



PNWA supports the passage of a Water Resources Development Act (WRDA) in 2012

Our water resources contribute mightily to our nation's well-being. Ports and waterways are the backbone of our transportation system - providing domestic and international trade routes and safe, efficient, environmentally friendly transportation.

PNWA supports inclusion of the following provisions if a WRDA 2012 is drafted:

Habitat Enhancement & Development Framework Plan for the Nichols Basin Port of Hood River, OR

This Plan would identify upland development and habitat enhancement alternatives, determine fill volumes and costs, and identify development opportunities associated with an old industrial lagoon and brownfield site and initiate extinguishment of old flowage easements. Completion of the plan will allow the Port to determine investment strategies that will reduce future federal liability due to flooding and restoration needs, enhance the environmental condition of the waterfront, Columbia River and Nichols Boat Basin, and enhance opportunities for job creation and economic development in Hood River, Oregon.

Permanence for Section 214 regulatory funding authority

Section 214 of WRDA 2000 allows the Corps of Engineers to accept and expend funds contributed by non-Federal public entities to expedite the processing of permits. Section 214 has allowed local governments to move forward with vital infrastructure and ecosystem restoration projects. Section 214 is currently being used by over 41 public agencies in 20 Corps districts. By funding additional staff to work on specific, time-intensive permits, existing Corps staffers are able to process the significant permit backlog more quickly. Funding for additional Corps staff has resulted in a reduction of permit wait times not only for the funding entity, but for any individual or organization that makes an application with that Corps District. Section 214 is currently authorized through December 31, 2016. PNWA members strongly support the effort to make Section 214 permanent.

Please see our Section 214 fact sheet for more information on this issue.

PNWA's membership has adopted the following policies regarding the Harbor Maintenance Trust Fund (HMTF):

- 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. Ensure that the existing Harbor Maintenance Tax (HMT) is fully spent for navigation purposes;
- PNWA supports full utilization of the HMTF, and encourages Congress to include this language in a WRDA 2011.

Please see our HMTF fact sheet for more information on this issue.

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