



# PACIFIC NORTHWEST WATERWAYS ASSOCIATION

2015 ANNUAL REPORT





## DEAR COLLEAGUES AND FRIENDS OF PNWA

This has been an extraordinary year for PNWA, but then PNWA is an extraordinary association and I am so honored to be the President. I am looking forward to my term and the opportunity to become better acquainted with our members.

2015 started off with a very good showing for Northwest navigation funding, and we finished the year strong with the first long term transportation funding package in ten years and a completed federal budget. We've also continued our successful work on salmon recovery, the Columbia River Treaty, and many other issues and projects.

Our membership continued to grow in 2015, with fifteen new members joining our ranks. They are listed on the following page, and we extend them a hearty welcome as they join with us to continue our advocacy for federal policies and funding in support of regional economic development.

I'm sure you would all agree that the advances we have made in our efforts, and our growth, are due to the dedication of our staff. Their ability to organize and follow all of the dozens of projects we support, the accompanying legislation, and all of PNWA's members, is no small accomplishment. They have amazed me for years and I want to thank them for their tireless efforts.

Thank you to each and every one of you who is a member or valued partner of this association. It is your active participation that has made us strong and will keep us thriving. We look forward to continued success in 2016 and beyond.

**Captain Paul Amos**  
**Pilot, Columbia River Pilots**  
**President, Pacific Northwest Waterways Association**

## NAVIGATION FUNDING HIGHLIGHTS

**FY2015 Corps projects funding.** FY2015 was a very successful year for the PNWA membership. Nearly all PNWA supported navigation projects were funded either in the FY2015 omnibus bill passed in December 2014 or through the Corps work plan which was released in February 2015. In collaboration with each of our members, PNWA played a key role in telling the story of Northwest navigation, and our collective advocacy efforts paid off. A total of nearly \$250M was provided for our supported projects in fiscal year 2015. Highlights included funding for the Grays Harbor channel deepening, the major rehabilitation of the jetties at the Mouth of the Columbia River, and the Seattle Harbor deepening study, as well as dredging on the Lower Columbia River, Snake River, and at our small ports on the Oregon and Washington coasts. This critical funding was needed to ensure that we have a vibrant Northwest economy and that our ports and businesses remain competitive in the global marketplace.

**FY2016 - on track for another successful year.** An omnibus was passed in December 2015, which provided a total of \$2.6B for the Corps' Navigation Program. This included full use of Inland Waterways Trust Fund (IWTF) revenues and hitting WRRDA 2014's target of \$1.22B from the Harbor Maintenance Trust Fund (HMTF). Similar to FY2015, the Corps has been given 60 days to complete a work plan to spend significant "additional funding". PNWA staff anticipated this outcome, and as of October had already begun outreach efforts to the Corps and Congressional delegation regarding our requests. The Northwest has been extremely successful in the work plan process in the past and we are hopeful that we'll see another positive round of numbers in February 2016 when the work plan is released.

## 2015 SURFACE TRANSPORTATION BILL PAVES THE WAY FOR WORK ON WRDA 2016

With a successful long-term surface transportation reauthorization bill passed in late 2015, the authorizing Committees can now shift their focus to a Water Resources Development Act (WRDA). PNWA leads the regional effort on this legislation, ensuring that Corps projects and policies are in place to help waterborne commerce in our region move efficiently and safely. For the past year, we've been laying the groundwork for this legislation, and we look forward to working with our membership as well as our colleagues at the Corps and on the Hill to make sure the Northwest perspective is well represented in any WRDA legislation released in 2016.

### PNWA EFFORTS TODAY LAY GROUNDWORK FOR FUTURE SUCCESS

Construction of the Grays Harbor channel deepening project to begin in Fall 2016, to keep the central Washington Coast thriving

Seattle Harbor deepening study to be completed in September 2017, to ensure the Port of Seattle is "big ship ready" and keep trade flowing in the Northwest

The Columbia Snake River System extended lock maintenance closure remains on schedule for December 2016 through March 2017; planning is underway to ensure another successful partnership between industry and the Corps, and to maintain the reliability of the inland system

A year-round 43' navigation channel on the Lower Columbia River resulted in \$1B in new public and private investment since 2010

Columbia River jetties major rehabilitation continues, supporting safe passage and efficient cargo movement in and out of the Columbia Snake River System

Small ports in the Northwest continue to be dredged through robust regional support

## COLUMBIA RIVER TREATY

The Columbia River Treaty was implemented by the United States and Canada in 1964 to govern Columbia River flows for flood control and power generation. After 50 years, both nations are examining its future. Bonneville Power Administration and the U.S. Army Corps of Engineers released a Regional Recommendation in December 2013, which included important statements regarding the current and future importance of navigation, hydropower, flood control and irrigation for the river system, the region, and our national security.

