



## Pacific Northwest Waterways Association

### 2010 Policies and Projects

For over 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

PNWA strengthens the regional economy by increasing economic efficiencies and increasing environmental sustainability. PNWA develops 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.

#### PNWA CONTACTS

**Glenn Vanselow**, Executive Director, 503-234-8551, [glenn.vanselow@pnwa.net](mailto:glenn.vanselow@pnwa.net)

**Kristin Meira**, Government Relations Director, 503-234-8556, [kristin.meira@pnwa.net](mailto:kristin.meira@pnwa.net)

**Heather Stebbings**, Communications Manager, 503-234-8553, [heather.stebbing@pnwa.net](mailto:heather.stebbing@pnwa.net)



## 2010 PNWA Priority Action Agenda

PNWA works to strengthen the regional economy by increasing economic efficiencies and increasing environmental sustainability.

### TRANSPORTATION

#### **Maintain and improve navigation efficiencies:**

- Increase federal funding to maintain and improve our region's deep draft, shallow draft and inland and coastal ports, harbors and waterways infrastructure;
- Fund major maintenance projects for the jetties at the mouth of the Columbia River, Columbia and Snake River locks, and coastal jetties in Oregon;
- Make Section 214 authority permanent, allowing non-federal entities to continue to contribute funds to expedite Corps permit processing.

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

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

**Freight Mobility.** Support projects, policies and planning that enhance navigation and 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 a robust hydropower system to meet regional demand and enable efficient integration of solar, wind, and other renewable power resources;
- Federal agencies, Congress and the states should recognize hydropower as qualifying renewable energy and it should be considered as renewable and environmentally friendly energy;
- Support the global reduction of greenhouse gas emissions without negatively impacting domestic jobs or manufacturing;
- Support the FCRPS Biological Opinion (BiOp);
- Work to ensure the BiOp "Adaptive Management Implementation Plan" (AMIP) is appropriately applied.

### WATER

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

### ENVIRONMENT

#### **Protect the environment while preserving regional economic vitality:**

- Support 2008 FCRPS BiOp; including FY2011 budget amount of \$137M for Columbia River Fish Mitigation
- Oppose dam breaching, excessive flow augmentation and excessive spill;
- Improve the permitting process to ensure fair and timely review.
- Revise the Final Sediment Evaluation Framework to ensure environmental protections while maintaining economically efficient water-dependent economic activity.

#### **Support the PNWA Climate Change Agenda:**

- Increase transportation efficiencies by maximizing navigation capabilities and improving rural and inter-modal rail connections;
- Maintain and enhance regional hydropower capabilities to reduce greenhouse gas emissions;
- Maintain regional federal and nonfederal hydropower capabilities;
- Categorize all hydropower as renewable;
- Maintain a robust Federal Columbia River Power System to integrate wind, solar and other renewables while maintaining system reliability and meeting customer load requirements;
- Support development of baseload and renewable energy generation resources;
- Support federal funding for diesel emissions reductions in DERA (Diesel Emissions Reduction Act).

# 2010 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 request matrix at [www.pnwa.net](http://www.pnwa.net)*).
- Maintain flexibility within the Corps of Engineers to reprogram funds to meet the needs of Congressionally-authorized 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 intermodal, 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 lockage 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 a broader set of benefits, including regional economic development, tourism, commercial fish landings and Endangered Species Act contributions in calculating project benefits.

### Water Resource Project Principles and Guidelines:

- Consider regional economic development benefits when determining whether a project may move forward;
- Implement peer review as directed by Congress and do so early on, rather than at the end of the study. This will ensure that projects move forward in a timely manner;
- Include data on fish landings in setting project and funding priorities;
- Analyze only alternatives based on some existing federal authority, whether it be the Corps or another agency;
- Develop surrogate measures for Endangered Species Act and other environmental benefits that can be added to the quantitative economic benefits when setting project and funding priorities;
- Maintain a 1:1 benefit-cost ratio as the threshold for authorizing and funding civil works projects.

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

**Marine Highway Corridors.** Support MARAD's America's Marine Highway Corridor program designation and funding for the Columbia-Snake-Willamette System, the West Coast Corridor and the Swinomish Channel.

### 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.

**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.

## **TRANSPORTATION POLICY (continued)**

**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. Establish a new position for an undersecretary responsible for intermodalism at the Department of Transportation.

**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, intermodal corridors and marine highways 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.

