

# Pacific Northwest Waterways Association



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 and environmental sustainability in the Pacific Northwest.

PNWA represents 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 to provide for navigation, hydropower and irrigation. We expanded, adding Puget Sound and Oregon and Washington coastal members in 1971 and Northern California in 2004, to provide a comprehensive regional perspective.

## PNWA MISSION

PNWA strengthens the regional economy by increasing economic and environmental sustainability, while providing 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 and Tourism.** Expand international and domestic trade and 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

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# 2012 PNWA Priority Action Agenda



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

## TRANSPORTATION

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

- Increase federal funding to maintain and improve our region's deep draft, shallow draft, inland and coastal ports, harbors and waterways infrastructure;
- Fund major maintenance projects for the jetties at the Mouth of the Columbia River and on the Oregon Coast;
- Maintain authorized depth in Snake River navigation channel through maintenance and/or changes to pool elevations;
- 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, and oppose bundling with other federal security grant programs.

**Freight mobility.** Support projects, policies and planning that enhance navigation and multi-modal freight mobility for ports, waterways, rail and roads.

### **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 the Harbor Maintenance Act (H.R.104/S.412) to fully expend HMT collections to maintain the nation's ports, waterways and harbors. Support the RAMP effort.
- Close the land border loophole in the Harbor Maintenance Tax: Cargo entering the US by land via non-US seaports should be subject to a user fee that 1) ensures equal treatment of all US-bound marine containers regardless of mode of arrival and 2) contributes to the improvement of US transportation infrastructure on which that cargo depends.
- Inland Waterways Trust Fund. Oppose efforts to increase user fees above those agreed to in the Inland Marine Transportation System Capital Investment Strategy.
- Freight Transportation Trust Fund. Support creation of a national fund to meet port intermodal, rail and highway needs that is funded by sources other than existing navigation user taxes.

## ENERGY

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

- Maintain a robust Federal Columbia River Power System to integrate intermittent renewable energy resources while maintaining system reliability and meeting customer load requirements;
- Federal agencies, Congress and the states should recognize hydropower as qualifying renewable energy;
- Maintain and enhance regional hydropower capabilities to reduce greenhouse gas emissions.

## WATER

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

## ENVIRONMENT

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

- Support the 2008/2010 FCRPS Biological Opinion (BiOp), and work with federal agencies to address the issues identified in the Court's August 2011 remand;
- Oppose dam breaching, reservoir drawdown, excessive flow augmentation and excessive spill;
- Support completion of the Snake River Programmatic Sediment Management Plan;
- Support continued funding for Columbia River Fish Mitigation;
- Continue to streamline the permitting process to ensure fair and timely review;
- Support habitat restoration and toxics reduction and cleanup;
- Support federal funding for diesel emissions reductions in DERA (Diesel Emissions Reduction Act).

# 2012 PNWA Federal Policy Positions

## TRANSPORTATION POLICY

### Energy and Water Project Funding:

- Support federal funding to meet operations and maintenance, major repair, 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 Supported Corps Projects" document at [www.pnwa.net](http://www.pnwa.net)*).

### 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 the Harbor Maintenance Act (H.R.104/S.412) to fully expend HMT collections to maintain the nation's ports, waterways and harbors. Support the RAMP effort.
- Close the land border loophole in the Harbor Maintenance Tax: Cargo entering the US by land via non-US seaports should be subject to a user fee that 1) ensures equal treatment of all US-bound marine containers regardless of mode of arrival and 2) contributes to the improvement of US transportation infrastructure on which that cargo depends.
- Freight Transportation Trust Fund. Support creation of a national fund to meet port intermodal, rail and highway needs that is funded by sources other than existing navigation user taxes.
- Inland Waterways Trust Fund. Oppose efforts to increase user fees above those agreed to in the Inland Marine Transportation System Capital Investment Strategy.

### 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 and waterways.

**Snake River navigation channel.** Maintain authorized depth in Snake River navigation channel through channel maintenance and/or changes to pool elevations.

