

Pacific Northwest Waterways Association

2009 Policies and Projects

For 75 years, PNWA has been the regional leader in working with the U.S. Congress, federal agencies and regional decision makers on transportation, trade, tourism, energy and environmental policy to enhance economic vitality in the Pacific Northwest.



PNWA advocates for federal policy in support of transportation, trade and regional economic development. We represent multiple industries in the public and private sectors in Washington, Oregon, Idaho and California. Members include public ports, navigation, transportation, international trade, tourism, agriculture, forest products, energy and governmental interests.

Beginning in 1934, PNWA led the way for Congressional authorization and funding to build the locks and dams on the Columbia and Snake Rivers. We expanded, adding Puget Sound and Oregon and Washington coastal members in 1971 and Northern California and Alaska in 2004 to provide a comprehensive regional perspective.

PNWA MISSION

Strengthen the regional economy by increasing economic efficiencies, improving national security and increasing environmental sustainability. Develop a cooperative, regional approach to addressing public policy.

Transportation. Develop the region's navigation, rail, highway and air transportation to provide safe, secure, efficient, competitive links to domestic and world markets.

Trade. Expand international and domestic trade opportunities.

Tourism. Expand international and domestic tourism opportunities.

Energy. Ensure adequate, reliable, reasonably priced energy for the region.

Environment. Encourage environmental enhancement while maintaining and improving regional economic vitality.

Infrastructure. Support infrastructure projects that advance the region's economic health and competitive position in world markets.

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2009 PNWA Priority Action Agenda

PNWA works to strengthen the regional economy by increasing economic efficiencies, improving national security and increasing environmental sustainability.



TRANSPORTATION

Maintain and improve navigation efficiencies:

- Increase federal funding to maintain, improve and rehabilitate our region's deep draft, shallow draft and inland and coastal ports, harbors and waterways infrastructure;
- Support \$25M to complete the lower Columbia River navigation channel deepening project;
- Fund rehab and major maintenance projects for the Columbia River jetties and Columbia and Snake River locks while ensuring adequate funding for routine operations and maintenance;
- Support funding for the Lower Snake River Programmatic Sediment Management Plan;
- Support a national dialogue to determine equitable stakeholder funding levels to maintain the viability of the Inland Waterways Trust Fund;
- Make Section 214 authority permanent, allowing non-federal entities to contribute funds to expedite Corps permit processing.

Increase the safety and security of the region's transportation system:

- Support \$400M in funding for the federal port security grant program;
- Oppose local funding requirements for port security assessments and improvements;

Rail Access Improvements. Encourage Class I railroads, in cooperation with short line railroads, to improve access for underserved communities and shippers in the Pacific Northwest.

Freight Mobility. Support projects in the Pacific Northwest to enhance multi-modal freight mobility, and federal policies that recognize the interconnected nature of waterways, rail and roads.

ENERGY

Ensure that the Northwest hydropower system remains efficient, reliable and cost competitive:

- Maintain cost-based rates and regional preference and ensure that the benefits of the federal hydropower system accrue to the Pacific Northwest;
- Maintain a robust hydropower system to enable efficient integration of solar, wind, and other renewable power resources.

WATER

Continue developing the Columbia Basin Project, including replacement of groundwater in the Odessa Groundwater Management Sub Area.

ENVIRONMENT

Protect the environment while preserving the economic value of resources affected by ESA-listed species, Biological Opinions, Clean Water Act, Clean Air Act and other environmental processes:

- Oppose dam breaching, excessive flow augmentation and excessive spill;
- Resolve permitting problems to restore fair and timely review;
- Support uniform national standards for ballast water exchange, treatment, and reporting that follow international standards.

2009 PNWA Federal Policy Positions

TRANSPORTATION POLICY

Energy and Water Appropriations:

- Increase federal funding to meet operations and maintenance, rehabilitation and new construction needs of the region's deep draft, shallow draft, and inland ports, harbors and waterways (*For specific project appropriations requirements, see PNWA's annual appropriations matrix at www.pnwa.net*).
- Maintain flexibility within the Corps of Engineers to reprogram funds to meet the needs of Congressionally-authorized projects.
- Include a broader set of benefits, including regional economic development, tourism, commercial fish landings and Endangered Species Act contributions in calculating project benefits.
- Maintain a 1:1 benefit-cost ratio as the threshold for authorizing and funding civil works projects.

