

HWH

COLUMBIA RIVER HIGH, WIDE AND HEAVY CORRIDOR



SHIPPING FROM ASIA THROUGH COLUMBIA RIVER PORTS SAVES TIME AND MONEY WHILE CREATING ECONOMIC AND ENVIRONMENTAL BENEFITS

BACKGROUND

The High Wide Heavy (HWH) Coalition has teamed with local businesses, communities, and government agencies to develop a Federally-authorized High, Wide, and Heavy, multimodal freight corridor that allows importers and exporters to cost-effective and reliably move cargo to and from North America and Canda through our Columbia River ports and over Oregon's interstate highway system. In addition to providing an efficient route, the use of the Columbia River HWH Corridor will generate economic impacts to the states of Oregon and Washington through increased utilization of the ports, as well as reduce environmental and other socioeconomic impacts associated with serving the PNW region and upper Midwestern states, via the Gulf Coast ports.

ROUTE GOALS

ESTABLISH a designated HWH corridor network through Oregon, Idaho, Montana, and Canada, protect the routes from losing capacity.

INFORM and **ENGAGE** elected and appointed individuals, city staff, resources agencies, special interest groups and the general public.

IMPROVE SAFETY for crews moving loads, motorists, and the general public by permanently removing, raising, or burying obstacles that along the routes.

ENCOURAGE manufacturing businesses to locate facilities along the routes to create jobs and economic benefits for the State of Oregon.

PARTNER with private sector companies and state agencies responsible for organizing and providing emergency disaster relief to ensure HWH corridors can be utilized when needed.

SAVES TIME AND MONEY

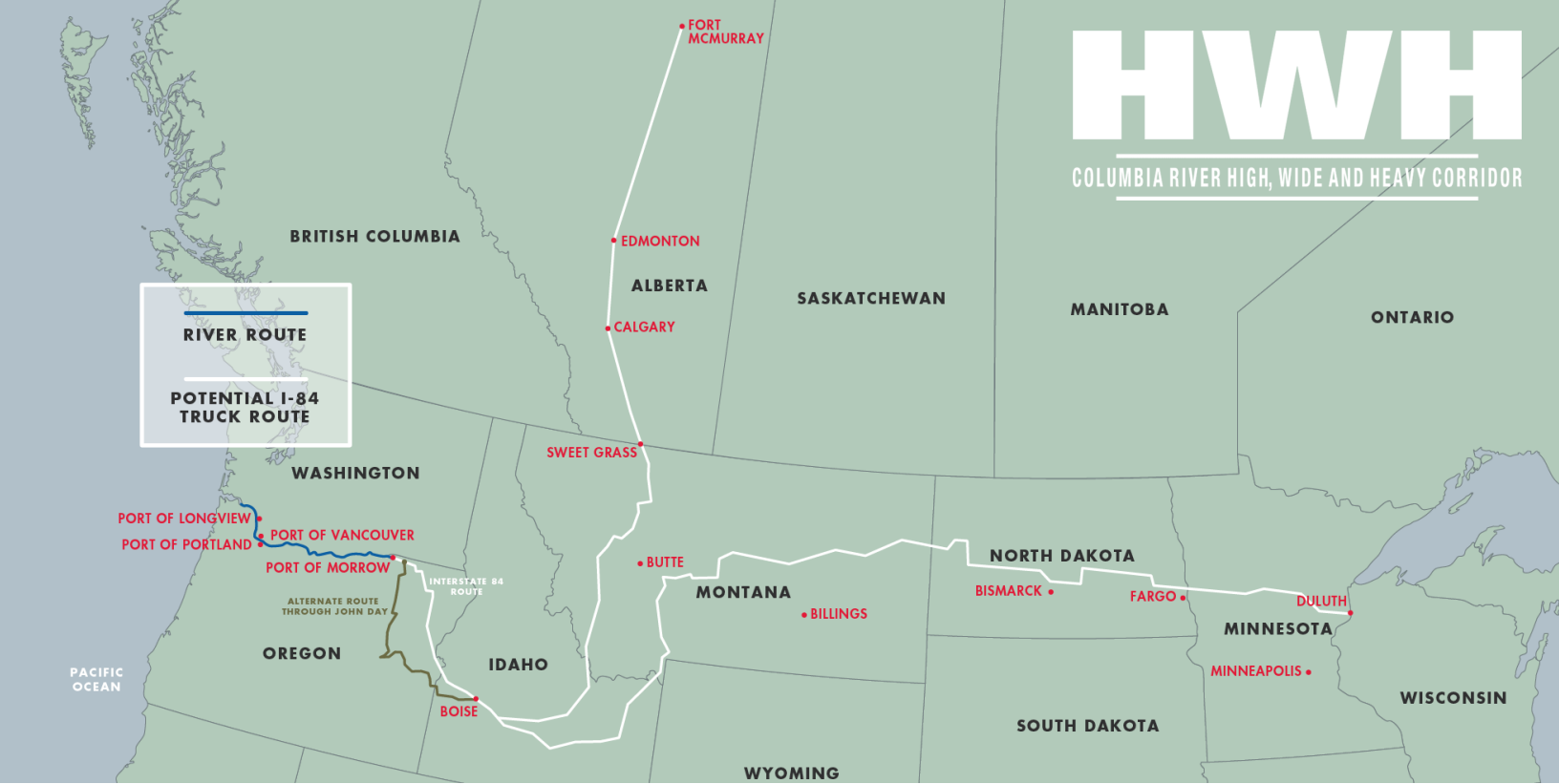
Shipping from Asia through Columbia River ports saves shippers time and money. Shorter transit times and minimal handling also means less stress on high-value cargo and equipment.

