

September 24, 2007

The Honorable George W. Bush  
The White House  
1600 Pennsylvania Avenue NW  
Washington, DC 2050



Mr. President,

We write to urge your support for the reauthorization of the Water Resources Development Act in 2007 (H.R.1495), and respectfully request that you approve this legislation when it is presented to be signed into law.

WRDA is fundamentally important to the economic health of our nation and particularly important to the states of Idaho, Oregon, Washington, and California. Our region depends on international trade to a greater extent than any other region in the United States. Cost-effective, efficient, and environmentally sound trade and transportation corridors are imperative to secure our place in the global economy. Delay in WRDA means that our nation's navigation infrastructure will continue to deteriorate and necessary improvements will not be made.

The Pacific Northwest Waterways Association (PNWA) membership includes nearly 100 organizations in Oregon, Washington, Idaho and California. PNWA represents public port authorities on the Pacific Coast, Puget Sound, and Columbia Snake River System; public utility districts, investor-owned utilities, electric cooperatives and direct service industries; irrigation districts, grain growers and upriver and export elevator companies; major manufacturers in the Pacific Northwest; forest products industry manufacturers and shippers; and tug and barge operators, steamship operators, consulting engineers, and others involved in economic development throughout the region.

PNWA strongly supports language in the conference report to lift operating restrictions from the *Essayons* and *Yaquina*, which will enable the Corps of Engineers to utilize these dredges to the maximum extent possible to maintain Northwest ports, harbors and channels, consistent with the safe and efficient performance of their missions. Our association also supports language in the bill that would extend Section 214 permit funding authority for another year, to 2009. The elimination of restrictions on the federal dredges and the extension of Section 214 will reduce the cost of operating the federal government. The dredge provision increases utilization and efficiency of the federal dredges. Section 214 provides voluntary, non-federal funding to perform federal government functions. Several other provisions that are important to PNWA members are included in the conference report, and are noted in the attached document.

These provisions are strongly supported by PNWA's membership, and are important to improve the efficiency and cost competitiveness of Northwest ports engaging in international trade. Our diverse membership would appreciate your support for this critically needed legislation, and we look forward to celebrating a completed WRDA bill this year.

Sincerely,

A handwritten signature in black ink, appearing to read "Glenn Vanselow".

Glenn Vanselow  
Executive Director

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# Water Resources Development Act

## PNWA strongly supports the passage of a Water Resources Development Act (WRDA) in 2007

Our water resources system contributes mightily to our nation's well-being. Ports and waterways are the backbone of our transportation system - ensuring domestic and international trade opportunities and safe, relatively inexpensive and eco-friendly transportation.

The following PNWA-supported provisions have been included in the final, conference 2007 WRDA bill approved on July 30, 2007. The measure will now be passed by the House and Senate, and sent to the President's desk to be signed into law.

### West Coast federal hopper dredges *Essayons* and *Yaquina*

- Restrictions on annual working days lifted

### Section 214 regulatory funding authority

- Extended to December 31, 2009

### Lands formerly owned by the Corps at the Ports of Lewiston, Clarkston, and Whitman County

- Deed restrictions extinguished

### Lands formerly owned by the Corps at the Port of Pasco

- Flowage easement restrictions extinguished

### Siltation at Baker Bay and Ilwaco Harbor (Ports of Ilwaco & Chinook, WA)

- Study authorized to determine if the siltation is the result of a federal navigation project, and potentially mitigate the siltation as part of LCR O&M

### Port of Sunnyside aquatic ecosystem restoration project

- Port's work on aquatic ecosystem restoration project in Yakima River will be credited

### Elliott Bay Seawall in Seattle

- Corps may accept non-federal contributions for the Elliott Bay Seawall study, and count those contributions toward the non-federal share of any projects that become authorized as a result of the study; Corps is also directed to consider seismic activity in the study

### Erosion control project for Puget Island (Wahkiakum Co., WA) and Westport Beach (Clatsop Co., OR)

- One-time placement of dredged material is authorized at Puget Island and Westport Beach areas on the LCR, at a fully-funded federal cost of \$1M