Transportation Trust Funds:

- Protect trust funds to ensure that all transportation user fees collected are dedicated and used for their stated transportation infrastructure maintenance and development purposes;
- Harbor Maintenance Trust Fund. Support spending from the Trust Fund to fully maintain the nation's ports, waterways and harbors. Oppose expanded use of the existing Harbor Maintenance Tax;
- Freight Transportation Fund. Create a dedicated national Freight Trust Fund (FTF) to meet port inter-modal, rail and highway needs that is funded by sources other than existing navigation user taxes.
- Inland Waterways Trust Fund. Continue federal funding for operation, maintenance and improvement of the region's inland waterways under the cost share provisions in WRDA 1986. Support a national dialogue to determine equitable stakeholder funding levels to maintain the viability of the fund. Oppose lock-age fees.

Coastal Harbors and Navigation:

- Continue federal funding for operations and maintenance to provide federally authorized depths of navigation channels at deep-draft and shallow coastal harbors;
- Include recreation, tourism commercial activities and regional economic benefits when funding shallow port.

Navigation System Performance. Work in partnership with the Corps of Engineers to develop and implement five-year funding, maintenance, repair and rehabilitation plans for regional navigation projects.

Port Security:

- Support \$400M annually in federal funding for the DHS port security grant program;
- Increase priority for funding smaller ports engaged in international trade, shipping cargo to or receiving cargo from such ports, and/or serving passenger vessels;
- Oppose new user fees to pay for port security;
- Support improving communication, information and technological capabilities, including comprehensive AIS/VTIS coverage.

Freight Mobility. Support projects in the Pacific Northwest to enhance multi-modal freight mobility, and federal policies that recognize the interconnected nature of waterways, rail and roads.

Essential Coast Guard Services. Maintain the authorized depth of navigation channels and basic lifeboat services for all existing U.S. Coast Guard stations serving navigable waterways with commercial vessel operations in the Pacific Northwest.

Rail Capacity Improvements. Support tax credits for investments in capacity-enhancing rail infrastructure.

Rail Access Improvements. Encourage Class I railroads, in cooperation with short line railroads, to improve access for underserved communities and shippers in the Pacific Northwest.

ECONOMIC DEVELOPMENT POLICY

International Trade. Maintain navigation, rail, roadway and intermodal corridors to allow cargo to move efficiently, without interruption, from farm and factory along surface transportation and through ports to maintain growth in trade and strengthen the economy of the Pacific Northwest.

Tourism. Support regional initiatives and federal assistance to increase tourism, including support for the region's cruise and tour boat industries.

Passenger Vessel Services Act. Oppose new criteria proposed by Customs & Border Protection (CBP) that would have the unintended consequence of stifling most cruise ship calls in Puget Sound.

ENERGY POLICY

Federal Columbia River Power System (FCRPS):

- Ensure that the benefits of the federal hydropower system continue to accrue to the region;
- Maintain cost-based electricity rates and regional preference to federal power;
- Support scientifically proven, cost-effective efforts to aid salmon recovery;
- Oppose dam breaching, and extreme flow augmentation and spill proposals that are not supported by the best available science and which denigrate the integrity of the entire system;
- Maintain a robust hydropower system to enable efficient integration of solar, wind, and other renewable power resources;
- The FCRPS should pay for mitigation of hydro impacts on fish and wildlife, but not for all impacts from human activity.

New Energy Facilities:

- Support federal energy policies, innovative permitting processes and federal funding opportunities that encourage R&D, create incentives, and expedite new nonfederal alternative energy projects that are compatible with existing economic activities and environmental needs in the region. Such facilities include wind generation, gas-fired turbines, biofuels, wave energy, and other alternative fuel sources, to supplement hydropower and other existing capacity in meeting increasing regional demand;
- Support development of liquefied natural gas facilities to meet regional energy demand while minimizing impacts on navigation, safety other river users and the environment.

