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PNWA urges President to sign compromise omnibus spending bill and increase Corps funding for Northwest Projects

The funding bill Congress will send to the President this week not only allows our government to continue to function, it includes several provisions that are important for the continued economic prosperity of Northwest communities. The 2008 federal fiscal year began on October 1st, and agreement on funding is more than two months overdue. Further delay will slow down important activities and run the risk that, even though projects may eventually be funded, there may not be time to get them scheduled, contracted and completed this year. PNWA Executive Director Glenn Vanselow states that “PNWA urges the President to sign this bill immediately, so that the region can get to work maintaining its ports and harbors.”

For Washington state, U.S. Senator Patty Murray, a member of the Senate Appropriations Committee, included increased funding to keep ports and marinas open at Chinook on the Columbia River, and at Skagit County on the Swinomish River. Senator Murray and U.S. Representative Brian Baird secured funding for the Port of Ilwaco. These three projects received no funding in President Bush’s budget, and would likely have shut down without the assistance provided through the appropriations process. Senator Murray also directed funding in the bill to advance the important study of the Elliott Bay Seawall and the Lake Washington Ship Canal in Seattle.

In Oregon, the ports of Garibaldi, Siuslaw, Toledo and Umpqua also received substantial increases over the amounts in the President’s budget. House members Peter DeFazio and Darlene Hooley and Senators Ron Wyden and Gordon Smith directed funding to these projects that are so critical to cargo moving in international trade and for commercial and recreational fishing.

PNWA’s broad regional membership appreciates the support of the entire Northwest Congressional delegation in providing funding for projects that are critical to Northwest communities. As Congress completes work on the FY2008 spending package, PNWA Executive Director Glenn Vanselow stated that despite the difficult spending climate, “the Northwest Congressional delegation did an excellent job securing funding for Northwest projects overlooked in the Administration’s budget.”

PNWA supports continued investment in the development and maintenance of the federal navigation projects that support international trade and regional economic development. Oregon and Washington ports move more than 60 million tons of cargo, worth \$36 billion, in international trade. The Puget Sound and Columbia River gateways are some of the largest in the country for containers; wheat, barley and corn exports; and automobile imports. Barging on the Columbia Snake River system carries approximately 12 million tons of cargo worth \$2-2.5 billion annually, and feeds 50% of the wheat exports and 20% of the containers handled at Lower Columbia River ports. Oregon and Washington coastal ports are home to fishing fleets, marinas and significant commercial and recreational facilities. The ability to develop this competitive advantage by maintaining navigation infrastructure in the Northwest is critical to ensuring the economic survival of the region.

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About PNWA: The Pacific Northwest Waterways Association (PNWA) is a non-partisan, non-profit organization that advocates for federal policies and funding in support of regional economic development. PNWA represents multiple industries in the public and private sectors in Oregon, Washington, Idaho, and California. Members include public ports, navigation, transportation, international trade, tourism, agriculture, forest products, energy and local government interests. Since its founding in 1934, PNWA led the way for development of economic infrastructure for navigation, electric power and irrigated agriculture on the Columbia and Snake River System. In 1971, PNWA expanded, adding Puget Sound and coastal port members to provide a comprehensive regional perspective. Today, PNWA works with the U.S. Congress, federal agencies and regional decision leaders on transportation, trade,

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tourism, energy and environmental policy to enhance economic vitality in the Pacific Northwest. You can learn more about PNWA at www.pnwa.net.

About the Port of Garibaldi, OR at Tillamook Bay: \$4 million in fish landed annually. 6,000 commercial and 15,000 recreational vessel crossings annually. 330 boat slips. Boat repair. Coast Guard station. 29 waterway-dependent businesses.

About the Port of Toledo, OR on the Yaquina River: 7 waterway dependent businesses, vessel repair, recreational and commercial fishing industry, vessel moorage.

About the Port of Siuslaw, OR: \$5 million in domestic cargo value. 200 slips. Boat repair. 2,000 commercial and 1,000 recreational vessel crossings annually. Coast Guard station. 78 waterway-dependent businesses.

About the Port of Umpqua, OR: \$4 million and 250,000 tons of cargo annually. 850 slips. Boat repair. 3,000 commercial and 1,000 recreational vessel crossings annually. 33 waterway-dependent businesses.

About the Port of Chinook, WA: Marina for commercial and recreational fishing. Seafood processing.

About the Port of Ilwaco, WA: 17,560 tons of fish and shellfish landed in 2001. 850 slip marina. Commercial and recreational fishing. Seafood processing. Light industrial land. Wharves, floats, ramps, and berths, for fishing craft, barges and tow-boats.

About the Port of Skagit County, WA: Average 500,000 tons of cargo valued at \$58 million per year, primarily forest products and aggregate. Over \$64 million per year in boat and yacht building.

