

PUBLIC COMMENTS FOR IBR EXECUTIVE STEERING GROUP

Received between October 18, 2022 – March 3, 2023

Bob Ortblad

3/1/2024

IBR - Executive Steering Group
Public Comment, March. 5, 2024

Forgive my copious information, I am only trying to correct IBR's misinformation generated by the \$13 million on spent communication/PR.

Respectfully
Bob Ortblad MSCE, MBA

** ADA compliant versions of the attachments can be made available upon request*

Lance Killian

3/1/2024

Dear Executive Steering Group:

Thank you for the opportunity to submit this testimony in advance of the meeting on March 5th related to IBR. We are compelled to make you aware of the situation regarding Columbia Business Center (CBC) in Vancouver, WA. The Locally Preferred Alternative (LPA) would have material adverse impacts, including the future viability of this economic engine that has been in existence for the past 80 years.

CBC has been making best efforts over the past two years to engage with IBR to address this situation pro-actively, but heretofore there has been no progress. As an example, this included a written request to be included in the Navigation Impact Report outreach, as dictated by US Coast Guard (USCG) regulations. This request was not acknowledged, so direct testimony from CBC was provided to the USCG as part of the Preliminary Navigation Clearance Determination (PNCD) outreach. The resulting PNCD clearly states CBC's position as the key maritime transportation system stakeholder/landowner/facility that would be impacted by the LPA. CBC is referenced 22 times therein. IBR has stated in the public forum that vertical navigation clearance (VNC) impacted parties (including CBC) are being worked with and will be resolved. This is not the case with CBC.

March 4, 2024

As the primary marine based facility upstream (less than one mile) of IBR, CBC (its facilities and users) has relied on and utilized the maritime system and its existing 178' VNC for 80 years. The corpus of CBC's facility, layout and operation was designed and built in reliance on the 178' of VNC, and continues to rely on such today and will into the future. CBC has allowed for existing, and will allow for future uses, in particular heavy manufacturing in multiple existing and future industries related to national security (i.e. war ship and material construction), climate change and energy (i.e. large wind energy and oil derrick components), and critical regional and national infrastructure. CBC's location and facilities, allow for the heavy manufacturing cluster at CBC to exist, is unique on the West Coast, and is a strategic asset in United States heavy manufacturing. The three primary heavy manufacturing businesses at CBC negotiated lease termination rights if the VNC is lowered (or have only been willing to commit to short term lease renewals). A 2019 fiscal impact study completed by ED Hovee and Company estimated that the heavy manufacturing elements of CBC account for \$1.3 billion annually in direct revenues and account for over 1,000 jobs. The damage to CBC and negative impacts to the local and regional economy would be substantial (loss of tax revenue and employment) from the permanent restriction of the VNC. CBC is not able to be "relocated" to address the deleterious effects and functional obsolescence that would be caused by a 32% reduction in VNC as proposed for the IBR.

Under the Washington State Constitution, private property "shall not be taken or damaged for public or private use without just compensation having been first made." Wash, Const. Art. 1, &16. CBC will take those steps necessary to object to the Record of Decision being issued without mitigation being worked out – this is clearly within IBR's purview under the same USCG regulations (and the Washington State Constitution) under which discussions are occurring with CBC tenants. CBC's regulatory and legal position has been verified by two prominent law firms.

Included herewith is an overview of CBC and a letter that was sent to the Federal Transit Agency and the Federal Highway Administration in October 2023.

CBC remains ready to resolve this challenge in a way that allows for a new bridge and addresses the impacts to CBC associated therewith.

Sincerely,

Lance Killian

** ADA compliant versions of the attachments can be made available upon request*

March 4, 2024

Lance Killian

3/2/2024

There were intended to be two attachments to the email/testimony below, but only one was sent with the original email. Please find the second document attached hereto for inclusion with the testimony below.

Thank you.

Lance

** ADA compliant versions of the attachments can be made available upon request*



Bob Ortblad @BOrtblad · Feb 28



Not Old @ 107

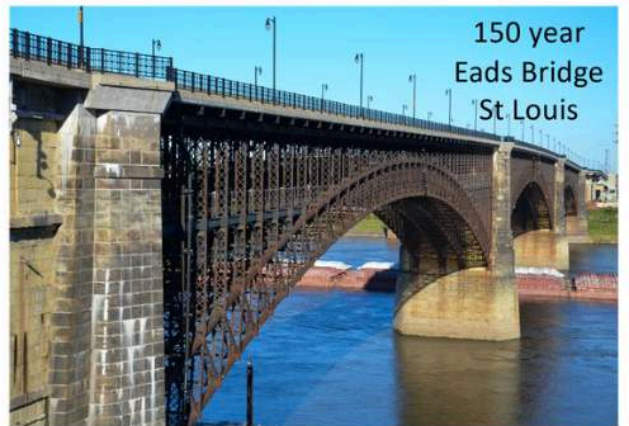
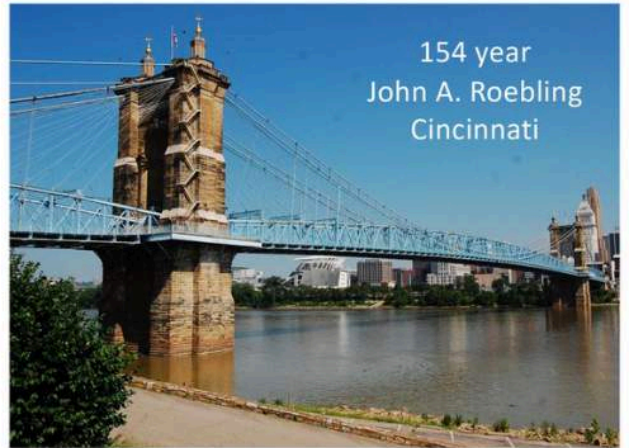
Let's reuse these bridges for light rail, plus bike and pedestrian path.

Save \$300 million demolition cost.

No environmental impact on the river.

Path will be civic attraction.

[@GovInslee](#) [@TinaKotek](#) [@BhattmobileT](#) [@SenMarkoLias](#)