For the last two years, the State Department has been conducting a federal policy review process to determine the appropriate path forward for the United States. PNWA continues to advocate for a position that acknowledges the significant existing regional programs that support healthy ecosystem function, takes into account how changes to flows may impact navigation, recognizes irrigated agriculture for the value it brings to the regional and national economy, and ensures equitable distribution of power benefits between the two nations.

## 2015 FISH RETURNS

This was another record breaking year for many of our fish runs. We saw over 2.3 million fish migrating past Bonneville dam in 2015, the highest number recorded since counting began in 1938. Fall Chinook made up the largest percentage, with over 950,000 passing Bonneville this past fall. Snake River Chinook had their second highest recorded return, with 456,000 passing McNary Dam and over 80,000 passing over Lower Granite Dam.

2015 also marked the ten-year anniversary of the installation of the first fish weir on the river, at Ice Harbor Dam. These structures, which are now installed at all four dams on the Snake River, help to boost downstream fish survival rates. These are just some of the many upgrades made to the hydropower system which have resulted in survival rates on par with undammed rivers.

## SALMON BiOp

In June, Judge Michael H. Simon heard oral arguments in the long running Federal Columbia River Power System (FCRPS) Biological Opinion (BiOp) lawsuit. This is the litigation regarding the plan to provide the multiple purposes of the river system while supporting ESA-listed and unlisted fish. The dams in the Federal Columbia River Power System (FCRPS) have fueled the region's economic growth for more than 70 years, providing nearly 40 percent of the region's electric power supply as well as flood control, irrigation, navigation and recreation. The current BiOp is the product of the best available science and reflects significant collaboration between the federal agencies, four states and sovereign Northwest tribes. The dramatic increase in fish returns over the last ten years demonstrates the success of regional investments in fish passage, habitat, and other river improvements.

PNWA manages the Inland Ports and Navigation Group (IPNG), a subset of PNWA's membership. IPNG has been an intervenor in the BiOp lawsuit, supporting the work of the federal agencies and defending navigation. The June court proceedings included remarks by IPNG's attorney, and the parties in the suit now await the Judge's ruling in 2016.

## SNAKE RIVER HIGHLIGHTS

The U.S. Army Corps of Engineers Walla Walla District completed long-awaited maintenance dredging on the lower Snake River in late February. This routine dredging project restored safe and efficient navigation to enable barges and cruise vessels to use the authorized depth of 14 feet. The project was completed after a federal judge denied an injunction request filed by several environmental groups and the Nez Perce Tribe.

PNWA was also pleased to announce the launch of a new website, [www.snakeriverdams.com](http://www.snakeriverdams.com). The website showcases the role of these projects for navigation and hydropower, and also highlights the good news about salmon returns on the river. There is a letter stakeholders can sign, demonstrating their support for the Snake River locks and dams, plus fact sheets and other materials. The website shows how the Snake River dams provide key economic benefits to the region, and also notes the success our region is celebrating as a result of historic collaboration to protect and enhance our iconic fish runs.

### NEW MEMBERS

Apollo Mechanical Contractors  
Bellingham Cold Storage  
Dawson & Associates  
Ecological Land Services  
Evergreen Engineering  
Gibbs & Olson  
Global Partners  
Morrow County Grain Growers  
OBEC  
Port of Bellingham  
Port of Gold Beach  
Port of Peninsula  
Process Inc.  
RSEC Environmental Consulting  
Scoular Grain  
Summit Strategies  
Willamette Falls Heritage Foundation

# PNWA 2016 EVENTS

### Regional Meetings

#### Puget Sound

February 23, 2016

Port of Seattle  
Seattle, WA

#### Eastern Washington/ Northern Idaho

February 25, 2016

Port of Benton  
Richland, WA

#### Lower Columbia River/ Oregon Coast

February 26, 2016

Port of Portland  
Portland, OR

### Mission to Washington

March 13 – 17, 2016

The Sofitel Hotel  
Washington, DC

### Summer Conference

June 27 – 29, 2016

Marcus Whitman Hotel  
Walla Walla, WA

### Annual Convention

October 12-14, 2016

Vancouver Hilton  
Vancouver, WA

*For event information  
contact Tereza Edwards at  
503-234-8551  
See you soon!*