**U.S. West Coast Collaboration.** Support the efforts of the Ports of Seattle, Tacoma, and Portland with other west coast ports and rail lines in strengthening the position of the west coast in Asia-U.S. trade.

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

## **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 rates and regional public preference and ensure that the benefits of the federal hydropower system accrue to the Pacific Northwest;
- Support scientifically proven, cost-effective efforts to aid salmon recovery;
- Support the FCRPS Biological Opinion (BiOp);
- Work to ensure the BiOp "Adaptive Management Implementation Plan" (AMIP) is appropriately applied;
- Maintain a robust hydropower system that maintains the integrity of the delivery of power to Northwest entities and enables efficient integration of solar, wind, and other renewable power resources;
- 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;
- The FCRPS should pay for mitigation of hydro impacts on fish and wildlife, but not for all impacts from human activity;
- BPA transmission projects for serving power needs of entities in the Northwest should have priority over projects designed to export renewable energy to other regions.

### **Renewable/Green Energy**

- Federal agencies, Congress and the states should recognize hydropower as qualifying renewable energy and it should be considered environmentally friendly energy.
- Hydropower should be included as renewable when calculating renewable resource requirements or for qualifying for "Resource Portfolio Standards".

### **Federal Energy Legislation**

- Support the global reduction of greenhouse gas emissions without negatively impacting domestic jobs or manufacturing;
- Do not put Northwest products and employment at an economic disadvantage through the creation of carbon policies that only apply to domestic manufacturing;
- Any federal climate change legislation should ban the removal of productive federal hydropower facilities;

## ENERGY POLICY (continued)

### New Energy Facilities:

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

## 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;

**Coastal Fisheries.** Support federal mitigation for economic dislocation in the fishing industry and communities when significant declines in coastal fishing runs occur.

### Permitting:

- Make Section 214 authority permanent, allowing non-federal government entities to continue 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;
- Establish reasonable policies for mitigation requirements. For example, no net gain in dock length within a pool is neither reasonable nor practicable.
- Expand the list of beneficial uses of dredge material associated with federal projects to include environmental enhancement, commercial reuse and beach nourishment;
- Revise the Final Sediment Evaluation Framework to ensure environmental protections while maintaining economically efficient water-dependent economic activity.
- 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.

### Climate Change:

- Maximize navigation capabilities to gain fuel efficiency and emissions benefits;
- Improve rural and intermodal rail connections to maximize fuel efficiencies;
- Maintain and enhance regional hydropower capabilities to reduce greenhouse gas emissions;
- Recognize hydropower as qualifying renewable energy;
- Maintain a robust Federal Columbia River Power System that enables the integration of wind, solar, biomass and other renewables;
- Support development of alternative and renewable energy resources;
- Support federal funding for diesel emissions reductions in DERA, the Diesel Emissions Reduction Act.

**Air Emissions.** Ensure full funding for federal energy grant programs. Fund EPA's National Clean Diesel Campaign 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.

**Ballast Water Management.** Support uniform standards for ballast water exchange, treatment, and reporting that follow international standards and that are technologically and economically feasible. 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.

## **ENVIRONMENT POLICY (continued)**

**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 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.

## 2010 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.** Support completion of the Columbia River Channel Improvement Project deepening during 2010.

**2010-2011 CSRS Major Maintenance Outage.** Support continued funding and support for the Portland and Walla Walla Districts to complete major maintenance activities at John Day, The Dalles and Lower Monumental navlocks, and others in 2010 and 2011.

**Jetties at the Mouth of the Columbia.** Request \$8.25M in additional FY2011 appropriations to allow Corps to begin jetty rehab work. Use a portion of the MCR dredge material to minimize erosion of coastal beaches.

**Lower Snake River Programmatic Sediment Management Plan.** Support FY2011 budget amount of \$3.5M 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.

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

**Columbia & Willamette River.** Support maintenance dredging necessary to maintain the authorized federal navigation channel in the Columbia and Willamette Rivers. Request \$1.164M in additional FY2011 funding for dredging.

**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 anchorages.** Study the feasibility of additional anchorages in the lower Columbia and a turning basin at river mile 77 at Kalama.

