



C. L. "BUTCH" OTTER
GOVERNOR

August 22, 2011

David B. Barrows
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Idaho Falls, ID 83402-1700

Mr. Barrows,

I am writing today to express the State of Idaho's strong support for the Port of Lewiston dock expansion, NWW-2010-213-W04. The Port of Lewiston plays a key role in the local and state economy, and my entire administration urges the Corps of Engineers to approve this application.

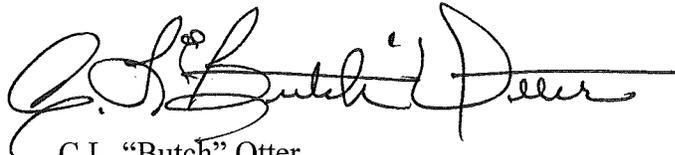
The following positive impacts should be considered in the application:

- The Port of Lewiston is Idaho's only export terminal for grain and is a vital component in keeping Idaho producers and the region competitive in a global agricultural marketplace.
- The U.S. pea and lentil trade has depended on the Port of Lewiston for decades to provide an efficient means of moving products into global distribution channels. Shipping efficiencies are critical to maintaining U.S. viability as a global supplier.
- Idaho exported \$659 million in agricultural products in 2010; most of this product left the United States via the Columbia River. Over 70 percent of Idaho wheat is exported, mostly through the Columbia River system. In addition, 30 percent to 40 percent of the barley and 50 percent to 60 percent of the peas/lentils grown in Idaho are exported via the Columbia River system.
- The Port of Lewiston is a leader in containerized grain shipments and has increased export containers from the Port by 118 percent. The limited dock capacity is hindering export shipments. Expanding the dock will allow barge capacity to double.
- This individual project will result in the creation of five jobs with the retention of four jobs. According to multiplier studies, the jobs created by the expansion will result in another nine jobs at a total earnings change of \$660,000 for the region. The estimated salaries of the five new positions will range from \$27,000/year to \$35,000/year. None of that factors in the negative direct and indirect impact on jobs throughout the region if the application is denied.

- The Port has become one of Lewiston's critical vehicles for public infrastructure investment, committing \$500,000 annually to land development, infrastructure and job creation policies. The success and viability of the Port affects every aspect of the region's economy.
- The Port has been a significant factor behind the relative stability of the area's economy throughout the economic downturn that began in 2008, contributing greatly to a lower unemployment rate and greater economic vitality than many other regions of Idaho.
- The expansion will increase waterborne cargo and take advantage of the most efficient mode of transportation with the least impact on the environment. Waterborne transportation emits only 20 percent of rail and 11 percent of truck hydrocarbon emissions, and 29 percent of rail and 5 percent of truck nitrous oxide emissions.
- It is estimated that barging through the Columbia Snake River system keeps 700,000 trucks off highways that would otherwise affect the airshed of the Columbia River Gorge.

This project is essential in maintaining the Port's viability as Idaho's principal access to the sea and a vital transportation node for the state's agricultural economy. The impacts of the Port's operations extend well beyond the shoreline. Thank you for your prompt and favorable consideration of this important expansion project.

As Always – Idaho, "Esto Perpetua"

A handwritten signature in black ink, appearing to read "C.L. Butch Otter". The signature is fluid and cursive, with a long horizontal line extending to the right.

C.L. "Butch" Otter
Governor of Idaho

CLO/mw