2



12



37



1K





Bob Ortblad

@BOrtblad

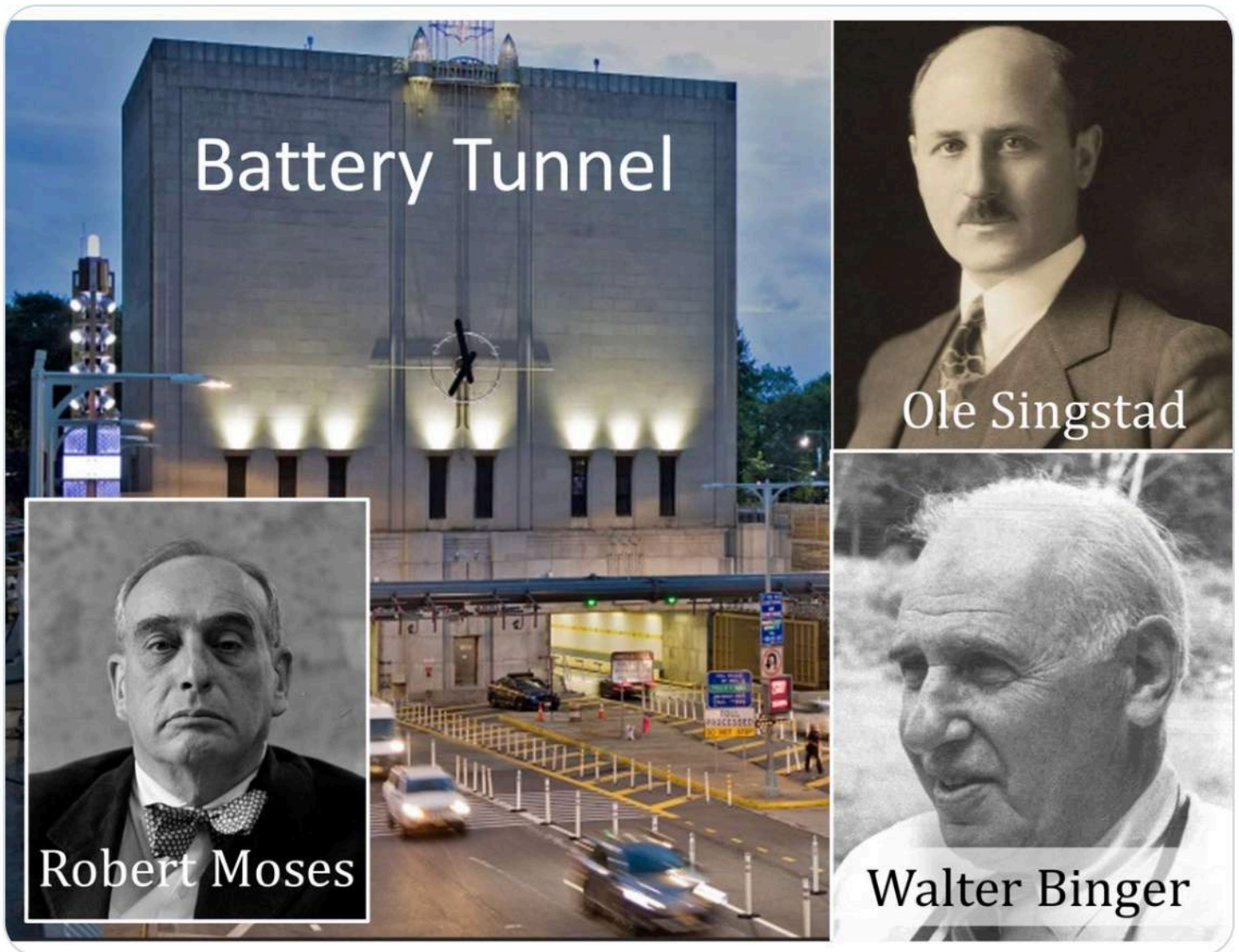


Challenge IBR's Bridge lies.

Civil engineers Ole Singstad & Walter Binger successfully challenged the lies of Robert Moses about a massive Brooklyn-Battery Bridge that would have devastated Battery Park, Lower Manhattan & Brooklyn Heights.

A tunnel was built.

[@VancouverUS](#)



3:03 PM · Jun 30, 2023 · 631 Views



Bob Ortblad
@BOrtblad



The Bi-State I-5 Bridge Committee should study recent failed bridge proposals of Vancouver Canada, and Antwerp Belgium. Both failed because of citizen opposition and environmental impacts.

Both are now building Immersed Tunnels

[@SecretaryPete](#) [@GovInslee](#) [@TinaKotek](#) [@BhattmobileT](#)





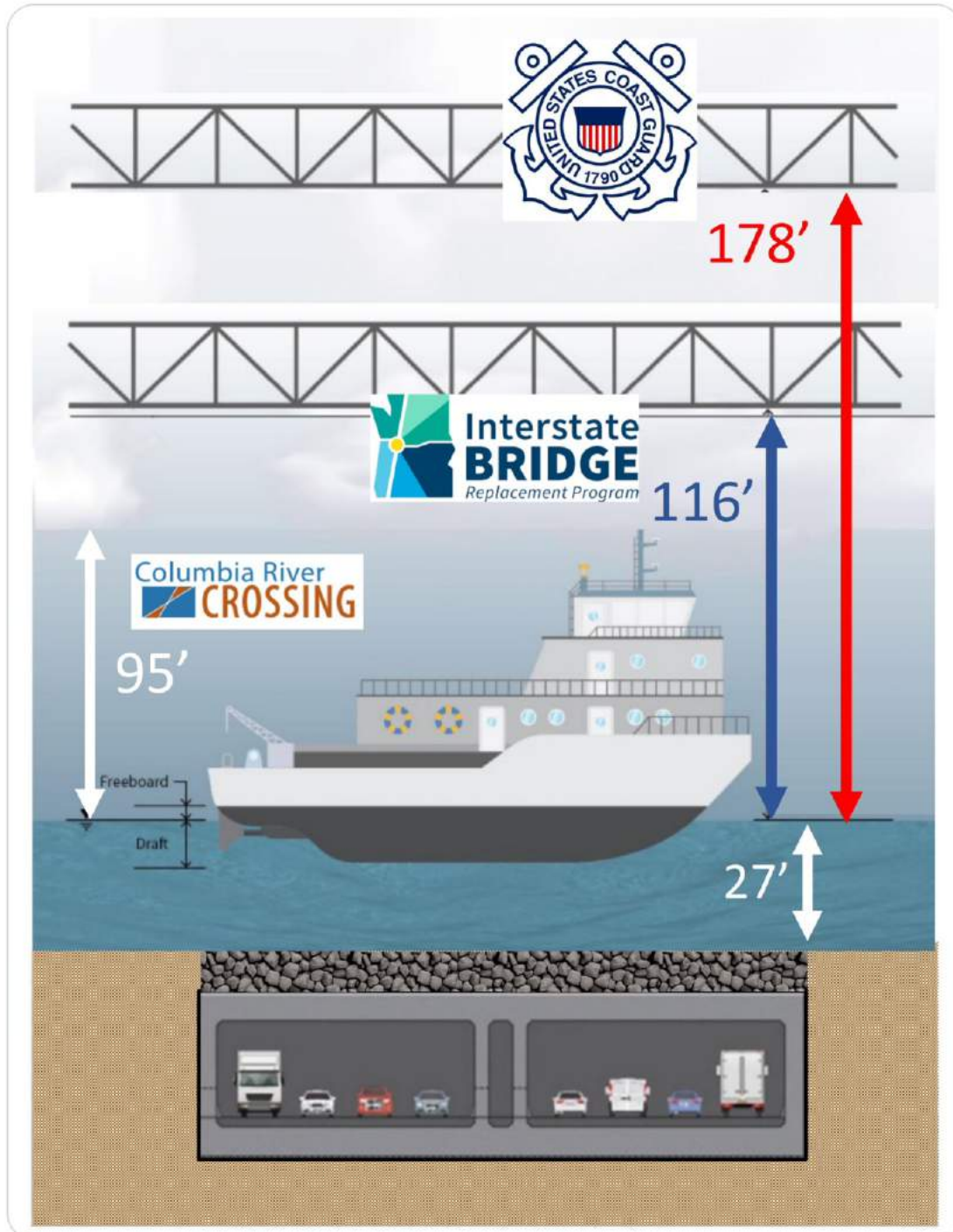
Bob Ortblad

@BOrtblad



In 2011, CRC's bridge design had 95' navigation clearance.
USCG wanted much higher but was pressure to settle for 116'.
Increase of 21' gave the bridge a dangerous 4% grade.
IBR recycling CRC's 116' design but may not get USCG approval of less
178'

Immersed Tunnel unlimited





Bob Ortblad
@BOrtblad



Mr. Johnson do you realize this will be the steepest most dangerous interstate bridge.

An Immersed Tunnel will be safer for barges, salmon, and people. Less cost, faster to build.

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1:55 PM · Feb 20, 2024 · 285 Views



Bob Ortblad

@BOrtblad



Antwerp's Immersed Tunnel costs \$650 million, a Columbia River Immersed Tunnel the same size but a third shorter should cost less.

Proven that IBR doubled cubic yards of excavation & dredging, IBR had to lower its still wildly exaggerated estimate from \$3.1 to \$2.5 billion.

Belgium starts construction of the 570 million € (\$650 million) Antwerp River Scheldt tunnel

Seetao 2020-06-08 18:12

The tunnel is part of the overhaul of the Belgian urban road network

Columbia River Immersed Tunnel



2:11 PM · Feb 19, 2024 · **374** Views



Bob Ortblad
@BOrtblad

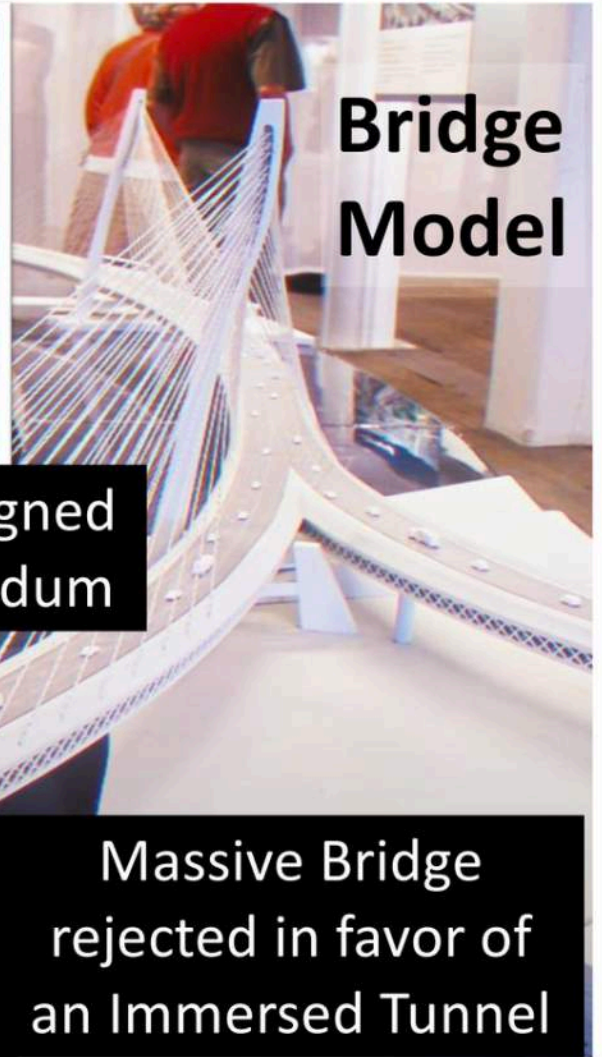


IBR's has no 3-D Bridge model for fear of citizen outrage.

