

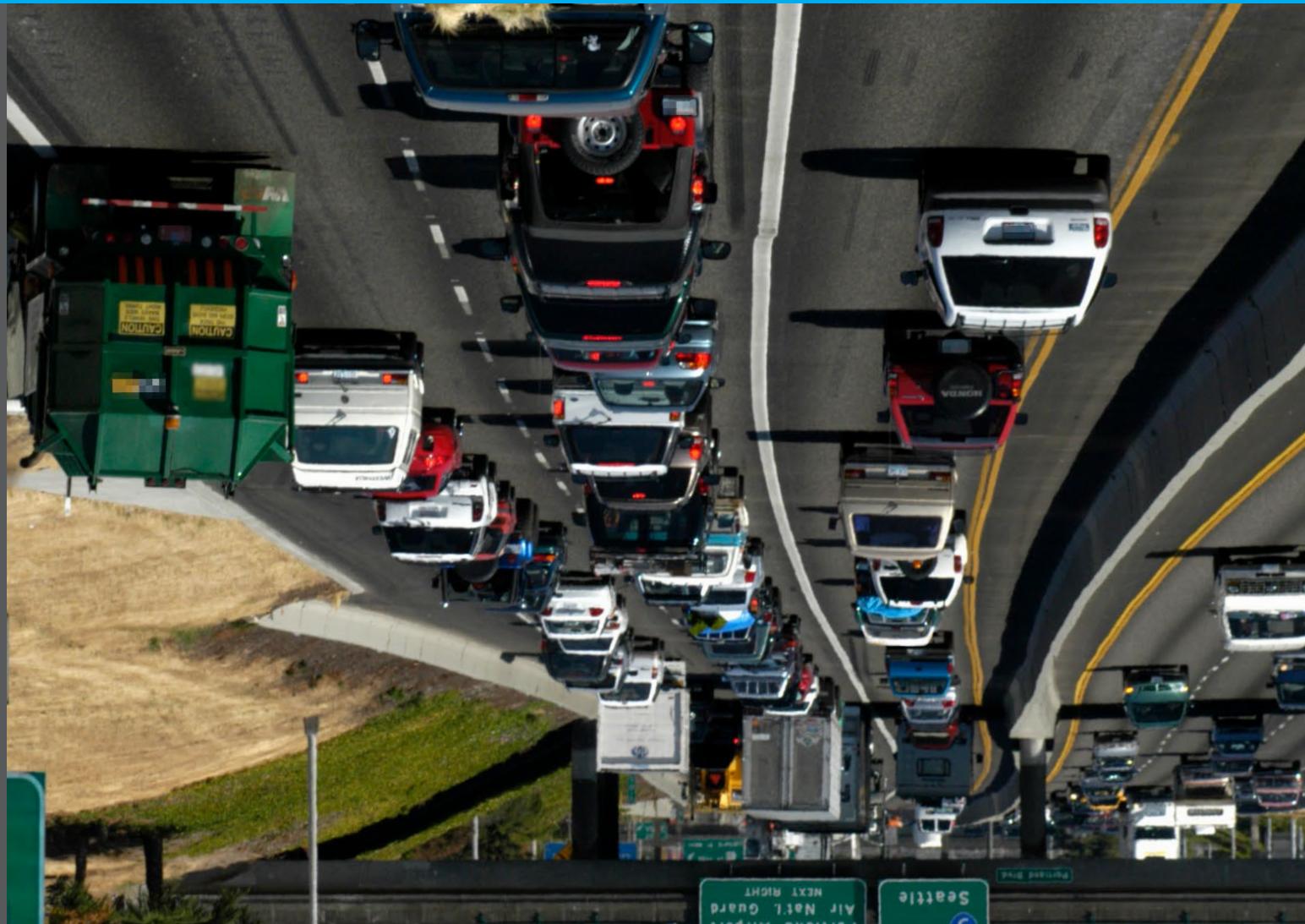


Oregon manufacturers and  
their workers depend on  
foreign customers for  
\$1 in every \$4 of sales

The cost of congestion in  
the Portland region is \$1.8B  
annually, the 11th highest  
in the nation

348.8M tons of product  
valued at \$353B  
in 2015, Oregon moved  
1 in 5 Oregon jobs are  
dependent upon transportation

AND TRADE  
OREGON'S ECONOMY



# OREGON'S GROWING GRIDLOCK IS LIMITING OUR ECONOMIC FUTURE

## ROADBLOCKS TO GROWTH

Businesses and industries that make up the local, regional and statewide economy rely on Oregon's multimodal gateway to global markets. The state's economy depends on the success of those businesses and industries. Bottlenecks, decreasing capacity, and lack of infrastructure maintenance and improvements directly impact business' ability to meet current demands and grow. Investment in the state's transportation system is an investment in Oregon's economy.