# PNWA MEMBERS

Advanced American Construction  
Almota Elevator Company  
American Waterways Operators  
Apollo Mechanical Contractors  
Bell Buoy Crab Co.  
Bellingham Cold Storage  
BergerABAM Engineers, Inc.  
Bergerson Construction, Inc.  
BNSF Railway Company  
BST Associates  
Business Oregon  
Central Oregon Basalt Products  
Central Washington Grain Growers  
Clark Public Utilities  
Clearwater Paper Corporation  
Collins Engineers Inc.  
Col. Basin Development League  
Columbia County Grain Growers  
Columbia Grain  
Columbia River Bar Pilots  
Columbia River Pilots  
Columbia River Port Engineers  
Columbia River Steamship  
Operators Association  
Columbia River Towboat Assoc.  
Cooperative Agricultural Producers  
Dawson & Associates  
David Evans and Associates  
Dunlap Towing  
Dutra Group  
E. Columbia Basin Irrigation District  
Ecological Land Services, Inc.  
EGT, LLC  
Evergreen Engineering  
Foss Maritime Company  
Foster Pepper

Franklin PUD  
Gibbs & Olson, Inc.  
Global Partners LP  
Gordon Thomas Honeywell  
Great Lakes Dredge & Dock  
Hart Crowser, Inc.  
Idaho Wheat Commission  
ILWU Oregon Area District Council  
ILWU Puget Sound District Council  
J-U-B Engineers, Inc.  
Kalama Export Company  
Kiewit Infrastructure West Co.  
KPFF Consulting Engineers  
Lampson International, LLC  
Landau Associates  
LD Commodities Pacific, LLC  
Lewis-Clark Terminal Association  
Marine Industrial Construction  
McGregor Company  
Millennium Bulk Terminals  
Moffatt & Nichol  
Morrow County Grain Growers  
Morrow Pacific Project  
Normandeau Associates, Inc.  
Northwest Grain Growers, Inc.  
Northwest Public Power Assoc.  
OBEC Consulting Engineers  
OR Public Ports Association  
OR Wheat Growers League  
Pacific Northwest Farmers Co-op  
Pacific Northwest International  
Trade Association  
Parsons Brinckerhoff  
PBS Engineering & Environmental  
PND Engineers, Inc.  
PNGC Power

Pomeroy Grain Growers  
Port of Anacortes  
Port of Astoria  
Port of Bandon  
Port of Bellingham  
Port of Benton  
Port of Camas-Washougal  
Port of Cascade Locks  
Port of Chelan County  
Port of Chinook  
Port of Clarkston  
Port of Columbia County  
Port of Coos Bay  
Port of Everett  
Port of Garibaldi  
Port of Gold Beach  
Port of Grays Harbor  
Port of Hood River  
Port of Ilwaco  
Port of Klickitat  
Port of Lewiston  
Port of Longview  
Port of Morrow  
Port of Newport  
Port of Pasco  
Port of Peninsula  
Port of Port Angeles  
Port of Portland  
Port of Ridgefield  
Port of Royal Slope  
Port of Seattle  
Port of Siuslaw  
Port of Skagit  
Port of St. Helens  
Port of Sunnyside

Port of Tacoma  
Port of Toledo  
Port of Umatilla  
Port of Umpqua  
Port of Vancouver  
Port of Walla Walla  
Port of Whitman County  
Port of Woodland  
PROCESS, Inc.  
Puget Sound Pilots  
RSEC Environmental & Engineering  
Schwabe, Williamson & Wyatt  
Scouler Company  
SDS Tug & Barge  
Shaver Transportation Company  
Stoel Rives LLP  
Summit Strategies  
Teevin Bros.  
TEMCO  
Tidewater  
United Grain Corporation  
USA Dry Pea & Lentil Council, Inc.  
Vancouver Energy  
Van Ness Feldman  
WA Association of Wheat Growers  
WA Council on International Trade  
WA Grain Commission  
WA Public Ports Association  
WA State Potato Commission  
Westwood Shipping Lines  
Whole Brain Creative  
Wildlands, Inc.  
Willamette Falls Heritage  
Foundation

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