A bridge model outraged 66,158 citizens of Antwerp to sign a petition calling for a referendum.

A Massive Bridge was rejected, Immerse Tunnel is now under construction.

Do Portland & Vancouver need a referendum?



Bridge Model

66,158 citizens of Antwerp signed a petition calling for a referendum

Massive Bridge rejected in favor of an Immersed Tunnel

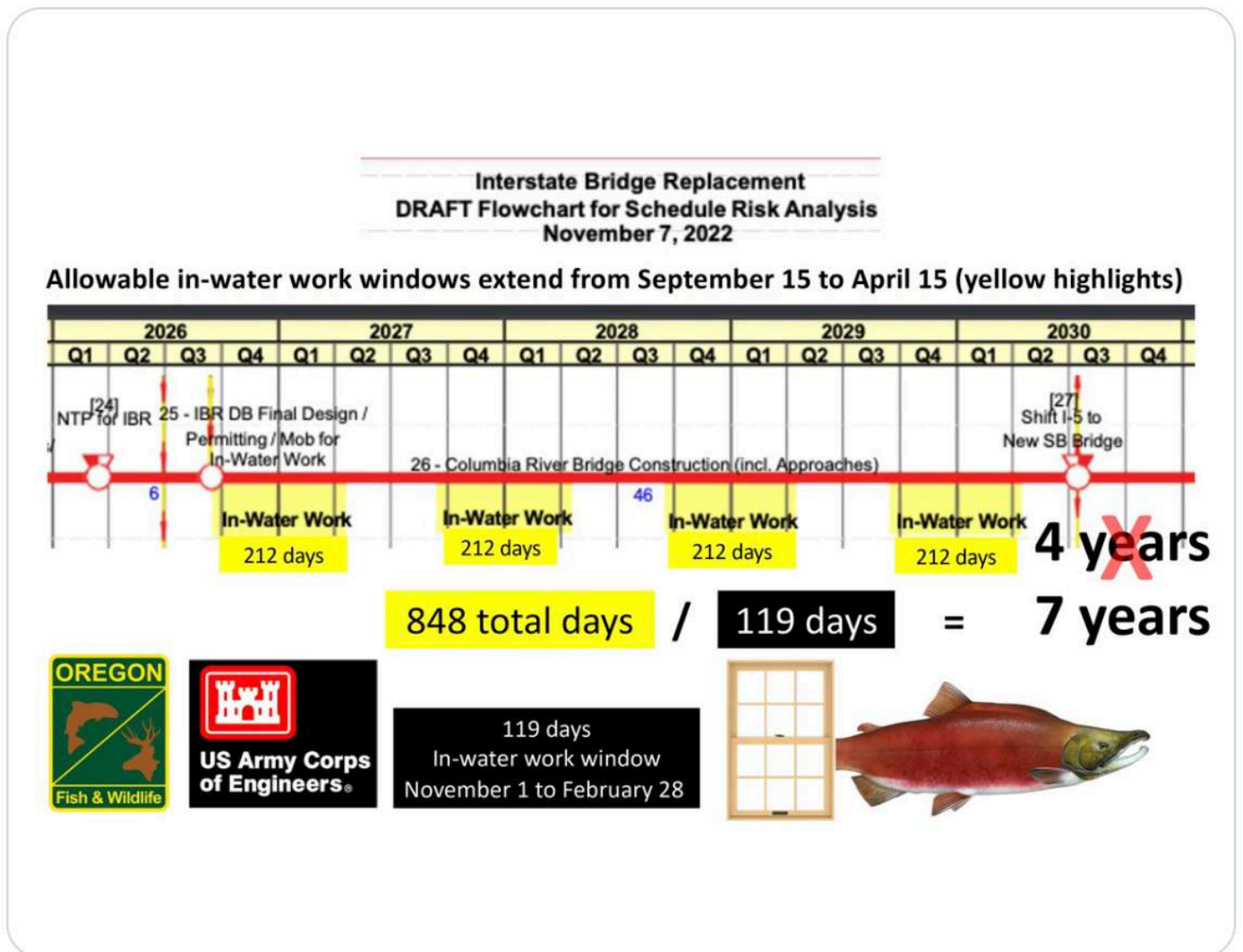


Bob Ortblad
@BOrtblad



IBR is using an incorrect fish window of 212 days.
The U.S. Army Corps of Engineers and Oregon Fish & Wildlife restrict in-water-work to 119 days. This adds three years to IBR's in-water construction, from 4 to 7 years.

Immersed Tunnel is fabricated on land, installed in months.



6:35 PM · Feb 18, 2024 · 1,104 Views



Bob Ortblad

@BOrtblad

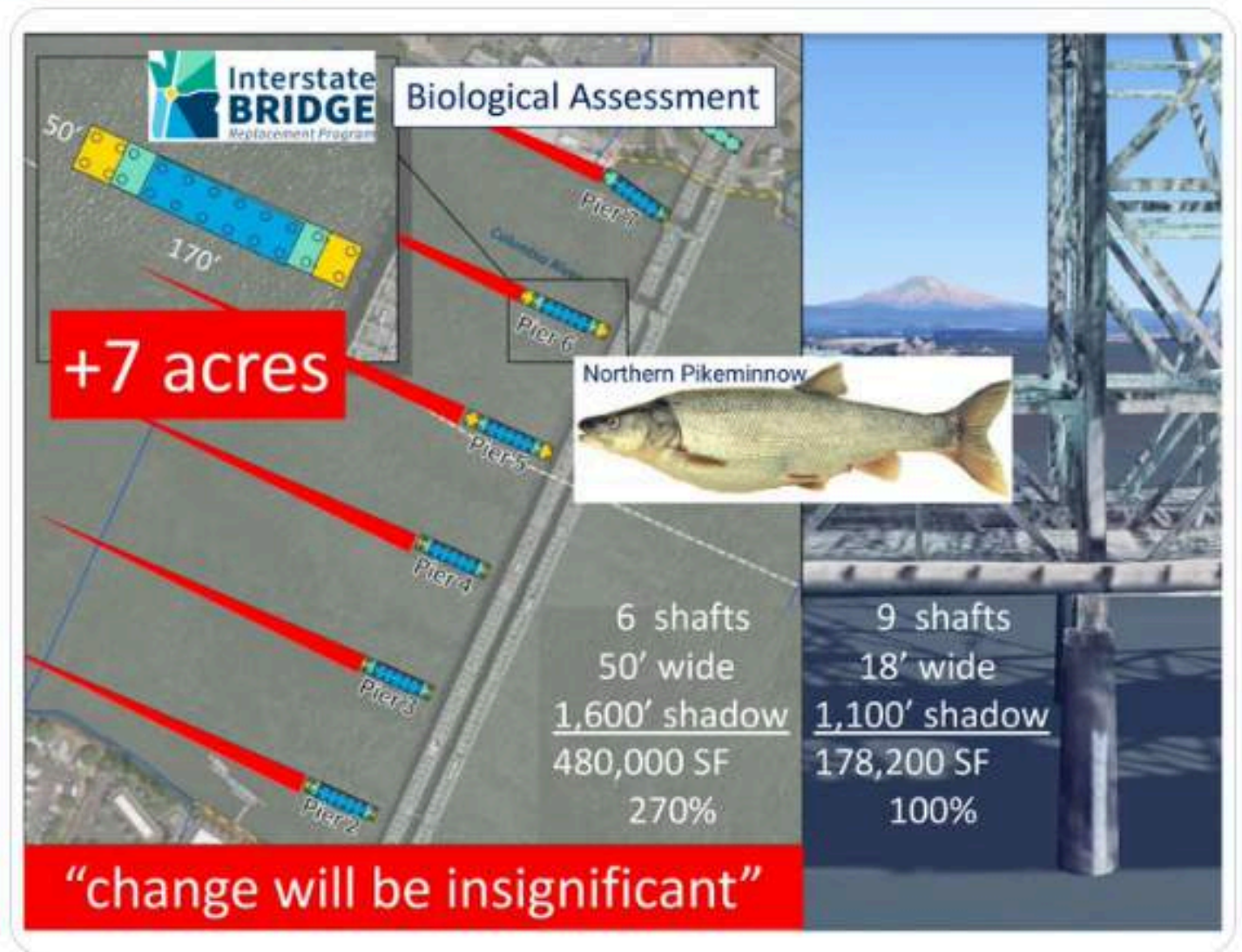


Bridge Pier Eddies

IBR incorrectly says a 7-acre increased hydraulic shadow (eddies) is “insignificant”.