### STATEWIDE CONGESTION

- 1 I-84 eastbound
- 2 I-5 Salem- Albany area
- 3 Bend area
- 4 I-5 Medford
- 5 Hwy 99W

### METRO AREA CONGESTION (INSET MAP)

- 6 I-5 Bridge over Columbia
- 7 I-5 at I-405
- 8 I-5 and I-84
- 9 Hwy 217
- 10 I-205 West Linn to Columbia River
- 11 I-5 Wilsonville area north
- 12 Hwy 99 through Dundee
- 13 US 26 at the tunnel

### ROAD CONDITION

- 14 US 30 to Astoria – limited capacity at locations
- 15 Hwy 97 from CA to WA – poor condition and lacks passing lanes in some places
- 16 Hwy 42 – too narrow and winding for trucks
- 17 Hwy 38 – Reedsport to Drain, narrow and winding
- 18 I-5 – Douglas and Josephine counties need for truck climbing lane
- 19 I-84 at Farewell Bend, lacks passing lane in some places

### WEATHER

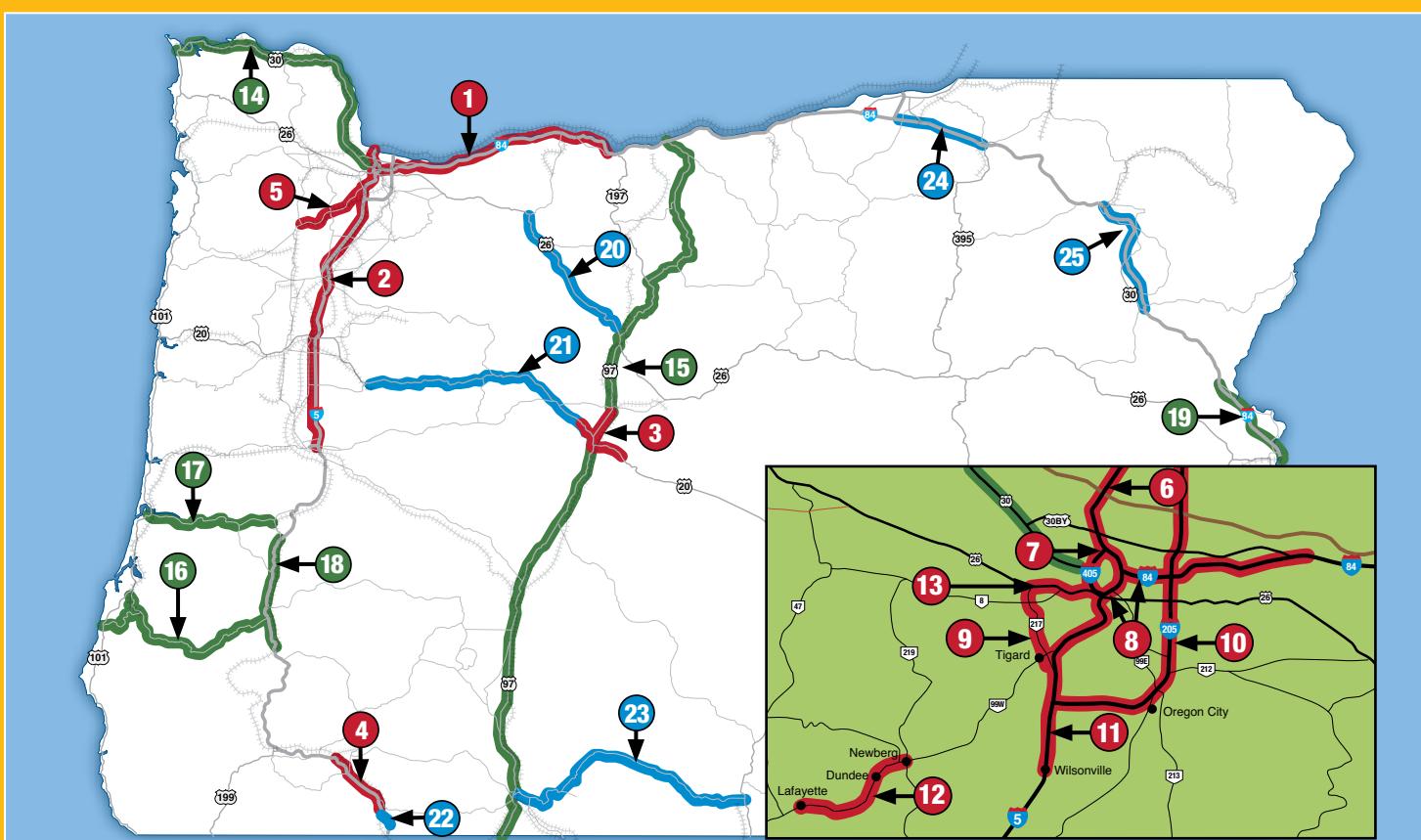
- 20 Hwy 26 Government Camp
- 21 Hwy 26 and 20 over Santiam Pass
- 22 I-5 at Siskiyou Pass
- 23 Hwy 140
- 24 I-84 outside of Umatilla
- 25 I-84 in Blue Mountains, La Grande and Pendleton