Renewable/Green Energy. Federal agencies, Congress and the states should recognize hydropower as renewable and environmentally friendly energy. Federal and state policy on renewable energy should be incentive based, rather than imposed as mandates.

ENVIRONMENT POLICY

Columbia and Snake River Salmon. Support cost-effective salmon recovery measures with demonstrable benefits that also preserve the multiple-purpose public benefits authorized by Congress:

- Maintain the integrity of the Federal Columbia River Power System;
- Oppose dam breaching and excessive spill and flow augmentation;
- Maintain all navigation channels at authorized depth via dredging or adjusting pool levels;
- Agree on a common definition of Minimum Operating Pool as defined at the lowest reservoir elevation in the pool;

Oregon Coastal Salmon. Oppose designation of a national marine sanctuary along the Oregon Coast. Support the designation of coastal reserve areas that conserve the environment in a manner that ensures that port activities, navigation, trade, and commercial and recreational fishing are able to continue economically efficient operations.

Coastal Fisheries. Support federal mitigation for economic dislocation in the fishing industry and communities.

ENVIRONMENT POLICY (continued)

Permitting:

- Make Section 214 authority permanent, allowing non-federal entities to contribute funds to the Corps to expedite permit processing;
- The Corps and the federal resource agencies should continue working with ports and other applicants to set clear goals and establish mechanisms to streamline the permitting process, including improving sediment sampling plan reviews;
- Congress and the Administration should provide direction and sufficient resources to ensure that the Corps and the resource agencies implement measures to process permits in a fair and timely fashion.

Air Emissions. Ensure full funding for federal energy grant programs. Fund the Clean Diesel Initiative grant program at the Congressionally-authorized level of \$200M annually. Support grant funds for all entities that would benefit from reduced air emissions and ensure that communities that are already in attainment of EPA clean air standards are eligible. Support implementation and strengthening of MARPOL Annex VI, the international treaty governing vessel emissions.

Use of Dredged Material. Expand the list of beneficial uses of dredge material associated with federal projects to include environmental enhancement, commercial reuse and beach nourishment.

Ballast Water Management. Support uniform national standards for ballast water exchange, treatment, and reporting that follow international standards. Ensure that state ballast water regulations conform to international and federal standards.

Invasive Species. Support strong federal efforts to block the spread of invasive species into rivers and coastal waters along the West Coast. Support focused efforts to eradicate any localized invasive species.

Ocean Disposal of Dredged Material. Encourage removal of restrictions on ocean disposal sites under Sec. 103. Ensure that disposal sites designated under Sec. 103 are reviewed for permanent designation under Sec. 102 before the temporary designation expires.

Forest Fuel Loading. Support ladder fuels reduction through biomass utilization, controlled burning and other methods in the Northwest's National Forests to minimize the economic impact of wildland fires on tourism, which has become a major economic driver for communities once dependent upon the timber industry.

2009 PNWA Infrastructure Projects

PNWA supports the following infrastructure projects that enhance the region's economic health and competitive position in world markets:

NAVIGATION PROJECTS

Columbia River Channel. Fund the FY2010 request of \$25M for removal of the 1-mile rock shelf, allowing completion of the project to a full 43 feet channel from the mouth of the Columbia to the Ports of Portland and Vancouver.

Jetties at the Mouth of the Columbia. Support funding for the permanent rehab of the jetties. Use a portion of the MCR dredge material to minimize erosion of coastal beaches.

Lower Snake River Programmatic Sediment Management Plan. Support funding to continue work on the plan. Ensure that the goals of the plan are consistent with maintaining the federally authorized navigation channel and adjacent ports.

Lower Monumental Lock. Support funding for replacement of the downstream lock gate.

Snake River Navigation. Continue to maintain the navigation channel and adjacent ports as needed to maintain safe and efficient navigation.

Willamette River. Support efforts to perform the maintenance dredging necessary to maintain the authorized federal navigation channel in the Willamette River.