**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.

**Columbia River dredging.** Removal of a sand deposit near river mile 29.

**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 Astoria.** Support dredging of North Tongue Point Channel.

**Port of Astoria.** Request \$258K to perform maintenance dredging of the Skipanon Channel.

**Port of Astoria.** Support expansion of Marine Terminal Facilities at Piers 2 and 3.

## NAVIGATION PROJECTS (continued)

**Port of Astoria.** Support construction of pile dikes on Piers 1 and 3 to reduce sedimentation in slips 1 and 2.

**Port of Camas-Washougal.** Engineering and design of additional marina slips.

**Port of Chinook (Columbia River between Chinook & Sand Island).** Request \$1.028M in FY2011 for maintenance dredging of the existing navigation channel.

**Port of Umatilla.** Support bulkhead expansion at the marine cargo facility.

**Port of Coos Bay.** Widen and deepen the Coos Bay navigation channel, and construct the lower bay turning basin in the deep draft channel.

**Port of Coos Bay.** Support full-length repair and long term rehabilitation of the North Jetty and refurbishment of the bay-side erosion area. Support \$4.697M in FY2011 budget for maintenance dredging, and request additional \$1.094M for a jetty major maintenance report, and for additional dredging.

**Port of Garibaldi (Tillamook Bay).** Request \$690K in FY2011 for Corps to produce plans and specs for the South Jetty cap, and for routine annual jetty monitoring.

**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.** Initiate efforts to restore and enhance habitat conditions, create additional developable upland and extinguish flowage easements at the Nichols Basin.

**Port of Humboldt Bay.** Maintain authorized depth levels for the entrance and shipping channels. Request \$300K to continue Humboldt Bay long-term shoal management feasibility study. Support \$5.858M in budget for dredging at Humboldt Bay channel, and request additional \$2.74M to maintain authorized depth.

**Port of Ilwaco (Columbia River at Baker Bay).** Request \$899K in FY2011 for maintenance dredging of the existing 16-foot federal channel at Baker Bay West. Authorize a new channel segment into the Ilwaco Boat Basin.

**Port of Lewiston.** Request \$1.8M in federal funding 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, and South Jetty Groins and West Marina Breakwater Recon Study.

**Port of Newport/Yaquina Bay.** Support \$1.786M in budget for maintenance dredging, and request \$200K in FY2011 for evaluation of ocean disposal site for maintenance dredging.

**Port of Port Angeles.** Replace Tumwater Creek timber bridge with concrete bridge to provide access to waterfront.

**Port of Port Angeles.** Expansion of Terminal 3 Dock to accommodate ships up to 1000 feet in length.

**Port of Port Angeles.** Improvements to Terminal 5 dock and upland development.

**Port of Port Angeles.** Boat Haven bulkhead replacement and dredging.

**Port of Seattle.** Support \$951K in FY2011 budget, and request additional \$4.2M to maintain Duwamish federal navigation channel at authorized depths throughout the waterway.

**Port of Seattle.** Support \$8.276M in FY2011 budget for Lake Washington Ship Canal operations and maintenance, and request additional \$5.1M for stoney gate valve repairs.

**Port of Siuslaw, Siuslaw River Jetties.** Support \$708K in FY2011 budget for maintenance dredging, and request additional \$230K for a major maintenance study of the north and south jetties.

**Port of Siuslaw.** \$1.9M for bulkhead replacement and extension.

## NAVIGATION PROJECTS (continued)

**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 (Swinomish Channel).** Support \$62K in FY2011 budget, and request additional \$788K for maintenance dredging of the Swinomish Channel.

**Port of Toledo (Yaquina River).** Support completion of federal maintenance dredging activities in 2010 with existing ARRA funding.

**Port of Umpqua (Umpqua River).** Support \$800K in FY2011 budget for maintenance dredging, and request additional \$496K for clamshell dredging of the Winchester Bay access channels.

**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.

**Stampede Pass.** Develop long-term strategy to utilize Stampede Pass for double-stack trains. Improve tunnel and complete other upgrades.

**East-West Capacity.** Reestablish Ellensburg to Marengo east-west rail capacity.

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

**Port of Astoria.** Support construction of a siding and spur track for industrial development at North Tongue Point Rail Terminal.

**Port of Astoria.** Support 286,000 pound upgrades between Wauna Mill to North and South Tongue Point of the Astoria Railroad.

**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 Morrow.** Construction of rail improvements in the East Beach Industrial Park.