### RAIL (NOT SHOWN ON MAP)

- Lake County branch heavier rail
- Union Pacific - 6 mph curves north of Steel Bridge
- Signalization and switches at Lake Yard
- Crossovers and switches just west of Willamette Rail Bridge
- Double tracking Kenton Line
- Upgrade of Astoria Line

### PORTS (NOT SHOWN ON MAP)

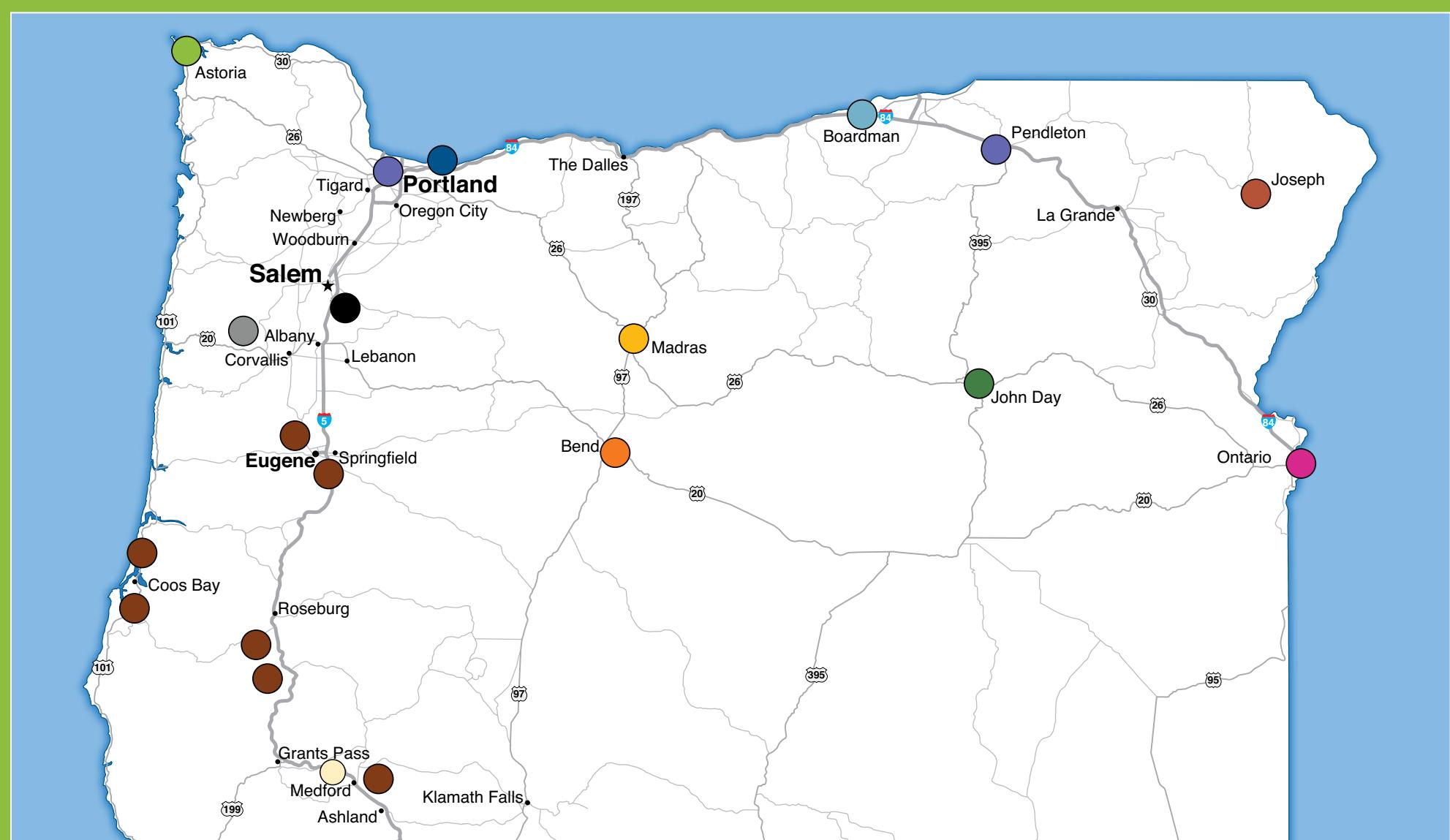
- Willamette River channel deepening (Portland)
- Coos Bay channel deepening
- Berth and channel maintenance at Oregon Ports
- T-6 container service restored
- Major capital maintenance at Oregon Ports



