix of federal, state, local and private sources.

Rail needs more funding in the mid-term

Over the next 6-10 years, rail improvements at ten projects along the I-5 trade corridor and a third main line in southwest Washington will require \$360 million. \$44 million is

needed to expand capacity of I-5 in north Portland. These projects will facilitate trade growth. Funding will be from federal, state, local and private sources.

Roadways need the most funding beyond ten years

The major project that dominates MTS planning beyond ten years is replacement of the I-5 Bridge over the Columbia River between Portland and Vancouver. It is expected to cost \$1 billion. Replacing the BNSF rail bridge swing span will cost \$56.5 million. Funding for these projects will be from federal, state, local and private sources.

MTS costs will grow dramatically over time.

It is important to begin now to set the stage for increasing the federal and regional investment in MTS infrastructure. It is necessary to maintain existing trade and to prepare the region for forthcoming trade growth to enhance the economic vitality of the Pacific Northwest.

Over \$2 billion in MTS projects are needed in the next ten-plus years. \$398 million is needed in the next five years. \$572 million is needed in years 6-10. \$1.14 billion will be needed in just over ten years.

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