U.S. Moorings. Encourage the U.S. Army Corps of Engineers and Congress to identify a solution to the increased sediment accumulation at the U.S. Moorings in Portland, OR, home port of the federal hopper dredges *Essayons* and *Yaquina*.

U.S. Coast Guard Navigation Aids. Maintain existing light capacities, buoy size, sinker weights and positioning. Allow use of navigation aids to support regional maritime security program implementation.

Columbia River AIS/VTIS. Support federal funding to upgrade and expand the Columbia River Automated Identification System and Vessel Transit Information System (AIS/VTIS) by providing alternative and increasing efficient methods for critical data transfer including WiFi connectivity and by facilitating the extension of the system eastward throughout the Columbia/Snake navigation corridor to encompass the region's vibrant tug and barge towing industry.

CSRS port security. Support expansion and improvement to the Columbia Snake Transportation Security Network (CSTS-Net), standardizing procedures and supporting technologies for the system.

Improved Pacific Coast Weather Forecasting. Establish Doppler radar facilities, maintain existing and install additional weather buoys at the Columbia River entrance. Improve satellite weather surveillance capabilities.

Puget Sound Dredge Disposal site for contaminated dredge materials.

Baker Bay Study. Fund the WRDA-authorized study to resolve siltation problems in the Columbia River at Baker Bay for the Ports of Ilwaco and Chinook.

Old Mouth of the Cowlitz (Longview Fibre) Request funding in the "Columbia & Lower Willamette River below Vancouver WA & Portland OR" operations and maintenance account to enable the Corps to restore authorized depth for the navigation channel at the Old Mouth of the Cowlitz.

Port of Anacortes, Project Pier 1. Support expansion of marine terminal and shipyard facilities.

Port of Chinook. Periodically dredge "Columbia River between Chinook and Sand Island" to maintain the existing navigation channel.

Port of Coos Bay. Widen and deepen the Coos Bay navigation channel.

Port of Coos Bay. Construct the lower bay turning basin in the deep draft channel.

NAVIGATION PROJECTS (continued)

Port of Coos Bay. Full-length repair and long term rehabilitation of the North Jetty and refurbishment of the bay-side erosion area.

Port of Garibaldi (Tillamook Bay). Restore and repair the North and South Jetties, and fund maintenance dredging.

Port of Hood River. Fund expansion of the Port of Hood River Marina.

Port of Hood River. Evaluate the need for dredging and infrastructure to preserve access for industrial products to the Columbia River.

Port of Hood River. Conduct a study for flood damage control, navigation, upland enhancement and environmental restoration, and to evaluate extinguishment of the flowage easement at the Nichols Basin.

Port of Humboldt Bay. Maintain authorized depth levels for the entrance and shipping channels.

Port of Ilwaco. Dredge periodically to maintain the existing 16-foot channel at Baker Bay West and authorize a new channel segment into the Ilwaco Boat Basin.

Port of Lewiston. Request \$4.9M for Port of Lewiston wharf expansion.

Port of Morrow Terminal 1 Transloading Facility. Multi-modal freight mobility with river, rail and Interstate Freeway Project includes dredging, turning cell, breakwater, building, crane, and barge slip improvements.

Port of Newport/Yaquina Bay. Rebuild the Deep Draft Terminal Facility.

Port of Newport/Yaquina Bay North Ocean Jetty full length repair.

Port of Newport/Yaquina Bay South Jetty Groins and West Marina Breakwater Recon Study.

Port of Port Angeles clean-up and redevelopment of the Rayonier Pulp Mill site.

Port of Seattle. Support funding for maintaining Duwamish federal navigation channel at authorized depths throughout the waterway.

Port of Siuslaw, Siuslaw River Jetties. Restore the north and south jetties, including completing a Major Maintenance Report and Plans and Specifications in 2009.

Port of Siuslaw, Siuslaw River DMMP. Complete the Dredge Material Management Plan for the Siuslaw River so that maintenance dredging can proceed.

Port of Siuslaw, Siuslaw River Channel. Dredge to restore the channel to the federally authorized depth of 16 feet to river mile 5.5.