# TRANSPORTATION INVESTMENT CAN GROW OREGON'S ECONOMY

Oregon's congested transportation corridors are jeopardizing the growth of the businesses that draw billions to the state's economy every year.

Nearly 6,100 businesses export from Oregon each year and close to 90 percent of those businesses are small to medium-sized companies. Increased transit times from growing congestion are costing companies more and more each quarter. Investing in the state's transportation system is an investment in Oregon's economic future and global competitiveness.



○ **Fort George Brewery**, Astoria (Clatsop County)  
Employees: 120  
Inbound: Hops/barley: OR, WA, ID; Cans: WA;  
Kegs: Europe  
Outbound: Beer: OR, WA, ID  
Mode: Truck, ocean, rail

○ **Bosco**, Tangent (Linn County)  
Employees: 48  
Inbound: Straw, hay, alfalfa: OR  
Outbound: Straw, hay, alfalfa, Japan and Korea  
Mode: Truck, ocean

● **Norpac**, Salem (Marion County)  
Employees: 1,500-2,000  
Inbound: Produce: OR, WA  
Outbound: Frozen/canned produce: USA, Iceland,  
Middle East, Guam, Taiwan, Puerto Rico  
Mode: Truck, rail, ocean

● **Roseburg Forest Products**, Springfield, Dillard,  
Medford, Junction City, Riddle, Coquille, North Bend  
(Lane, Jackson, Douglas, Coos Counties)  
Employees: 3,000 total (1,500 local)  
Inbound: Veneer: USA, South America, Canada;  
Raw material: USA  
Outbound: Wood products: USA, Japan, China, Korea  
Mode: Truck, ocean, rail

○ **Harry & David**, Medford (Jackson County)  
Employees: 3,200 year-round, 8,000 at holiday peak  
Inbound: Produce, ingredients and specialty food items:  
OR; baskets: Asia  
Outbound: Gift packages: USA  
Mode: Truck, ocean, air

● **Boeing**, Portland (Multnomah County)  
Employees: 2,009  
Inbound: Forgings, castings, fasteners, parts, raw  
materials: OR, WA, CA, Europe, Russia, Japan  
Outbound: Complex aircraft assemblies: WA, SC,  
Japan, Australia  
Mode: Truck, air

○ **Bright Wood**, Madras (Jefferson County)  
Employees: 915 total (840 local)  
Inbound: Wood/lumber products: OR, WA, ID, CA, AZ,  
MT, WY, SD, Canada, Chile, New Zealand  
Outbound: Finished wood products: USA, Canada,  
Japan, Asia, Europe  
Mode: Truck, ocean, rail