MARINE (MAP ON BACK)	ASIA TO: COLUMBIA RIVER	ASIA TO: HOUSTON, TEXAS
Distance Miles	5,101	10,055
Voyage Days	15	31

TRUCK (MAP ON BACK)	COLUMBIA R. TO: SWEET GRASS, MONTANA	HOUSTON TO: SWEET GRASS, MONTANA
Distance Miles	1,246	2,501
Transit Days	10	22
TOTAL TRANSIT TIME	25 DAYS	53 DAYS

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ECONOMIC IMPACTS & BENEFITS

The HWH Corridor Coalition retained the services of Martin Associates* to quantify the **economic impacts and socioeconomic benefits** (reduced environmental impact, reduce accidents due to shorter truck distances to final destinations, and reduced highway infrastructure impact), while providing a more cost-effective transportation mode of moving high, wide, and heavy over-dimensional cargo to destinations in the PNW, Upper Midwestern states and Canadian provinces.

KEY FINDINGS

83,176 tons (which is 53% of the 161,000 total tons that move into the PNW, Upper Midwest, and Canadian regions) of the HWH over-dimensional cargo that moved via the Gulf Coast port region in 2021 could have moved more cost effectively via the Columbia River HWH Corridor.

The handling of the 83,176 tons of HWH cargo could potentially generate a significant annual economic impact to the Oregon/Washington Economy:

- **719 direct, induced, and indirect jobs** annually (42% of these jobs would have an average salary of \$68,842)
- **\$30.1 million of direct business revenue** to the firms providing the direct services
- **\$7.9 million of state and local taxes annually**

The use of the Columbia River HWH Corridor to move over-dimensional cargo originating in Asia **provides \$277.8 million of net environmental, infrastructure, safety, infrastructure, and economic competitiveness benefits** over a 20-year period, compared to the use of a Gulf Coast port routing to the states of Oregon and Washington, as well as the Upper Midwestern states, and Alberta, Saskatchewan and Manitoba.

COMMERCIAL GROWTH

The establishment of the **Columbia River HWH Corridor is a key economic development tool to attract manufacturers** of high, wide, heavy and over-dimensional structures, such as green power generation/power distribution components, modular units, cranes, generators, bridge beams, broadband towers, etc. for domestic consumption and/or export.

POTENTIAL DEVELOPMENT OF ONE MANUFACTURER OF HWH CARGO COULD GENERATE ANNUALLY**:

- 918 direct, induced, and indirect jobs
- \$34.5 million total direct, induced, and indirect wages/salaries and local consumption impact
- \$3.7 million state and local taxes (excluding corporate taxes)

SUPPORTS ODOT'S STRATEGIC ACTION PLAN

The Columbia River HWH Corridor aligns with several priorities defined in the July 2021 Strategic Action Plan.

Modern Transportation System Priority: Preservation and Stewardship; Safety; Accessibility, Mobility and Climate Change; and Congestion Relief

Equity Priority: Culture, Workforce, Operation, and Policy; Economic Opportunity; Engagement; and Climate Equity

* Research and data analysis conducted by: Martin Associates
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** Based on Martin Associates' economic development impact model for port tenants along the Columbia River, and adjusting for this type of manufacturer.