

# Funding National MTS\* Needs

A Pacific Northwest Case Study

\*Marine Transportation System

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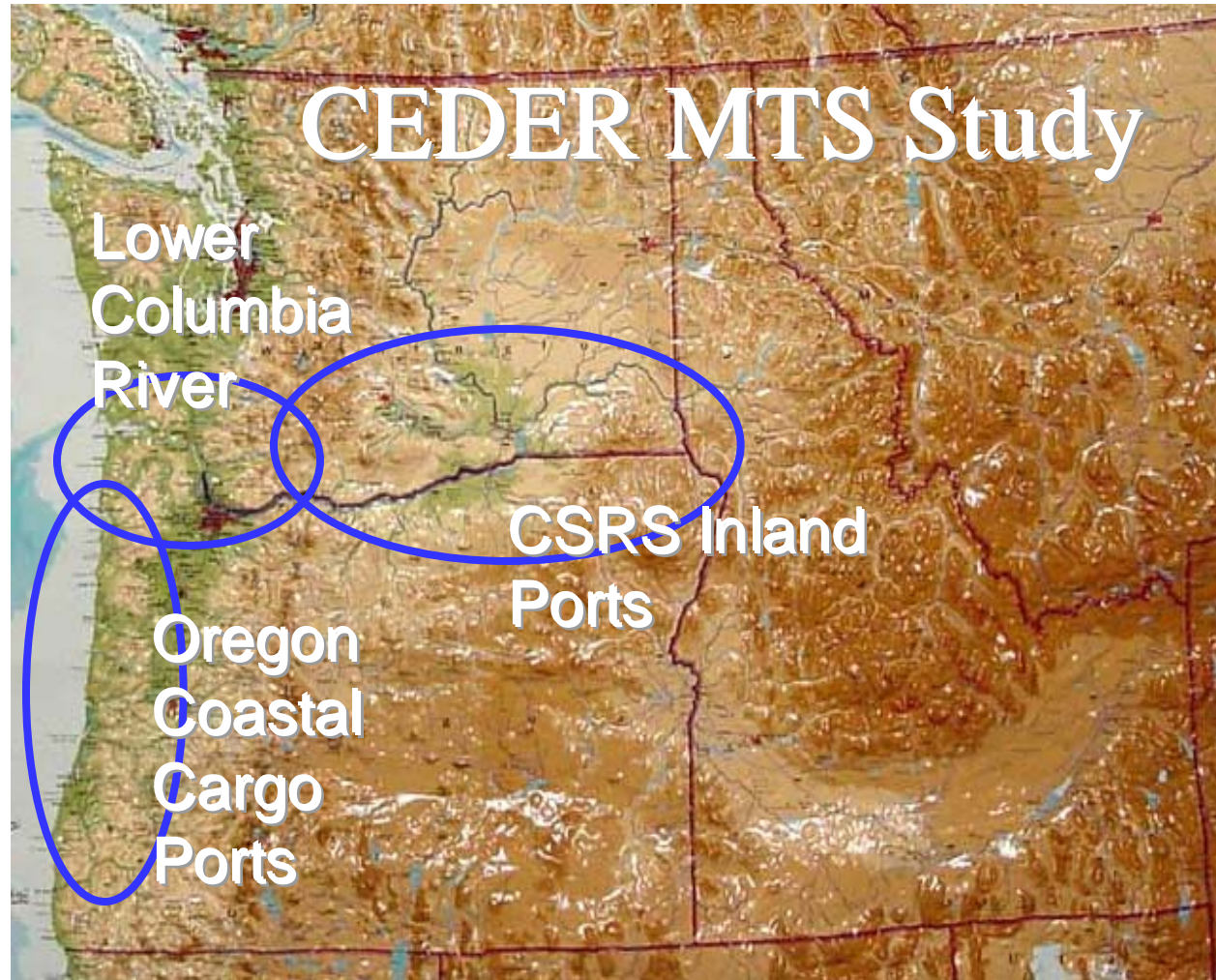
Pacific Northwest Waterways Association

