



2009 Statement of Transportation Policy Positions

The surface, rail, air, and water transportation infrastructure we possess in the Portland / Vancouver region are strategic assets that must be maintained and enhanced if we are going to continue to be a gateway for international trade. It is our vital lifeline for the efficient movement of goods and its job-creating benefits are felt around the region.

Addressing Freight Mobility: PNITA believes construction of a new Columbia River Crossing will support the anticipated demands associated with expected increases in volume over the next 25 years and assist the mobility of freight up and down the I-5 Corridor. As such, we support the \$3 million request from the Oregon Department of Transportation and the \$3 million request from the Washington State Department of Transportation to conduct the Environmental Impact Statement on the project. The \$10 million will ensure that sufficient funds are available to conduct the necessary analysis over the next year. PNITA supports the replacement of the existing bridge with a new structure to accommodate increasing traffic patterns and light rail. PNITA also supports local, regional and state efforts to develop strategic plans that take into account the need for investments in the multi-modal infrastructure to ensure freight flows freely on critical freight arteries. Contact: Grant Armbruster, Columbia Sportswear, garmbruster@columbia.com, (503) 985-4203.

Maintaining Maritime Transportation: The vitality of much of our regional economy is directly linked to the capacity and efficiency of waterborne transportation on the Columbia, Willamette, and Snake Rivers. To sustain that waterway infrastructure, PNITA supports the appropriation of \$31 million in FY2009 to finish the Columbia River channel deepening project. In addition, PNITA requests funds for the Corps of Engineers to accelerate the study of the long-term rehabilitation of the jetties. Finally, shoaling in certain locations on the Willamette River is beginning to hinder the movement of cargo ships to and from marine terminals. The Corps of Engineers needs to dredge the shoals to the authorized channel depth of 40 feet. PNITA supports funding in FY2009 for the Corps to perform this long-overdue maintenance dredging on the Willamette River. Contact: Rick Finn, Port of Portland, rick.finn@portofportland.com, (503) 944-7045.

Ensuring Predictable Rail Service: Farms and businesses in the Pacific Northwest require reliable, efficient, and cost-effective rail service to compete successfully in regional, national, and foreign markets. Some Northwest products can be shipped

only by rail, and rail transportation provides cost savings and environmental benefits over other transportation modes. However, the regional rail network suffers from infrastructure capacity deficiencies, equipment shortages, and operational disagreements between the mainline and short-line railroads that restrict competitive access. As a result, many shippers do not have consistent access to high-quality, reliable rail service. PNITA urges Members of Congress to support federal measures that will improve rail capacity, efficiency, and service delivered by rail carriers both within the Pacific Northwest and between the region and the rest of the United States. Contact: Tom Zelenka, Schnitzer Steel Industries Inc., tzelenka@schn.com, (503) 323-2821.