Port of Skagit County. Request funding for O&M dredging of the Swinomish Channel.

Port of Walla Walla, Wallula. The Corps should maintain the recently expanded federal navigation channel at Wallula, Washington.

Westport Slough (Teevin Bros.) Request funding in the "Columbia & Lower Willamette River below Vancouver WA & Portland OR" operations and maintenance account to enable the Corps to restore authorized depth for the navigation channel at Westport Slough, OR.

RAIL FREIGHT MOBILITY PROJECTS

Pacific Northwest Intermodal Distribution Centers. Establish inland distribution centers to improve intermodal links and the efficiency of major trade corridors to and from Northwest ports.

Puget Sound FAST Corridor. Construction of Phase I projects and funding for Phase II.

Portland/Vancouver. Support the I-5 Partnership improvements at Portland and Vancouver.

RAIL FREIGHT MOBILITY PROJECTS (continued)

Stampede Pass. Develop long-term strategy to utilize Stampede Pass for double-stack trains, including extension of sunset date for reactivation of Ellensburg-to-Lind (Old Milwaukee Road) line. Improve tunnel and complete other upgrades.

East-West Capacity. Reestablish the Lind to Ellensburg east-west rail capacity.

Palouse-Coulee Rail Line. Maintain and improve freight capacity.

Port of Coos Bay. Fund rehabilitation of rail line between Coos Bay and Class 1 railroad mainlines in I-5 Corridor.

Port of Humboldt Bay. Re-establish Northwestern Pacific rail line between the Port of Humboldt Bay and the national rail system.

Port of Pasco. Fund modernization of rail facilities at the Port of Pasco.

Port of Portland. Rail improvements in the Columbia Intermodal Corridor.

Port of Walla Walla. Support additional federal, state, local and private investment to expand local rail connectivity.

West Vancouver Freight Access Project. Support FY2010 funding for construction of new freight rail access and unit train capacity at the Port of Vancouver USA. This project will additionally correct a main-line rail chokepoint, at the Vancouver Wye.

HIGHWAY FREIGHT MOBILITY PROJECTS

Columbia River Crossing. Fund the bridge replacement and interchange improvements to improve freight movements in the five-mile I-5 corridor between Portland, Oregon and Vancouver, Washington.

East-West Connectors between the I-5 Corridor and coastal ports and harbors at Coos Bay, Reedsport, Florence and Newport.

US Highways 95 and 12 maintenance and improvement in Idaho.

Inland Corridor Highway Development between Canada, Washington, Oregon and Idaho by improving the North/South Corridors of US 395, US 97, and US 95.

Port of Anacortes, Project Pier 1. Support expansion of surface transportation access associated with marine terminal and shipyard facilities.

Port of Camas-Washougal. Fund completion of the widening of SR 14 from Camas's 6th Ave. exit to Washougal's 32nd St. exit.

Port of Hood River. Fund roadway improvement projects that create and enhance sites for industrial development and job creation.

Port of Hood River. Fund replacement of the Hood River Interstate Bridge to facilitate improved conditions for both navigation and vehicular traffic. Provide \$360K for Hood River County Regional Transportation Needs Analysis.

Port of Humboldt Bay. County of Humboldt, Buckhorn Grade Improvement.

Port of Longview I-5/SR 432 interchange at Longview

Port of Morrow East Beach Industrial Park access to I-84/730 Highway Interchange. Project will allow freight access to over 1000 acres of industrial-zoned property. Property currently has marina and rail access.

Port of Portland. Road and rail improvements in the Columbia Intermodal Corridor.

Port of Ridgefield. Support \$1.5M in STP funds for final design of Port of Ridgefield Overpass Project.

Port of St. Helens. Improve highway and rail access to the Port of St. Helens' property at Port Westward.

HIGHWAY FREIGHT MOBILITY PROJECTS (continued)

Port of Seattle. Support funding for the Spokane Street Viaduct improvement project.

Port of Seattle. Support funding for I-5/SR509 Freight Congestion Relief Project.