Increased habitat for predatory fish that kill millions of juvenile salmon annually.

[@ColumbiaRKeeper](#) [@nwtreatytribes](#) [@wildsalmoncntr](#) [@chinook_nation](#)
[@savewildsalmon](#)



11:04 AM · Feb 29, 2024 · 453 Views



Bob Ortblad
@Bortblad



Embarrassing to see WA & OR bureaucrats lobbying for billions of dollars to build concrete lids over Vancouver & Hayden Island.

An Immersed Tunnel can save both riverbanks from the ravage of IBR's bridge approaches and provide acres of riverfront parks.

[@GovInslee](#) [@TinaKotek](#)





Bob Ortblad

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Portland & Vancouver citizens have a choice, IBR's ugly noisy polluting bridge interchanges or riverfront parks.

Columbia River is only 27 feet deep, ideal for an Immersed Tunnel.

IBR has lied about the feasibility of a tunnel.

[@GovInslee](#) [@TinaKotek](#) [@BhattmobileT](#) [@SenMarkoLiias](#)



11:52 AM · Feb 27, 2024 · 363 Views



Bob Ortblad

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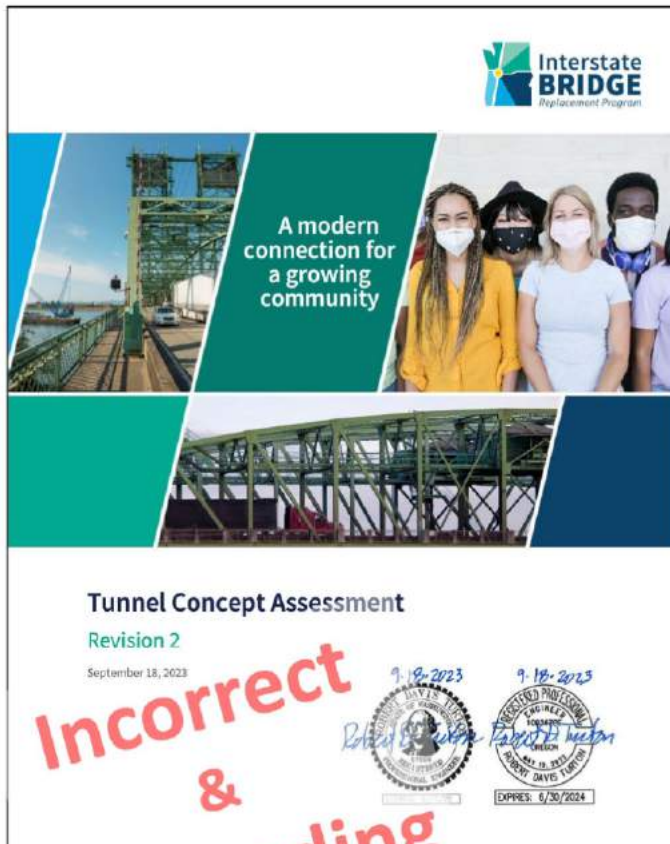
The "Tunnel Concept Assessment" is the only IBR report with no consulting firm author listed. A Public Disclosure Request discovered WSP USA & Parametrix prepared the report.

No pride of authorship for this incorrect & misleading report?
Report must be retracted & fee refund.

Public Disclosure Request

Response 10/30/2023

The Tunnel Concept Assessment was prepared by our consultant team from WSP USA and Parametrix. Billing to the state is provided as hours worked, and not per deliverable provided, so the cost for this specific report cannot be provided but was estimated at \$100K.



*Why did
WSP USA
&
Parametrix
not take
credit?*



Bob Ortblad
@BOrtblad



WA & OR can save \$5 billion

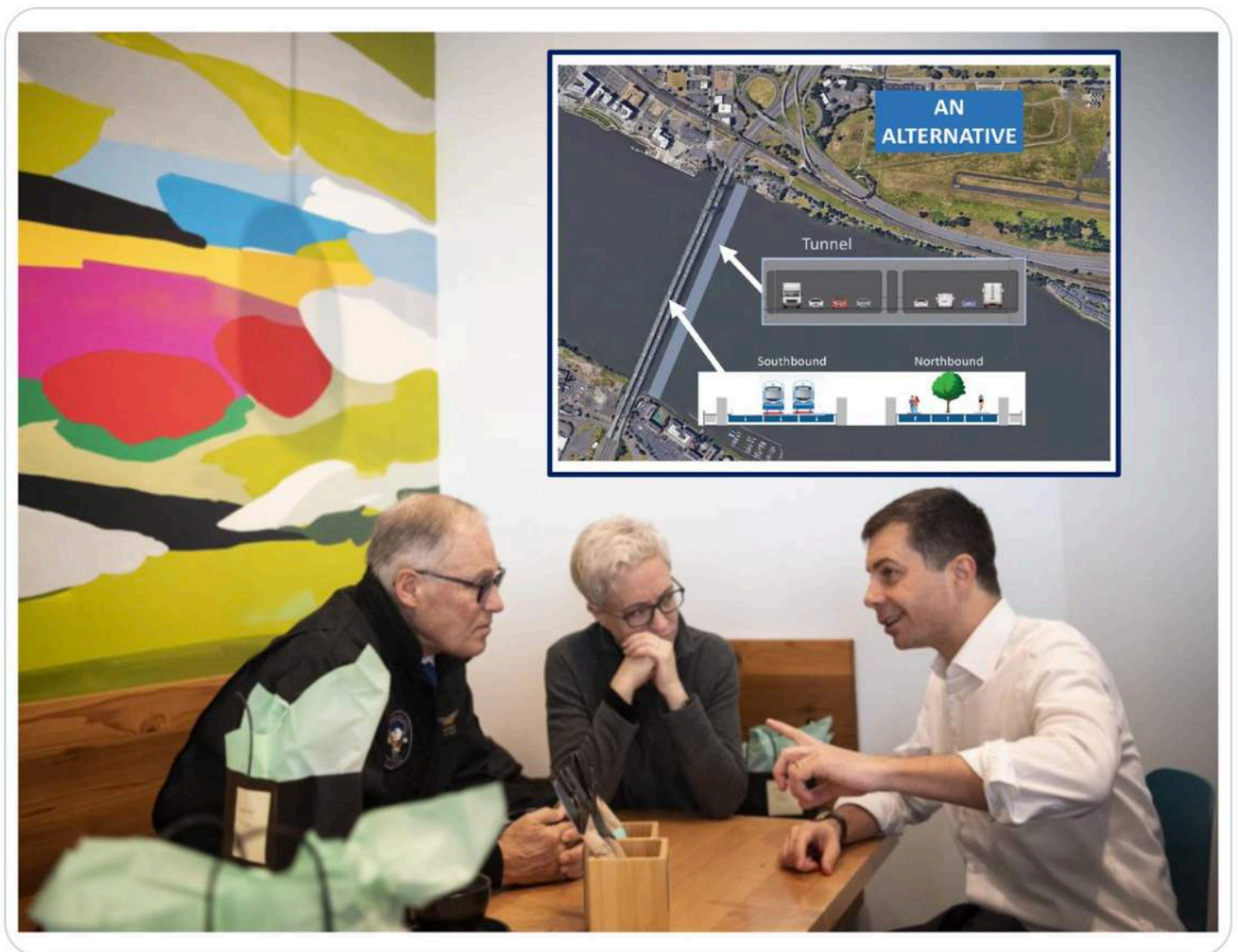
Don't add one lane for 5 miles & rebuild 7 interchanges.

