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Corps FY2012 work plan includes funding for Northwest Ports

PNWA is pleased to announce over \$13 million in additional funding for navigation projects in the Pacific Northwest. This funding was part of the U.S. Army Corps of Engineers FY2012 work plan, which was released yesterday and is part of the FY2012 omnibus spending bill passed in late December. Key projects funded include Columbia & Lower Willamette: \$3,069,990; Columbia River at the Mouth: \$2,372,040; Columbia River between Vancouver & The Dalles: \$218,790; Bonneville navigation lock: \$282,150; and McNary navigation lock: \$1,085,040

A total of \$173 million of "additional Operations & Maintenance" (O&M) was budgeted for projects nationwide and included \$30 million for small, remote or subsistence harbor maintenance; \$30 million for inland waterways maintenance; and \$55 million for deep draft harbor and channel harbor maintenance. Congress directed the Corps to use job creation, economic development benefits, and several other criteria in allocating these funds. PNWA worked with ports in the Pacific Northwest to gather local and regional economic data, which was submitted to the Corps to support their development of the work plan.

"Our region fared exceptionally well, and we are very pleased with the funding that was included for critical navigation projects in the Northwest," stated Kristin Meira, PNWA Executive Director. "The united efforts of our Corps districts, Congressional delegation and navigation stakeholders were key to securing additional funding for projects that enable international trade, commercial fishing, and recreational boating. This additional funding helps to ensure that our ports and their surrounding communities remain economically viable for years to come."

"Garnering additional federal support for navigation channel and lock system operations and maintenance is great news for this region," said Sam Ruda, Chief Commercial Officer for the Port of Portland. "Much like funding for roads, bridges and other critical infrastructure, river system maintenance is vital to our economy, supporting jobs and businesses throughout the Pacific Northwest."

The Columbia Snake River System (CSRS) is a vital transportation link for the states of Idaho, Montana, Oregon and Washington. The economies of these four states rely heavily on the commerce that flows up and down this system. The CSRS is the #1 U.S. wheat export gateway, #1 U.S. barley export gateway, #1 West Coast wood export gateway, #1 in West Coast mineral bulk exports, and #2 on the West Coast for auto imports. It is the third-largest grain export gateway in the world. The deep draft channel supports 40 million tons of cargo each year, valued at \$20 billion. The inland system supports 10 million tons of cargo, valued at \$3 billion annually. Overall trade on the system, and throughout the Pacific Northwest, is expected to increase significantly in the future.

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About PNWA: The Pacific Northwest Waterways Association (PNWA) is a non-profit trade association that advocates for federal policies and funding in support of regional economic and environmental sustainability. 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

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with the U.S. Congress, federal agencies and regional decision leaders on transportation, trade, tourism, energy and environmental policy to enhance economic vitality in the Pacific Northwest. You can learn more about PNWA at www.pnwa.net.



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