

Public Port Districts

Connecting us to the future



Eric Johnson

Executive Director

Washington Public Ports Association

Larry Paulson

Executive Director

Port of Vancouver, USA

September 9, 2011

- Washington has 75 port districts (more than any other state). They own and operate:
 - Marine terminals (cargo, cruise ships, fishing vessels)
 - Three shortline railroads
 - Some roads
 - 31 airports
- **Highly dependent upon the external transportation infrastructure that supports us – rail, road and water.**

Funding for building and maintaining port-owned facilities comes from:

- Port operating revenues
- Grants and loans from FMSIB, WSDOT, FHWA and FRA and CERB
- Port property taxes

Funding for the infrastructure that connects us to the world comes from the existing federal, state and local sources that have been reviewed already

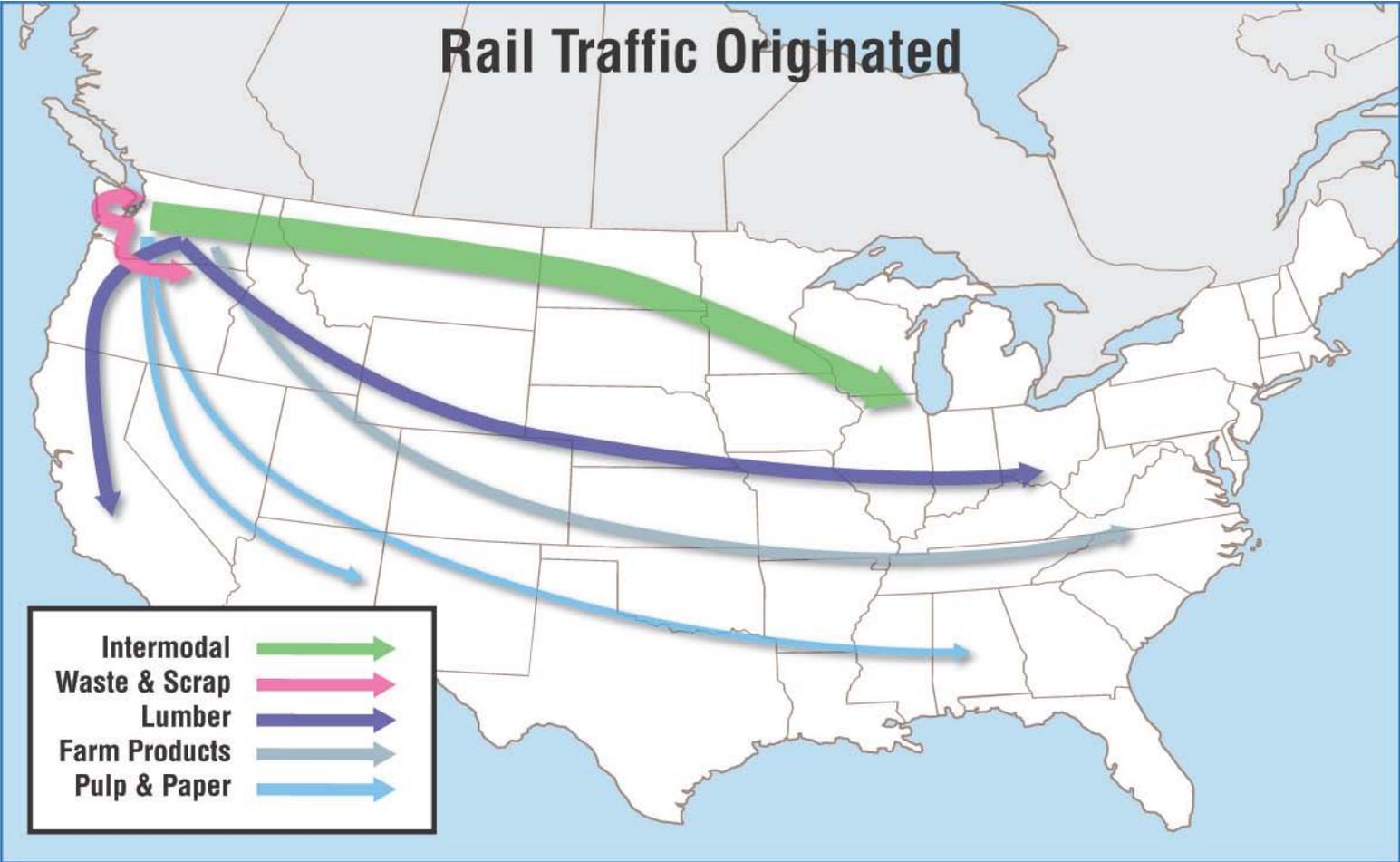
Port investments often leverage significant amounts of accompanying private investment.

Our state economy depends on our connection to the markets of the world. These connections are imperiled.