Repurposed current bridges.

Scrap Park & Ride & build housing.

Build an Immersed Tunnel, less cost & time, safer for barges, salmon & people.

[@SecretaryPete](#) [@GovInslee](#) [@TinaKotek](#) [@BhattmobileT](#)



11:46 AM · Feb 16, 2024 · **1,982** Views



Bob Ortblad
@BOrtblad



IBR continues to ignore the U.S. Coast Guard directive to evaluate a tunnel alternative.

IBR's July 15, 2021 "Tunnel Concept Assessment" has been proven to be incorrect & misleading through a public disclosure request.

[@SecretaryPete](#) [@GovInslee](#) [@TinaKotek](#) [@BhattmobileT](#)



3:44 PM · Feb 14, 2024 · **1,080** Views



Bob Ortblad

@BOrtblad



False Dichotomy

IBR plans to issue a deceptive Draft SEIS this Spring that offers only two alternatives, a freeway expansion/dangerous bridge or nothing.

IBR has intentionally disqualified an Immersed Tunnel alternative that could save billions & have environmental benefits.

The DSEIS compares
proposed program
investments to a 'do
nothing' alternative**

False Dichotomy

Take our \$9 billion
Freeway Expansion
and
Dangerous Bridge
or
You get Nothing.

**Interstate
BRIDGE
Replacement Program**

Produced in partnership with:

Federal Transit Administration FHWA

Oregon Department of Transportation Washington State Department of Transportation

TRI MET C-TRAN

Metro RTIC Southwest Washington Regional Transportation Council

*** "SEIS" stands for
"Supplemental
Environmental
Impact Statement"**

8:27 AM · Feb 13, 2024 · **1,700** Views



Bob Ortblad
@BOrtblad



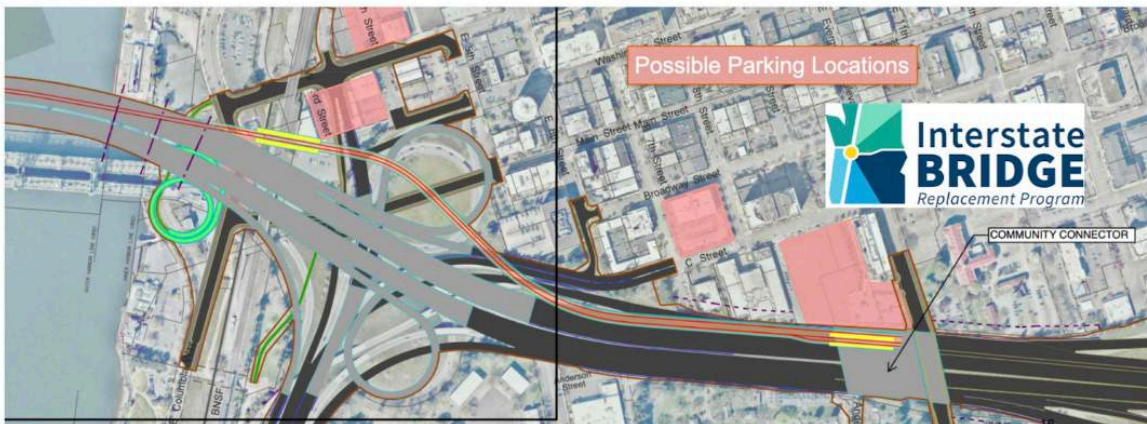
British Columbia builds transit stations for people.

IBR plans Vancouver transit stations for 1,270 cars.

BC government to allow high-rise residential towers up to 20 stories near all SkyTrain stations



IBR plans Transit Stations for cars 1,270 Parking Spaces: \$116 million plus land





Bob Ortblad

@BOrtblad

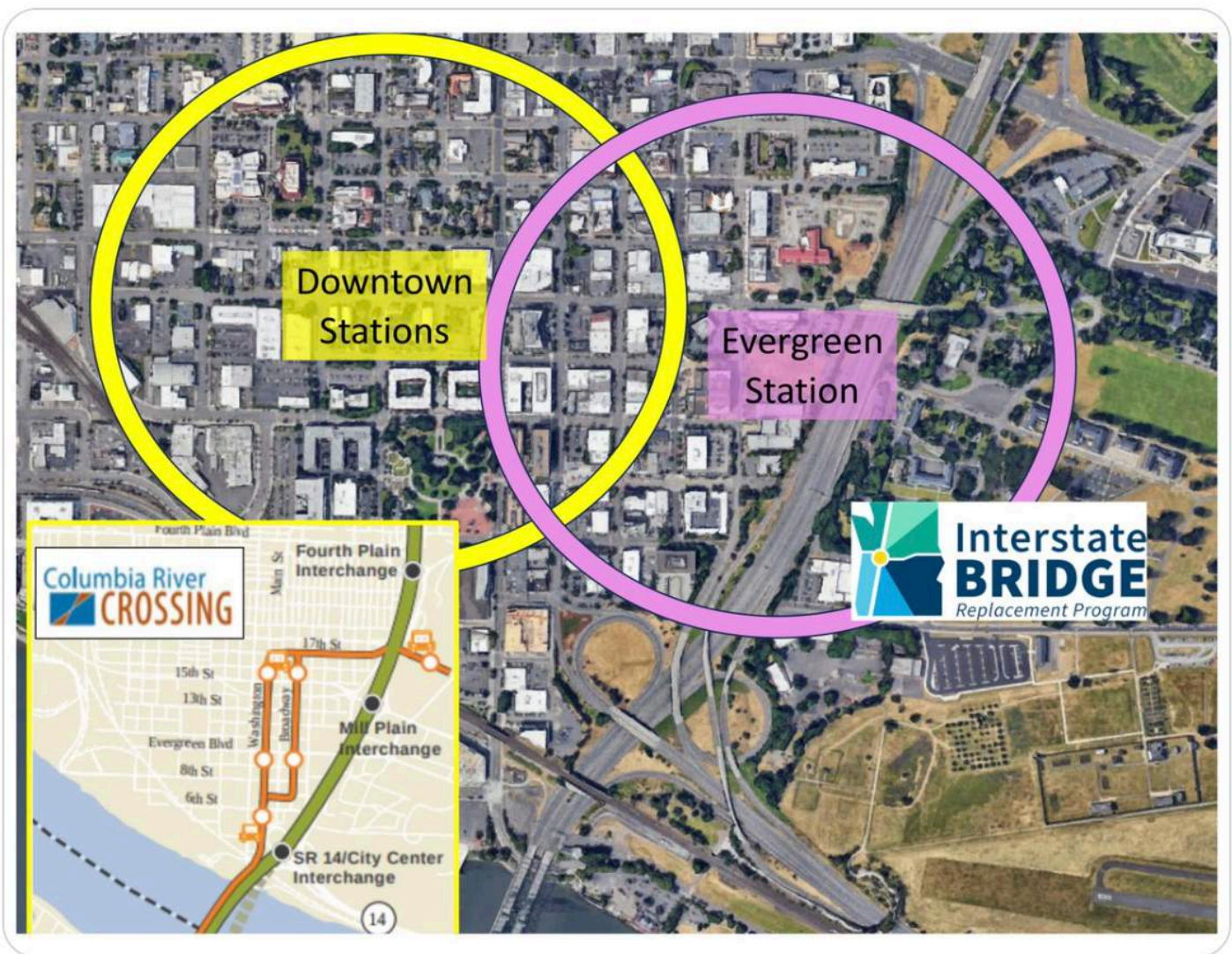


FTA funding?

IBR's planned Evergreen Station and Park & Ride will increase I-5 commuter traffic, urban sprawl, & VMT.

Within a quarter mile of station there are few people, mostly freeway & Fort Vancouver.

Old CRC's downtown station locations better serve Vancouver residents.