**Port of Pasco.** Support \$1.5M in funding for modernization rail facilities at the Port of Pasco.

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

**Port of Port Angeles.** Black Ball ferry line dock redevelopment.

**Port of Kalama.** Rail capacity improvements from Kelso to Martin’s Bluff.

**Port of Royal Slope.** Support restoration of short line rail to the Port of Royal Slope to benefit an economically disadvantaged community.

**Port of Walla Walla.** Support public ownership of rail line between Wallula and City of Walla Walla to allow rail line to be eligible for state and federal rehabilitation funding.

**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 mainline rail chokepoint, at the Vancouver Wye.

## HIGHWAY FREIGHT MOBILITY PROJECTS

**Columbia River Crossing Project.** Fund the bridge replacement and interchange improvements to relieve congestion and 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' 6<sup>th</sup> Ave. exit to Washougal's 32<sup>nd</sup> St. exit.

**Port of Cascade Locks.** Request \$900K to construct a new entrance into Marine Park from Highway 30.

**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.

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

**Port of Morrow.** Fund 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 Morrow.** Fund I-84 Port of Morrow Interchange capital improvements.

**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.

**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. Request \$1.4M in FY2011 to allow Corps to continue participation in study of the Elliott Bay Seawall.

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

**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 \$30M in SAFETEA-LU Priority Project funding for Phase 7 four-laning of US Highway 12.

**Port of Woodland.** Support funding for the Woodland industrial area to I-5 transportation improvement.

## 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 Port Angeles.** Airspace easement at Lincoln Park and new approach procedure.

**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 evaluates 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 2011. Replacing this groundwater supply with surface water will maintain up to 106,000 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 FY2011 study funding request for the Bureau of Reclamation is \$1,000,000.

**Port of Camas-Washougal.** Engineering and design of an additional pump for storm water pump station.

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

**Port of Morrow Water Distribution.** Funding to develop distribution tie-in from East Beach Fresh Water Wells to Food Processing 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 uninterrupted supply of water for holders of uninterrupted water rights.

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

**Port of Walla Walla Burbank Public Sewer System.** Support development of a public sewer 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 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. Support FY2011 budget amount of \$800K, and request additional \$1M for detailed design report for long-term sediment management.

**Port of Astoria.** Support industry models for biomass population size determination for sardine fishery.

**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.

## **ECONOMIC DEVELOPMENT AND TOURISM PROJECTS (continued)**

**Port of Ilwaco** dock reconstruction.

**Port of Lewiston Waterfront Tourism Project.** Funding to develop an 18-acre waterfront recreation area.

**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 Morrow West Beach Waterfront Recreation Area.** Funding to develop a 50 acre waterfront recreation area.

**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 Port Angeles.** North Industrial Park infrastructure development.

**Port of Port Angeles.** Boat Haven Upland Development of additional commercial development space, parking facilities and required utilities.

**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.** Wharf and 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 Airport.

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

**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. Support port initiative to redevelop surplus properties via hybrid enhanced use lease proposal.

**Port of Woodland.** Support \$1.7M for Guild Road Industrial Park road widening and addition of water/sewer projects.

**Port of Woodland.** Support boat launch at Martin’s Bar.

**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.

## **ENVIRONMENTAL PROJECTS**

**Ecosystem Restoration.** Support appropriate ecosystem restoration projects in the Pacific Northwest to ensure the long-term health of the region’s environment and economy. Support FY2011 budget amount of \$4.7M for Lower Columbia River ecosystem restoration project.

**Puyallup River (Port of Tacoma).** Request \$600K in FY2011 funding to allow continuation of Corps of Engineers’ Puyallup River flood damage reduction study.

**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.

**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.

## **ENVIRONMENTAL PROJECTS (continued)**

**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.

**Port of Astoria.** Support Warrenton Sewer Lagoons as a regional upland dredge disposal site.

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

## **ENERGY PROJECTS**

**Bonneville Power Administration “Network Open Season” transmission projects including:**

- McNary – John Day
- Substation Z (Big Eddy)
- I – 5 Corridor Reinforcement
- West of Garrison Remedial Action Scheme

**New Energy Projects.** Support development of regional energy projects, including but not limited to:

- Port of Chelan County biofuels project
- Port of Hood River solar and wind projects
- Port of Morrow cellulosic ethanol test facilities
- Port of Port Angeles bio-mass facility
- 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
- North Tongue Point biofuels projects

**LNG marine terminals and storage facilities** and the associated transport (pipelines) at the following locations:

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