Funding National MTS* Needs
A Pacific Northwest Case Study

*Marine Transportation System

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AAPA HNE Seminar
Vancouver, BC
June 6, 2006
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

- Roadway
- Rail
- Navigation

<table>
<thead>
<tr>
<th>Time Range</th>
<th>Roadway</th>
<th>Rail</th>
<th>Navigation</th>
<th>Total</th>
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<td>1-5 Years</td>
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<td>Total</td>
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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
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