8:08 AM · Feb 8, 2024 · 592 Views

**Columbia Business Center
705 SE Victory Avenue, Suite 108
Vancouver, WA 98661**

Via E-Mail and Federal Express

October 17, 2023

Ms. Susan Fletcher
susan.fletcher@dot.gov
Region 10 Administrator
Federal Transit Administration
915 Second Avenue, Suite 3192
Seattle, WA 98174-1002

Mr. Ralph J. Rizzo
Ralph.J.Rizzo@dot.gov
WA Division Administrator
Federal Highway Administration
711 Capitol Way S., Suite 501
Olympia, WA 98501-1284

Mr. Keith Lynch
Keith.lynch@dot.gov
OR Division Administrator
Federal Highway Administration
530 Center Street NE, Suite 420
Salem, OR 97301

RE: Interstate Bridge Replacement Program

Dear Ms. Fletcher, Mr. Rizzo and Mr. Lynch:

We are writing with regards to the Interstate Bridge Replacement Program (IBR). Columbia Business Center (CBC) is a maritime transportation system stakeholder, as the primary facility upstream (less than one mile) of the Interstate Bridge Replacement project that has utilized and relied on the existing 178' vertical navigation clearance for 80 years. If the Interstate Bridge Replacement vertical navigation clearance were lowered to 116 feet it would permanently, materially adversely impact the viability of Columbia Business Center for existing and future uses, in particular, heavy manufacturing in multiple existing and future industries related to national security (ie. war ship and material construction), climate change and energy (ie. large wind energy and oil derrick components), and critical regional and national infrastructure. The negative impacts to the local and regional economy would be substantial (loss of tax revenue and employment), as evidenced by recent lease extension negotiations in which tenants required lease termination rights if the bridge vertical navigation clearance was materially reduced. Columbia Business Center is not able to be "relocated" to address the deleterious effects and functional obsolescence that would be caused by a 32% reduction in vertical navigation clearance as proposed for the Interstate Bridge Replacement.

Although we have been in periodic communication with the IBR program team, provided substantial written information and entered into an NDA therewith, there has been no progress to date and all communications from IBR have come to a halt. We would like to make sure that all of the project partners are aware of the status of our discussions with the IBR, *as we would like to avoid pursuing alternative paths* through the remaining permitting process that would slow the IBR project down. Ultimately, we agree and support the need for a

replacement bridge, but all marine stakeholders are not being treated equally or in accordance with all relevant governing requirements.

Federal Regulation

As referenced in the United States Coast Guard (USCG) letter dated October 31, 2021, we have extensively reviewed the 2016 USCG Bridge Permit Application Guide (BPAG), the 2014 Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Federal Railroad Administration (FRA) and USCG Memorandum of Understanding (MOU), and the 2014 FHWA and USCG Memorandum of Agreement (MOA). CBC was not consulted or contacted regarding the Navigation Impact Report (NIR) that was prepared by IBR and issued in May 2022. CBC was contacted as part of the U.S. Coast Guard's Navigation Only Public Notice and provided comments (see attached). The USCG subsequently issued the Preliminary Navigation Clearance Determination (PNCD) on June 17, 2022, which referenced CBC twenty-two (22) times in its delineation of the factors that informed the USCG's conclusion on VNC. All of such references, were supporting the PNCD's conclusion that the Locally Preferred Alternative's (LPA) VNC of 116 feet is not approvable, and that any proposed new bridge would need to meet or exceed the existing VNC of the current I-5 twin bridges of 178 feet. No other conclusion can be drawn that the NIR that was submitted to the USCG was incomplete and inaccurate in some cases – specifically as it relates to addressing those items that are applicable to CBC under the BPAG. This was further supported by the USCG's comment in its letter to you of February 8, 2023 – “As stated previously, the Coast Guard will review an updated NIR supporting the locally preferred alternative, if submitted, and provide an updated PNCD.”

NEPA

It is important to note that the 2012 NEPA re-evaluation of the increase in bridge height from 95 to 116 feet for the former Columbia River Crossing (CRC) identified impacts and mitigation for CBC. The 2022 NIR omits these impacts and mitigation without explanation. Nothing has changed in regard to CBC that would warrant this omission, and in fact as referenced in the PNCD and CBC testimony much has changed in the interceding ten (10) years which makes the existing and future impacts to CBC even more profound. Also, CBC believes the mitigation identified in the 2012 NEPA re-evaluation is insufficient and urges IBR to provide mitigation in the form of monetary compensation to CBC for loss of business opportunities and governmental taking of its property if the VNC is reduced from its current 178 feet. Indeed, the 2022 NIR concluded that Greenberry Industrial, Thompson Metal Fab, and Vigor Works (all CBC tenants) might “potentially be impacted by the replacement bridges...”, 2022 NIR at p. 2-46. Ultimately, the 2022 NIR concluded that the proposed bridge height will accommodate “the majority of users.” Id. at 2-67. The NIR indicated it would work with Greenberry, Thompson, and Vigor to reach a formal mitigation agreement prior to the construction of the project. Id. at 2-77. The 2022 NIR did not identify impacts to CBC and did not explain why CBC would no longer be impacted, or specifically address current and future trends as they related to CBC.

2022 Navigation Impact Report

The 2022 NIR's mis-characterizations and deficiencies were extensive, but to provide some examples:

- CBC was not contacted as an interested or affected party as a shipyard, marine facility, upstream commercial activity generator, critical infrastructure, key resource, important/unique U.S. industrial capacity facility as part of the NIR outreach. CBC made a request to IBR to be included in its community

outreach in a letter dated February 2, 2022.

- CBC's future use was speculated to be redeveloped with mixed use (residential, commercial and retail uses). With zoning as industrial, with special exception in Vancouver's zoning code allowing even a broader set of heavy industrial uses, redevelopment as mixed-use would not be permissible. In addition, there are covenants recorded against the property which specifically prohibit residential.
- Although reference was made to "only the uses at the Columbia Business Center are currently height constrained in the affected area in the City of Vancouver," there was no discussion as required by the BPAG of the uniqueness of the facility itself which makes this statement possible.
- There was no discussion of development opportunities at CBC or its future viability for marine related industry (ie. wind energy) even though there are nearly 50 acres of undeveloped, industrially zoned property (currently being used as outside storage, laydown or outdoor assembly space) within this marine dependent facility.
- Mitigation measures were specifically referenced in regard to tenants at CBC (only tenants at CBC) related to impacts to revenue and potential relocation costs, but there was no discussion of mitigation measures for the impacts to revenue of CBC or the potential functional obsolescence and associated damages that would be induced by an impairment to the Columbia River Maritime system by the proposed LPA.

The MOU and MOA speak to the NEPA and SEIS process, and clearly delineate that the agencies should compile applicable environmental information for the bridge permit application. "Combine, as appropriate, preliminary public notice of project location and evaluation of impacts on navigation as part of the NEPA scoping"[MOA, p.5.]. The NEPA scoping is specifically called out to include impacts on navigation, and we hereby request that an updated NIR be completed prior to the NEPA/SEIS process so that the USCG's PNCD factors and associated impacts on navigation are properly addressed in the NEPA/SEIS. The MOU and MOA also require the associated agencies to meet and cooperate whenever requested to resolve problems and avoid unnecessary project delays. We are raising these issues now, as we believe they are on point with the intent of the MOU and MOA in this regard.

Obligation to Compensate CBC

Under the Washington State Constitution, private property "shall not be taken or damaged for public or private use without just compensation having been first made." Wash. Const. Art. I, §16 (emphasis added). The riparian right of access to the navigable part of the Columbia River Maritime system is a property right which cannot be taken or damaged for public use without just compensation. *See e.g., Dept. of Hwys v. Thomas*, 427 S.W.2d 213 (Ky. 1967). *See also, New Whatcom v. Fairhaven Land Co.*, 24 Wash. 493 (1901) ("the riparian right ... once vested ... can only be deprived in accordance with established law, and if necessary that it be taken for the public good upon due compensation"); *In re Martha Lake Water Co.*, 152 Wash. 53 (1929); and *Petition of Clinton Water Dist.*, 36 Wn.2d 284 (1950).

It is also the case that uplands and the abutting tide lands to deep water is private property which cannot be taken or damaged without compensation. *Northern P.R. Co. v. SE Slade Lumber Co.*, 61 Wash. 195 (1910). The *Northern P.R. Co.* case presents an interesting comparison here. In that case, a railroad constructed a drawbridge – after issuance of a bridge permit – over the Wishkah River. An upriver property owner had a wharf that was used for river transport. However, the railroad could not open or close the drawbridge when vessels were at the berth. The *Norther P.R. Co.* court held that "the [landowner] has a special property right of access to the wharf which cannot be taken, damaged, or destroyed without compensation."