**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. Work with Coast Guard to ensure that federal anchorages are properly maintained.

### Principles and Guidelines for Water Resources Projects:

- Include a broader set of benefits, including regional economic development, tourism, commercial fish landings and Endangered Species Act benefits in calculating project benefits and in setting project and funding priorities. Expand subsistence waterways definition to include subsistence fishing uses.
- 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.
- Maintain a 1:1 benefit-cost ratio as the threshold for authorizing and funding civil works projects.

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

**Marine Highway Corridors.** Support funding for the M-5 and M-84 Marine Highway Corridors, as designated by MARAD. Support the West Coast Hub-Feeder Initiative and the Golden State Marine Highway Initiative on the M-5 Marine Highway Corridor. Support marine corridor designation for the Swinomish Channel.

### Port Security:

- Support \$400M annually in federal funding for the DHS port security grant program. Oppose bundling port security grant program with other federal security grant programs.
- Increase priority for funding smaller ports engaged in international trade, shipping cargo to or receiving cargo from ports engaged in international trade, 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, policies and planning that enhance navigation and multi-modal freight mobility for ports, waterways, rail and roads.

## **TRANSPORTATION POLICY (continued)**

**Rail Capacity Improvements.** Support tax credits for investments in capacity-enhancing rail infrastructure, and the Railroad Rehabilitation and Improvement Financing (RRIF) loan program.

**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.

## **TRADE AND TOURISM 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. Support passage of the Korea-US Free Trade Agreement.

**National Export Initiative.** Provide additional funding for navigation and intermodal activities in the Pacific Northwest that support the Administration's National Export Initiative (NEI) to double U.S. exports and support 2 million new jobs.

**U.S. West Coast Collaboration.** Support the efforts of the Ports of Seattle, Tacoma, Vancouver 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 Pacific Northwest region.
- Maintain cost-based rates and regional public preference of the federal hydropower system to the Pacific Northwest.
- Support scientifically proven, cost-effective efforts to aid salmon recovery.
- Support the 2008/2010 FCRPS Biological Opinion (BiOp), and work with federal agencies to address the issues identified in the Court's August 2011 remand.
- Oppose dam breaching, reservoir drawdowns, and extreme flow augmentation and spill proposals that are not supported by the best available science and which denigrate the integrity of the entire federal system.
- The FCRPS should pay for mitigation of hydro impacts on fish and wildlife, but not for all impacts from human activity.
- Maintain a robust hydropower system that maintains the integrity of the delivery of power to Northwest entities and enables efficient integration of solar, wind, ocean-based energy and other renewable power resources, including conservation.
- BPA transmission projects for serving power needs of entities in the Northwest should have priority over projects designed to export energy to other regions.

### **Renewable/Green Energy**

- Hydropower and conservation, the least cost resource, should be included as renewable when calculating renewable resource requirements or for qualifying for "Resource Portfolio Standards".

### **Federal Energy Legislation**

- Support the Hydropower Improvement Act of 2011 (S.629) and the Hydropower Renewable Development Act of 2011 (S.631).
- Support the global reduction of greenhouse gas emissions without negatively impacting U.S. or Pacific Northwest jobs, production agriculture, or manufacturing.
- Support the Endangered Species Compliance and Transparency Act of 2011 (H.R.1719), which would require BPA to report the costs associated with the ESA to each customer.
- Do not put Northwest products and employment at an economic disadvantage through the creation of carbon or energy 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 to expedite new nonfederal energy projects that are compatible with existing economic activities, environmental needs in the region, and system reliability standards. Such facilities include wind generation, hydrokinetic energy, gas-fired turbines, biofuels, and other fuel sources, to supplement hydropower and other existing capacity in meeting increasing regional demand. Coordinate offshore energy development with existing and future navigation trade routes.
- 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:

- Support implementation of the 2008/2010 FCRPS Biological Opinion (BiOp), and encourage federal agencies to develop mitigation plans that meet the requirements of the ESA.
- Oppose dam breaching and excessive spill and flow augmentation.
- Maintain the integrity of the Federal Columbia River Power System.
- 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 and state resource agencies should continue working with ports and other applicants to streamline the permitting process.
- Revise the Final Sediment Evaluation Framework to ensure environmental protections while maintaining economically efficient water-dependent economic activity.
- Establish reasonable policies for mitigation requirements. For example, no net gain in dock length within a pool is neither reasonable nor practicable, given growth in population, and economic and recreational activity.
- Expand the list of beneficial uses of dredge material associated with federal projects to include environmental enhancement, commercial reuse and beach nourishment.
- Congress and the Administration should provide direction and sufficient resources to ensure that the Corps and the resource agencies process permits in a fair and timely fashion.

### **Levees and floodplains:**

- Support PNWA members struggling with levee certification and floodplain designation challenges.
- Continue to assist entities impacted by changes to the Puget Sound NFIP.
- FEMA and NMFS should work with ports and other affected parties to ensure that floodplain requirements allow for current and future waterfront maritime and industrial facilities and activities.

### **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 and eligible renewable energy and associated renewable energy credits (RECs).
- 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 but do not require utilities to purchase it instead of existing resources and/or before need.
- Support federal funding for diesel emissions reductions in DERA, the Diesel Emissions Reduction Act.

## ENVIRONMENT POLICY

**Toxic Contaminants.** Support funding to address known toxics hotspots. Work with EPA and stakeholders to craft an updated version of the Columbia River Restoration Act (CRRRA).

**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 lakes, rivers and coastal waters along the West Coast. Support focused efforts to eradicate any localized invasive species.

**Ocean Disposal of Dredged Material.** 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.

## 2012 PNWA Infrastructure Projects

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

### NAVIGATION PROJECTS

**Jetties at the Mouth of the Columbia.** Request additional FY2012 funding to allow Corps to make immediate interim repairs at the south jetty (\$5.5M). Use a portion of the MCR dredge material to minimize erosion of coastal beaches.

**Columbia River navigation improvements.** Support purchase and placement of stern buoys for select anchorage locations on the Lower Columbia in 2012. Support feasibility study for a turning basin at river mile 77 at Kalama.

**Lower Snake River Programmatic Sediment Management Plan.** Request \$1.09M in FY2012 to finish 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 \$1M in FY2012 to dredge Westport Slough. Request \$500K to dredge turning basin at Astoria. Restore authorized depth for Old Mouth of the Cowlitz navigation channel (Longview Fibre).

**U.S. Moorings.** Encourage the U.S. Army Corps of Engineers and Congress to identify a solution to the increased sedimentation at the U.S. Moorings in Portland, 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.

**RiverGuard.** Support CRTA's Port Security Grant to design a communications, vessel tracking and data system to improve security, safety, and emergency response capabilities on the Columbia Snake River System.

**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.** Maintain Doppler radar facilities and weather buoys at the Columbia River entrance. Maintain 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.

**Port of Astoria.** Support dredging of North Tongue Point Channel and turning basin.

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

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

**Port of Bandon (Coquille River).** Support \$298K in budget for dredging. Request additional funding for maintenance dredging of small boat basin (\$180K), final design of L-shaped pile dike (\$150K).

**Port of Camas-Washougal.** Construction of additional marina slips to support demand.

**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 \$5.476M in FY2012 budget for maintenance dredging, and request additional \$200k to complete jetty major maintenance report, and \$483K for dredging at Charleston.

## **NAVIGATION PROJECTS (continued)**

**Port of Garibaldi (Tillamook Bay).** Request \$1.7M for repair of north jetty root, and \$600K to produce plans and specs for the South Jetty cap.

**Port of Garibaldi.** Request \$4 million for wharf reconstruction project.

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

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

**Port of Humboldt Bay.** Maintain authorized depth levels for the entrance and shipping channels. Support \$2.8M in budget for dredging at Humboldt Bay channel, and request additional \$8.3M to maintain authorized depth and perform jetty repairs. Request \$500K for long-term shoal management study.