Port of Seattle. Support funding for a study of Alaskan Way Viaduct/Seattle Seawall improvements and replacement. Allow Corps to consider seismic threats in their evaluation of the seawall and viaduct.

Port of Seattle. Develop long-term plan for improvements on I-5 from Spokane St. to the I-90 interchange.

Port of Tacoma. Support funding for the Lincoln Avenue Overpass (FAST Corridor Project), and replacement of the Lincoln Avenue Bridge.

Port of Tacoma. Purchase right-of-way properties for completion of SR 167.

Port of Tacoma. Construct Cross-Base Highway (SR 704) to provide direct access to I-5 from industrial properties in Frederickson.

Port of Whitman County. Wawawai Road construction from Wawawai Bay to Lower Granite Dam to complete the road link between Lewiston and Almota.

Port of Walla Walla. Support \$3M in STP funds for environmental and final design work associated with Phase 7 of Highway 12.

Port of Woodland. Support funding for roadway and interchange improvement projects of the Woodland industrial area and SR-503.

AVIATION PROJECTS

Port of Chelan County. Support funding to the Ports of Chelan and Douglas Counties for the extension of the primary runway at Pangborn Memorial Airport.

Port of Walla Walla. Full federal funding for Walla Walla Regional airport control tower.

WATER PROJECTS

Columbia Basin Project. Support continued development of the Bureau of Reclamation's Columbia Basin Project (CBP). Planning for appropriately timed project development should continue. Reclamation's Odessa Sub-area Special Study which is evaluating alternatives to replacing seriously declining groundwater supplies in the Odessa Sub-area aquifer with Columbia Basin Project surface water should stay on schedule to be completed by 2010. Replacing this groundwater supply with surface water will maintain up to 121,000 presently irrigated acres inside the CBP, and sustain food production, provide jobs, increase regional exports, reverse declining groundwater supplies and create new fish and wildlife habitat. The State of Washington is committed to providing 50% of the study cost. The FY2009 study funding request for the Bureau of Reclamation is \$600,000.

Port of Morrow Water Storage System. 2 million gallon water storage tank to provide water storage to the East Beach Industrial Park. .

Water Storage, Yakima, and Walla Walla Basins. Support feasibility studies of additional water storage facilities, including off-channel storage, and aquifer recharge facilities to aid fish and wildlife, hydropower generation, irrigated agriculture and public water supply.

Water Storage, Upper Columbia River Mainstem. Support feasibility studies of off-channel storage alternatives to develop new water supplies to meet economic and community development needs, instream needs of fish and to provide an uninterruptible supply of water for holders of uninterruptible water rights.

Port of Sunnyside. Support the Port of Sunnyside's wetlands habitat project.

Port of Walla Walla Burbank Public Water System. Support development of a public water system to serve the Burbank community and nearby industrial park.

ECONOMIC DEVELOPMENT AND TOURISM PROJECTS

U.S. Army Corps of Engineers Land Transfers. Transfer surplus U.S. Army Corps of Engineers land to ports that propose an appropriate use for that land. Examples include the Ports of Kennewick at Clover Island, Port of Morrow, Walla Walla at Burbank, Whitman County and Clarkston.

Cowlitz County, Mount St. Helens, Washington sediment control study and measures for protection no less than the Corps set forth in its October 1985 Decision Document and authorized by Public Law 99-88.

Port of Benton. Fund the proposed Walter Clore Wine and Culinary Center. FY2010 request is \$2.5 million.

Port of Cascade Locks. Request \$344K for beach construction and jetty extension at the Waterfront Sail Park.

Port of Chelan County. Support funding for a Port of Chelan County-led statewide pilot demonstration project for plug-in hybrid and other advanced vehicle technologies.

Port of Chelan County. Support legislation to implement a minor boundary adjustment within the Stephen Mather Wilderness area to allow for the reconstruction of a road allowing access from the community of Stehekin in Chelan County to North Cascades National Park.

Port of Clarkston. Infrastructure improvement projects for economic development, tourism, and an industrial park.

Port of Coos Bay Business Enterprise Center expansion.

Port of Coos Bay. Acquisition of surplus BLM property for regional industrial development.