Moreover, CBC takes issue with the apparent negotiation with its tenants for mitigation of impacts, but the refusal to engage with CBC on the same issues. Frankly, the case for constitutional compensation for CBC is much stronger than the case against its tenants. It defies explanation as to why IBR will not engage with CBC. The 2022 NIR only discusses impacts to Thompson Metal Fab and Greenbury ... not as to CBC. Importantly, the 2012 re-evaluation report did provide for mitigation for CBC (although the discussed mitigation would have been inadequate). There are two main issues here. First, removing mitigation as to CBC in the 2022 NIR is wholly inappropriate, especially given the law cited above. Second, the mitigation suggested in the 2012 report was a “change of use” is not adequate or permissible. Changing the use is not even mitigation – it is simply a taking by another name. The change of use (if permissible) coupled with compensation would be mitigation, and that is why CBC hopes to engage with IBR on this issue.

The IBR’s current permitting process is not compliant with governing regulations and should be corrected to avoid further delays in the permitting and construction of the project. CBC would appreciate the opportunity to meet with representatives of your agencies to discuss these concerns.

Sincerely,



Lance E. Killian
Manager
Columbia Business Center
503.351.2122 (c)
lance@killianpacific.com

Enclosure: April 24, 2022 Correspondence to Commander B.J. Harris

Cc: Rear Admiral Melvin W. Bouboulis, U.S. Coast Guard (Melvin.W.Bouboulis@uscg.mil)
Chief Brendan J. Harris, U.S. Coast Guard (Brendan.J.Harris@uscg.mil)
Commander Steven Fischer, U.S. Coast Guard (Steven.M.Fischer3@uscg.mil)
Stephen W. Horenstein, Schwabe

Columbia Business Center

Columbia Business Center History

1870s – 1930s

Developed and operated by the Hidden family as a dairy farm.

1942 – 1945

The Kaiser Shipyard is constructed and operated as a World War II shipbuilding facility.

1966 – 1982

Under two different ownerships the Kaiser Shipyards is largely operated in its post-war condition as a heavy manufacturing facility.

1982 – 1997

Hayden Corporation dba Hillman Properties Northwest undertakes redevelopment of portions of the Kaiser Shipyards to update infrastructure and build industrial buildings.

1987-2006

Schnitzer Investment Corporation assumes ownership and operations of Columbia Business Center.

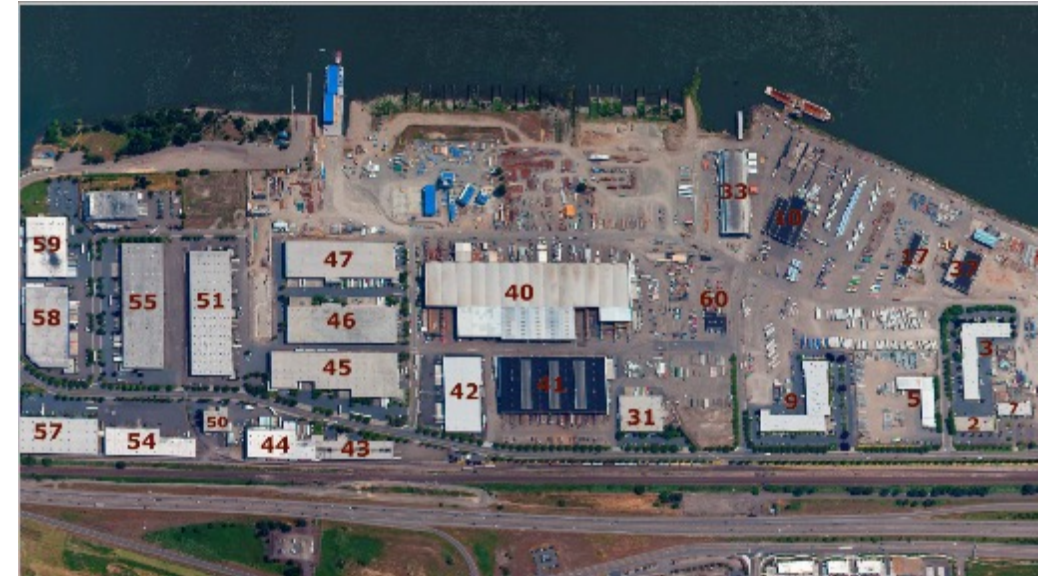
2006 – Present

Killian Pacific assumes ownership and operations of Columbia Business and constructs the last industrial building.



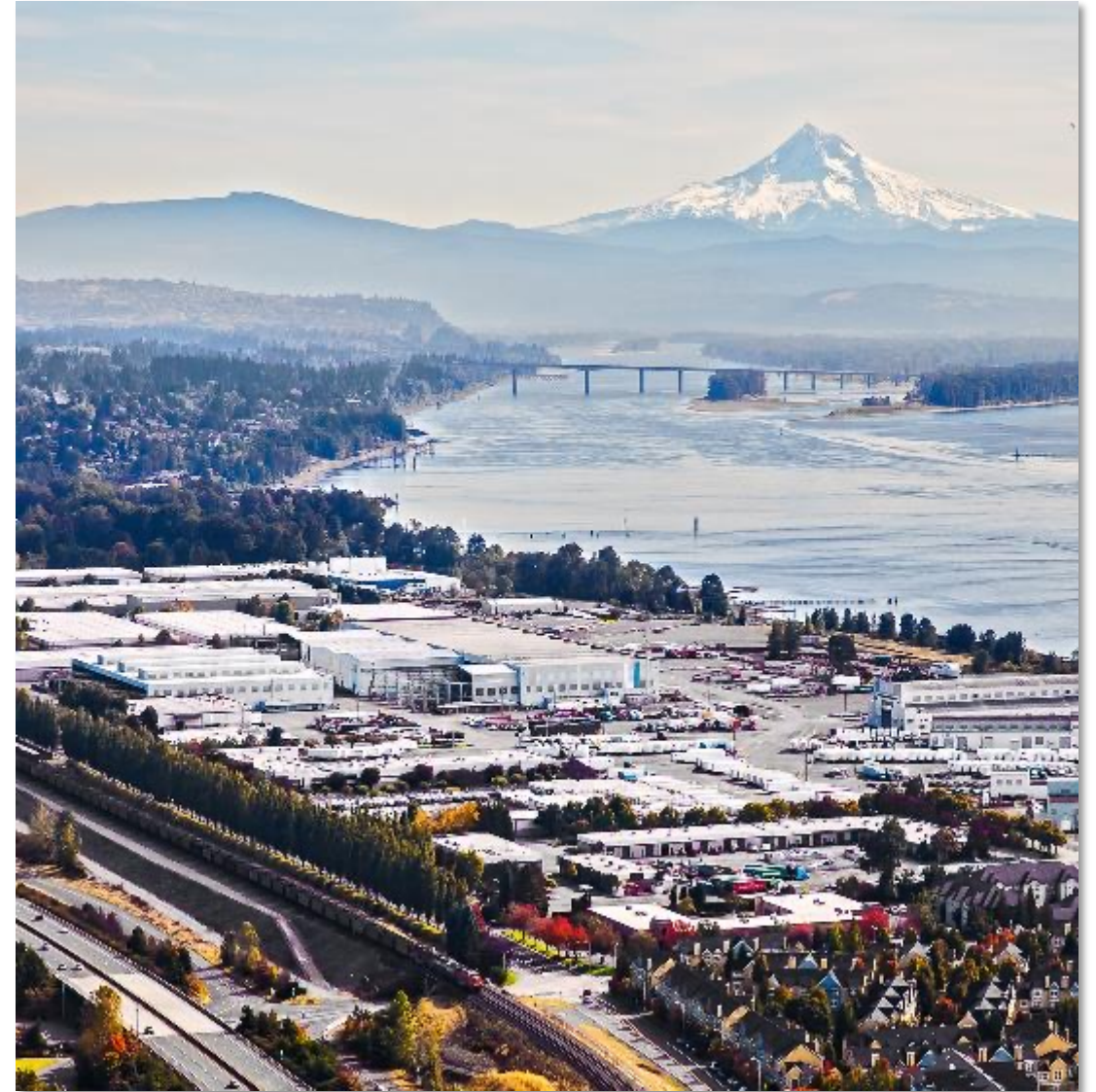
General Description

- 220 acres of waterfront property zoned for heavy and light industry.
- 2.4 million square feet of building space in 27 buildings for a broad range of uses.
- 50 acres (2.2 million square feet) of outside storage/laydown/fabrication space.
- BNSF served rail spur, with over 3 miles of on-site service to multiple buildings.
- Heavy duty, large scale roll-on/roll-off barge/water access to the Columbia River and the Pacific Ocean.
- Home to more than 100 different businesses across a broad array of industry.