**Port of Ilwaco (Columbia River at Baker Bay).** Request \$1.557M in FY2012 for maintenance dredging of the existing 16-foot federal channel at Baker Bay West.

**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.** Support \$3.9M in funding for the final phase of rebuilding 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 \$2.167M in budget for maintenance dredging, and request \$205K for evaluation of ocean disposal site for dredged material.

**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., improvements to Terminal 5 dock and upland development; improve Terminal #7 dock to provide additional berth space.

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

**Port of Port Angeles.** Headline dolphin upgrades.

**Port of Ridgefield.** Request \$110K for sediment testing and permitting at Lake River, to support eventual dredging of existing federally authorized navigation channel;

**Port of Seattle.** Support \$4.24M in FY2012 budget for maintenance dredging of the Duwamish federal navigation channel at authorized depths throughout the waterway.

**Port of Seattle.** Support request for studies relating to alteration and modernization of the East and West Waterways' navigation channel authorized boundaries and depths to serve the requirements of modern vessels.

**Port of Seattle.** Support \$10.553M in FY2012 budget for Lake Washington Ship Canal O&M and repairs.

**Port of Siuslaw, Siuslaw River Jetties.** Support \$551K in FY2012 budget for maintenance dredging, and request additional \$650K for plans and specs for jetty repair.

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

**Port of Skagit (Swinomish Channel).** Request \$1.2M in FY2012 for maintenance dredging of the Swinomish Channel.

**Port of Umatilla.** Support bulkhead expansion at the marine cargo facility. Support funding for Short Sea Shipping utilizing Marine Highway 5 and Marine Highway 84.

**Port of Umpqua (Umpqua River).** Request \$1.334M for maintenance dredging.

**Westport Slough (Teevin Bros.)** Request \$1M in FY2012 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.** Support funding for construction of all remaining Phase I & II projects.

**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 City Rail Line.** Rehabilitate the line to maintain 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 Longview.** Capacity improvements to rail along I-5 and through Longview; second rail bridge over Cowlitz River; extend Port of Longview Industrial Rail west of Lewis-Clark Bridge.

**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.** Reconstruct International Ferry Terminal Facilities.

**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 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.

**US Highway 12.** PNWA supports the granting of permits and constructing improvements on U.S. Highway 12 in Idaho to accommodate oversize loads.

**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 Camas-Washougal.** Fund preliminary engineering for improved access at 27<sup>th</sup> and 32nd Street on SR 14 in Washougal. This project is in the early stages of development. The Port of Camas-Washougal and City of Washougal partnering to develop conceptual plans.

## **HIGHWAY FREIGHT MOBILITY PROJECTS (continued)**

**Port of Camas-Washougal.** Support funding for the widening of the Slough Bridge on SR-14 in Camas, Washington.

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

**Port of Hood River.** Request \$3.75M for painting Port of Hood River Interstate Bridge to maximize its longevity.

**Port of Hood River.** Fund completion of an EIS for eventual replacement of the bridge to facilitate improved conditions for both navigation and vehicular traffic.

**Port of Hood River.** Fund improvement projects to increase connectivity for pedestrian and bikes.

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

**Port of Longview.** SR 432 Corridor improvement project; construct grade-separated urban interchange at SR 432/SR 433 intersection (base of Lewis-Clark Bridge).

**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 improvements in the Columbia Intermodal Corridor.

**Port of Ridgefield.** Support \$8M in STP funds for construction of Pioneer Street Railroad Overpass Project..

**Port of St. Helens.** Improve highway and rail access at Port Westward for the benefit of Columbia County trade.

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

**Port of Seattle.** Support funding for a study of City of Seattle's Alaskan Way Seawall improvements and replacement. Request \$1M in FY2012 to allow Corps to continue participation in study of the Elliott Bay Seawall.

**Port of Tacoma.** Support completion of State Route 167 by adding the remaining six miles between Puyallup (SR-161) and Tacoma (SR-509) originally envisioned in the highway's design 30 years ago.