○ **Ruffwear**, Bend (Deschutes County)  
Employees: 31  
Inbound: Finished product: Vietnam  
Outbound: Finished product: Europe, Japan, South  
Korea, China, Australia  
Mode: Truck, ocean, air

● **Boardman Foods**, Boardman (Morrow County)  
Employees: 150  
Inbound: Fresh onions: OR  
Outbound: Fresh and frozen onions: OR, IN, OH,  
Taiwan, Japan  
Mode: Truck, ocean

● **Pendleton Woolen Mills**, Pendleton/Portland  
(Umatilla and Multnomah Counties)  
Employees: 800  
Inbound: Scoured wool and yarn: Uruguay, China,  
Germany  
Outbound: Finished goods: USA, Canada, Japan,  
Europe; Fabric: Mexico, El Salvador, Asia  
Mode: Truck, ocean, rail, air

● **Malheur Lumber Company & Ochoco Lumber**,  
John Day (Grant County)  
Employees: 105  
Inbound: N/A  
Outbound: Lumber and pellets: Japan, China  
Mode: Truck, ocean, rail

● **Valley Bronze**, Joseph (Wallowa County)  
Employees: 32  
Inbound: Raw materials: CA, WA, OR  
Outbound: Bronze sculptures, statues and monuments:  
USA, Germany, UK, China  
Mode: Truck, ocean, air

● **Fry Foods**, Ontario (Malheur County)  
Employees: 80  
Inbound: Onions: OR; Breading/batter: IL  
Outbound: Frozen onion rings and cheese sticks: USA,  
small amount overseas  
Mode: Truck, ocean

## OREGON CONNECTIONS WITH GLOBAL REACH



### FORT GEORGE

Since the brewery opened in 2007 with less than 10 employees, Fort George has grown by leaps and bounds as it continues to try and meet the demands of the skyrocketing craft beer market. With an entire city block devoted to their destination brewery and public house in Astoria as well as a distribution facility in Warrenton, Fort George's 120 employees work to produce and deliver quality beer throughout the Pacific Northwest. Facing increasing congestion along Oregon's coastal highways, the company continues to adjust trucking times in order to meet delivery windows. Dependent on multiple modes of transportation, transportation bottlenecks provide challenges for the company's fast-paced growth.



### ROSEBURG FOREST PRODUCTS

Eighty years ago, Kenneth Ford purchased 15,000 acres of Oregon timberland and Roseburg Forest Products was born. Since then, the company has grown significantly now with over 600,000 acres of land, 10 production facilities throughout the U.S. and 3000 employees. Oregon is home to their headquarters, five facilities and 1,500 employees. Manufacturing a variety of wood products, Roseburg depends on a multifaceted transportation network to get their product to market, both domestically and internationally. Increasing challenges with capacity and congestion on the freeway systems in Oregon have forced the company to move some production out of state, taking the associated tax revenue with it. Addressing Oregon's transportation challenges now will allow Roseburg Forest Products to continue to grow.



### RUFFWEAR

For the last 22 years, performance dog gear manufacturer, Ruffwear, has been providing outdoor adventurers and their human companions with products for their shared adventures. From collapsible dog bowls, the company's original product, to dog packs and harnesses, Ruffwear and their 31 employees lead the industry pack. In 2013, the company expanded to a 21,000 square foot building that consolidated staff into one space. In 2016, Ruffwear moved the warehouse operation to a third party logistics company in Portland to accommodate the company's growth. With an anticipation of continued growth, investments in Oregon's transportation system are critical for Ruffwear's advancement and competitiveness in an increasing niche market.



### PENDLETON WOOLEN MILLS

A sixth-generation family-owned business, Pendleton Woolen Mills has been bringing woven woolen products to consumers for more than 150 years. Reaching markets throughout the world through their network of production facilities, including six in the Pacific Northwest, Pendleton continues to expand their ever growing line of wool products. Dependent on international trade for all aspects of their business, Pendleton imports raw material while exporting finished product throughout the world. With 800 employees and facilities located throughout the state, transportation investments to reduce bottlenecks and improve traffic flow in the Portland metro area are imperative in keeping freight costs low, allowing the one and half century-old business to continue to thrive for years to come.