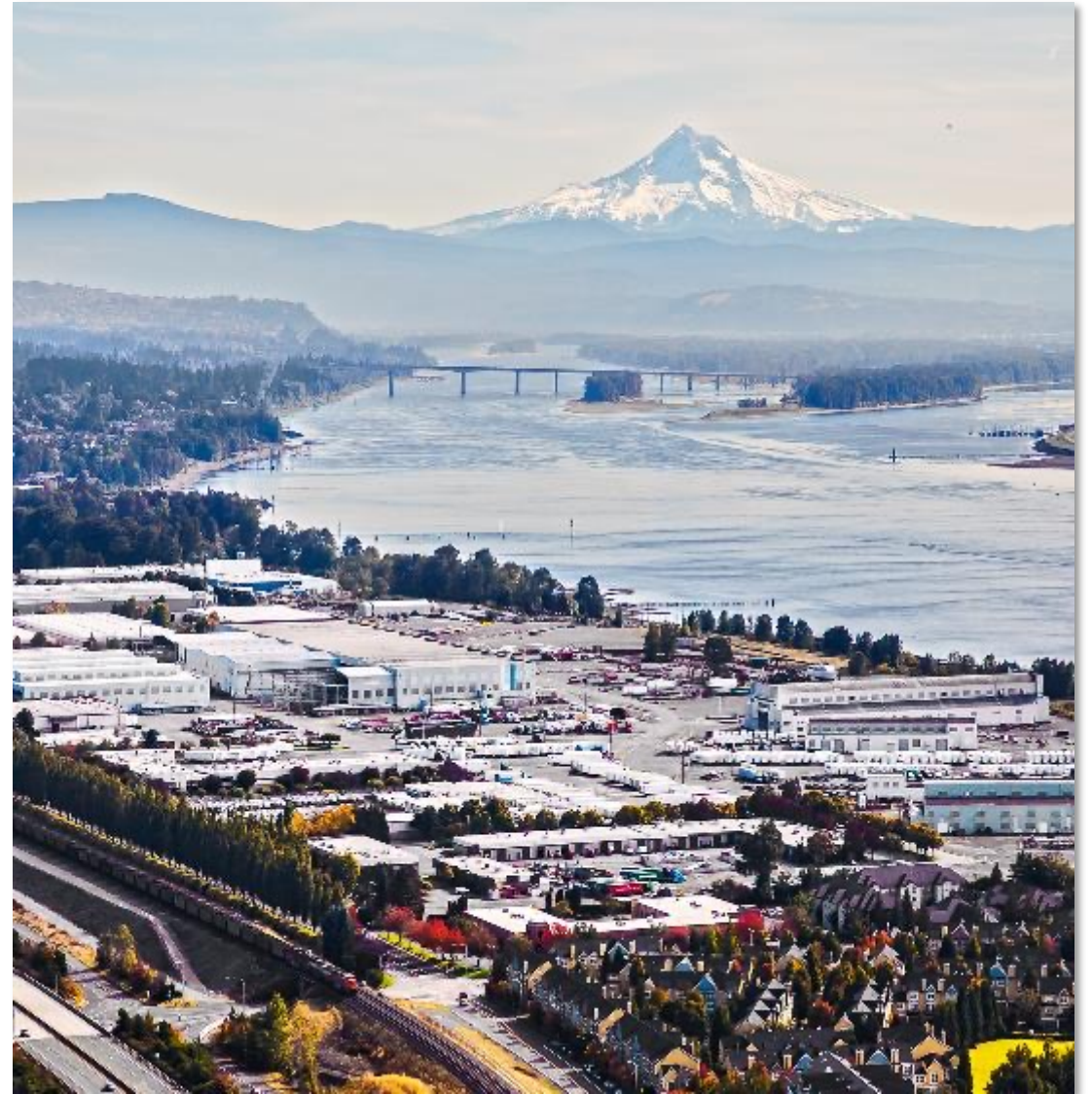
Location Advantage

- 6,200 lineal feet of Columbia River shoreline, with direct marine connection access to national and international waterways via two heavy duty barge slips and in-water piers.
- Less than one mile from Interstate 5, minutes from Interstate 205 and directly connected to the primary east-west highway in Clark County (State Route 14).
- CBC is located adjacent to Burlington Northern Santa Fe's mainline. The mainline is serviced by a direct spur access and is less than three miles from the Vancouver Rail Yard.
- Portland Airport, downtown Vancouver, downtown Portland, Port of Vancouver and Port of Portland are all located within a fifteen-mile radius.



Location Advantage

- Business (38,000 in a ten-mile radius) and residential densities are generally much higher around CBC compared to other industrial parks in the greater Vancouver/Portland region, making businesses more convenient to customers, suppliers and employees.
- Being located in Vancouver, Washington also provides a business-friendly competitive advantage in an increasingly competitive global economy, such as: no state corporate or personal income tax, a talented workforce with low labor costs compared to other West Coast locations, lower business costs such as property taxes and utility costs, and a cost of living that is among the lowest on the West Coast.



Amenities

- With outside storage space adjacent to buildings, rail and barge slips, CBC accommodates staging, fabrication and assembly, storage and parking needs. Over 1,800 parking spaces and outside storage permit varying requirements, and large-scale project surges of employment.
- On-site card lock fueling station, commercial truck wash, truck scale, multi-carrier broadband/telecommunication infrastructure and an on-site property management and engineering staff provide fast, responsive business support.
- Restaurants, hotels, shopping, parks, trails and civic pillars are all within walking distance or a short drive for employees and customers.



Economic Impact (2019 ED Hovee & Company)

- \$1.6 billion in direct annual revenue, supporting 2,030 jobs averaging \$80,100 per worker (60% higher than Clark County average).
- \$2 billion in annual revenue when including multiplier effects, supporting 3,300+ jobs county-wide.
- 5-6% of Clark County's total annual economic output.
- \$10.3 million in annual property, B&O and sales tax revenue.
- Manufacturing represents only 15% of the number of firms, but accounts for roughly 87% of direct on-site business revenues (over \$1.3 billion) and 51% of employment (over 1,000 jobs).
- On a per employee basis, gross revenue averages close to \$1.5 million per job.
- Direct annual investment in plant and facilities by businesses of over \$10 million (four year average).

Barge

- Barge slip, dolphins and whirley crane on the Columbia River allowing for international access and in-water operations.
- Barge slip accommodates river and ocean-going vessels up to 400 feet in length with air drafts up to 178 feet tall.
- Roll-on/roll-off design and operation for ease of loading and unloading of over-sized projects, which are not able to be moved via other forms of transportation.
- Outside storage capacity near the barge slips allows for unprecedented scale of outdoor fabrication/assembly, staging and storage, permitting a short on-site, one-time move/loading.
- Privately owned/operated/maintained facilities that are do-it yourself loading/unloading, eliminating red tape and outside controls and restrictions. Daily rates/utilization able to book in advance.



Buildings

- High bay buildings with up to 50' of clearance and clear spans of 72'.
- Heavy duty steel structures, crane served up to 40 tons (65 cranes).
- Open ended, and grade level doors.
- Heavy duty power infrastructure.
- Scale of building size, variety and quantity to allow for multiple contractors and/or subcontractors to collaborate on all scale of projects.



Buildings

- Rail connected to buildings.
- Office space with various floor plans/configurations and parking to support tenant needs.
- Warehouse space on-site for tenant storage/materials needs.
- Outside storage adjacency for material staging, component staging and assembly, and large-scale fabrication requiring clear heights over 50’.
- Proximity and connectivity to marine transportation accommodating over-sized barges and air drafts of up to 178’.
- Pro-active, well-capitalized ownership that continues to invest in the buildings and facilities to ensure that they are fit to purpose for today and tomorrow’s heavy manufacturing needs.



Rail

- Mainline connection to Burlington Northern Santa Fe's North American network, and Vancouver yard within 3 miles.
- Over 3 miles of on-site private rail line, serving 12 different buildings.
- On-site short-line provider who offers cost, efficiency and flexibility not achievable with a national carrier, including; twice a day rail switching, lower demurrage, storage, inter-building switching and flexibility for unusual requests.