**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 \$74M in SAFETEA-LU Priority Project funding for Phase 7-A four-laning of US Highway 12.

**Port of Woodland.** Support funding for the Scott Avenue Reconnection Project, linking the Woodland industrial area, including the entirety of the port's industrial property, to I-5.

## **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 Port Angeles.** Expand General Aviation complex to accommodate larger aircraft.

**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.
- Support implementation of feasible alternatives developed in the Reclamation Odessa Sub-area Special Study which is expected to be completed during 2012. The study is evaluating how to extend Columbia Basin Project water supplies to up to 102,000 acres of irrigated agriculture that will be lost when groundwater from the Odessa Subarea Aquifer is depleted. Maintaining this production will support the food processing industry, provide jobs, increase regional exports, preserve the raining aquifer supplies for domestic purposes and create new fish and wildlife habitat.
- Support CBP conservation efforts aimed at developing water supplies for Project lands while addressing the aging infrastructure needs of the Project.

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

**Port of Camas-Washougal.** Support funding for Corps to improve/correct stormwater runoff from Steigerwald Refuge into port facility.

**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, 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 FY2012 budget amount of \$6.5M for continued sediment management activities.

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

**Port of Benton.** Support land transfer request of 1.341 acres from the Department of Energy Hanford site to the Port of Benton, City of Richland and TRIDEC.

**Port of Benton.** Support EDA funding for the Wine Science Center built on Port of Benton property to support the Viticulture and Enology program of Washington State University at their Tri-Cities campus.

**Port of Benton.** Support request for removal of MARAD land use restrictions on former 3000 area property.

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

**Port of Cascade Locks.** Request \$1.5M for construction of a 25-mile mountain bike and mixed use trail system.

**Port of Cascade Locks.** Request \$122K for Wilderness Bill land exchange with USFS to develop property into Pacific Crest Park.

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

**Port of Chelan County.** Support H.R.2352 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 Columbia.** Support \$2M in FY2012 funding for Blue Mountain Station's Product Development Market Center, to house a retail market, commercial product test kitchen, public meeting space, and business development and marketing center.

**Port of Coos Bay Business Enterprise Center** expansion.

**Port of Hood River.** Fund new infrastructure to support expansion of light industrial development.

**Port of Ilwaco** dock reconstruction, Boatyard expansion and permitting of marina dredge disposal site on Sand Island.

**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 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 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.** Request the 25-acre USACE property at Hood Park Boat Basin/Cargill Pond be redeveloped in partnership with the Port of Walla Walla into a park.

**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 boat launch project at Austin Point (at the mouth of the Lewis River).

**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 FY2012 budget amount of \$4.2M for Lower Columbia River ecosystem restoration projects.

**Puyallup River (Port of Tacoma).** Request \$875K in FY2012 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. Support \$2.06M in FY2012 budget for ecosystem restoration.

**Puget Sound Air Emissions.** Fund projects that will accurately assess and reduce air emissions resulting from maritime- and trade-related activities in Puget Sound.

**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.

**Port of Port Angeles.** Terminal #3 electrical upgrades to support "cold ironing" of vessels.

## ENERGY PROJECTS

**Bonneville Power Administration "Network Open Season" transmission projects including:**

- McNary – John Day
- Big Eddy – Knight Transmission Project
- I – 5 Corridor Reinforcement
- West of Garrison Reinforcement
- Central Ferry – Lower Monumental

**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, wind and biomass projects
- Port of Morrow cellulosic ethanol test facilities
- Port of Port Angeles Nippon cogeneration bio-mass facility
- Port of Port Angeles Pacific Northwest Laboratory research and development campus for alternative energy
- Port of St. Helens biofuels development
- Port of Umatilla Wanapa Energy Center
- Reedsport OPT Wave Park
- Port of Vancouver USA wind turbine cargos
- North Tongue Point biofuels projects

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

- Port of Coos Bay
- Skipanon Peninsula Energy