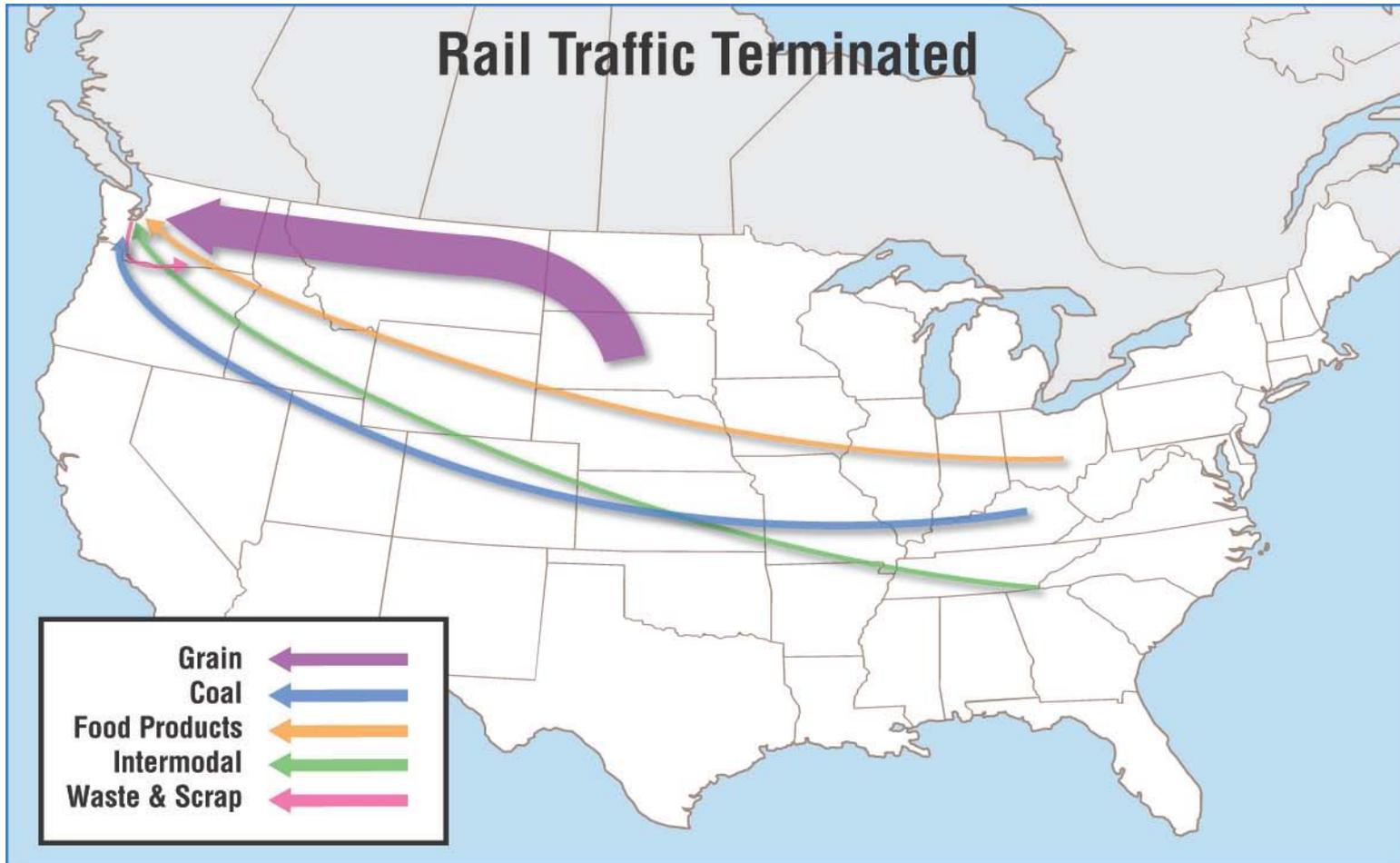
- Over 261,500 jobs statewide are connected to the movement of cargo through the Port of Tacoma and the Port of Seattle alone.
- There is approximately \$70 billion of goods flowing through these two ports to and from international markets*.
- Ports throughout the state are the economic engines of their community, and they create thousands of high-wage private-sector jobs that depend upon moving goods.

*Governor's Container Ports Initiative: Recommendations of the Container Ports and Land Use Work Group

Washington State Rail Traffic 2008



Washington State Rail Traffic 2008, cont.



Ports Transportation Overview

Competing trade routes in and out of North America are already hurting us. If we do not invest in strategic freight projects quickly, our farmers and manufacturers will suffer the loss of critical markets.

Canada. There has been \$1 billion investment in rail/road/port infrastructure since 2007 for Canada's Asia-Pacific Gateway & Corridor Initiative.

Panama Canal. The widening of the canal is set to be completed in 2014 providing more efficient access to ports in the Gulf Region from the Pacific.

East Coast & Gulf Region. Local governments and rail companies have partnered to invest in infrastructure for the Crescent Corridor, the Heartland Corridor, CREATE, and the National Gateway.

This competition also means that our trade routes are very price-sensitive.

Lack of an efficient freight transportation system seriously jeopardizes our economic recovery.

- We need unified freight investment effort that focuses on strategic projects and corridors to address the following:
 - New rail volumes in the agricultural sector.
 - Longer train lengths.
 - Rail bottlenecks and congestion in freight corridors.
 - Key freight highway projects such as SR 167, SR 519 and the Columbia River Crossing



Priority Investments For Relieving Rail Congestion