AAPA HNE Seminar

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# CEDER MTS Study

Lower  
Columbia  
River

CSRS Inland  
Ports

Oregon  
Coastal  
Cargo  
Ports

# Columbia Snake River System and Oregon: A Region Poised for Growth

Cargo volume, cargo value and jobs...all will increase

## 🚢 Lower Columbia River

🚢 32 to 43 million tons,  
containers, grain, autos, breakbulk

🚢 Up to 60 million tons with LNG

🚢 From 40,000 to 52,000 jobs

## 🚢 CSRS Inland Ports

🚢 8.5 million to 10.2 million tons,  
grain and containers

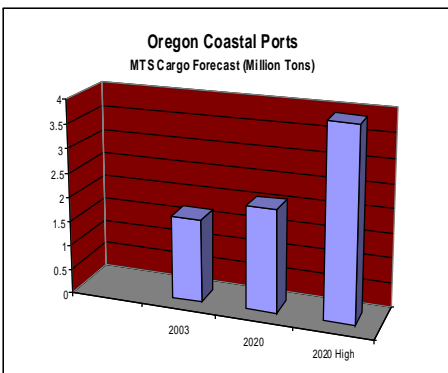
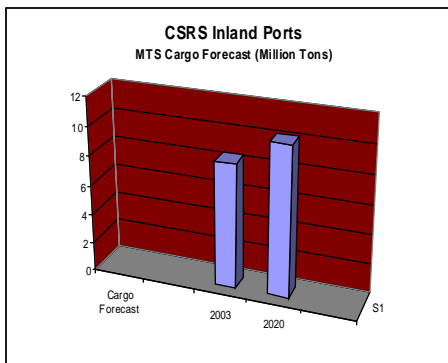
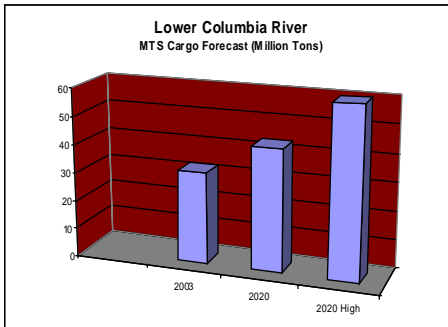
🚢 From 2,600 to 2,900 jobs

## 🚢 Oregon Coastal Cargo Ports

🚢 1.7 to 2.1 million tons,  
forest products, bulks

🚢 Up to 3.9 million tons with LNG

🚢 From 3,100 to 4,400 jobs





## MTS Needs: to maintain existing trade and accommodate trade growth

### Navigation

- Long-term O&M funding
- Columbia River channel deepening
- Columbia River jetty repair
- CSRS inland navigation lock rehab
- Coos Bay navigation improvements



### Rail

- I-5 corridor rail improvements
- BNSF third main line
- Coos Bay North Bay rail
- Inland river unit train feasibility studies
- Local port access

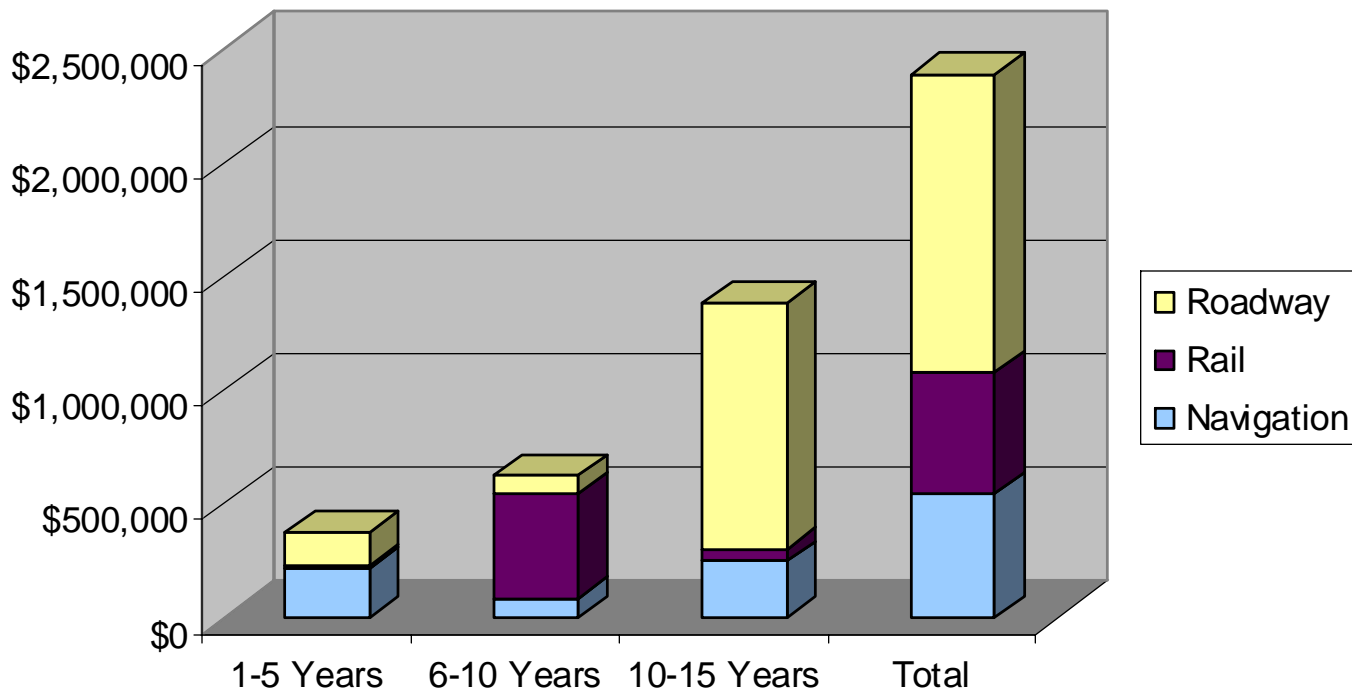


### Road

- I-5 Interstate Bridge replacement
- Local port access



## MTS System Funding Needs: Columbia Snake Rivers and Oregon Coast







## How do we meet funding needs?

- 🚢 We believe PNW is typical of other regions
- 🚢 We are struggling to meet current needs
- 🚢 Needs double every five years
- 🚢 Private sector funding is limited for navigation and road
- 🚢 Local resources are not sufficient
- 🚢 States are struggling, too
- 🚢 That leaves ... federal funding





## Federal Funding Issues

- 🚢 Federal funding policy
- 🚢 Federal funding trends
- 🚢 Navigation trust fund trends (HMTF, IWTF)
- 🚢 Industry needs
- 🚢 Funding Strategy
- 🚢 The role of AAPA





# Funding National MTS Needs:

A Pacific Northwest Case Study



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