Port of Coos Bay. Support development of the Charleston Marina Life Center.

Port of Ilwaco dock reconstruction.

Port of Kennewick/Clover Island redevelopment for economic enhancement and environmental restoration.

Port of Kennewick/Columbia Drive urban revitalization for economic enhancement of historic downtown.

Port of Kennewick/Alderman Property. Light industrial and commercial development for enhancing the wine and tourism industries.

Port of Morrow Agriculture Information Center. This project will showcase all of the value-added agricultural production in the Columbia Basin, educating visitors about natural resources, value-added processing of foods, farm production, energy resources, and transportation of commodities.

Port of Newport Fisheries Center. Funding to develop a mixed-use facility that supports the fishing industry through implementation of a targeted tenant mix. The building will act as a “hub” for fisheries related activity and will be designed to encourage and maximize interaction within the Newport fishing industry and the consumer/public through education and interpretation.

Port Angeles Waterfront Development, facilities for log handling and distribution at west end of the harbor.

Port of Ridgefield Brownfield Redevelopment of Lake River Industrial Park with a federal appropriation to match local and state contributions.

Port of Siuslaw, Old Town Florence. Waterfront Redevelopment for economic revitalization.

Port of St. Helens. Port Westward Industrial Park.

Port of St. Helens. Acquisition and development of property adjacent to the Scappoose Industrial Airpark.

Port of Walla Walla. Economic Development Initiative grant for improvements to the Warehouse District.

ECONOMIC DEVELOPMENT AND TOURISM PROJECTS (continued)

Port of Walla Walla. Jonathan M. Wainwright Memorial VA Medical Center. Maintain the existing Walla Walla VA Medical Center to meet the needs of veterans in Southeast Washington, Northwest Oregon, Eastern Idaho and Western Montana. Explore opportunities to utilize surplus properties that are not necessary to carry out the core mission of the Center.

Port of Woodland. Support \$900K for Guild Road Industrial Park road widening and addition of water/sewer projects.

Columbia Gorge National Scenic Area Act. Appropriate funds to support local and regional economic development efforts for business development, primary transportation and tourism as provided in the Columbia River Gorge National Scenic Area Act.

Hanford Reach National Monument Interpretive Center. Support funding of the regional center.

ENVIRONMENT PROJECTS

Ecosystem Restoration. Support appropriate ecosystem restoration projects in the Columbia River, Oregon Coast and Puget Sound to ensure the long-term health of the region's environment and economy.

Puget Sound Air Emissions. Fund projects that will accurately assess and reduce air emissions resulting from maritime- and trade-related activities in Puget Sound. Expand diesel emissions reduction grant program in energy bill to include communities that are already in attainment, as well as a sector-specific program for port and harbor diesel engines.

Levee and dam repairs. Support funding to Seattle District of the Corps for levee repairs and engineering studies for flood control projects in the Green-Duwamish River valleys.

Hanford funding for cleanup and an ongoing scientifically and technologically based research and operations program, including medical research and cancer treatments.

High Nitrogen Water Redistribution Project. This project helps to address concerns about high nitrogen groundwater. Project takes this water and redistributes, injecting it into the water delivery system to the Greenwood Resources poplar plantation. This water will become a benefit to the plantation and clean up the high nitrate area.

ENERGY PROJECTS

Bonneville and The Dalles Powerhouses rehabilitation.

McNary Dam to John Day Dam Transmission line capacity improvement.

Alternative Energy. Support development of alternative energy projects at Pacific Northwest ports, including:

- Port of Benton Biomass Gasification Project. Fund demonstration project for \$1M in FY2009
- Port of Chelan County biofuels project
- Port of Hood River solar and wind projects
- Port of St. Helens biofuels development
- Port of Umatilla Wanapa Energy Center
- Reedsport offshore wave energy project
- Port of Vancouver USA wind turbine cargos.
- Port of Walla Walla biofuels and power generation project

LNG marine terminals and storage facilities at the following locations:

- Bradwood Landing
- Port of Coos Bay
- Port of St. Helens/Port Westward