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** For Immediate Release **

USACE FY2015 workplan and FY2016 budget include significant funding for Northwest navigation

Earlier this week, the President's FY2016 budget and the US Army Corps of Engineers (USACE) FY2015 workplan were released. Overall, the Pacific Northwest Waterways Association (PNWA) is extremely pleased with the funding included for Northwest navigation projects.

The President's FY2016 budget includes \$4.732B for the overall USACE Civil Works Program, with a focus on the nation's highest performing ports. Proposed funding for Northwest projects includes rehabilitation of the Jetties at the Mouth of the Columbia River (\$11M), deepening Grays Harbor to its authorized depth of -38 feet (\$7M), and continuing the channel deepening study for the Seattle Harbor (\$500K). The locks and dams on the Columbia Snake River System were also well funded, showing the Administration's continued support of the inland navigation system in the Northwest.

Unfortunately, our nation's small ports were omitted from the Administration's FY2016 proposal. Funding for these projects has been an ongoing challenge exacerbated by the inability of Congress to provide direct project funding (earmarks). In lieu of direct funding, Congress has instead provided the Corps with "additional funding" for which the Administration can develop a "workplan" to spend the funds. In FY2015, Congress included \$42M for small ports nation-wide, and our regional small ports proved to be strong competitors in the process. PNWA supported small ports funded in the FY2015 workplan include the Port of Ilwaco, WA (\$1.2M); Port of Chinook, WA (\$1.1M); Port of Umpqua, OR (\$966K); Port of Siuslaw, OR (\$862K); and Port of Bandon, OR (\$441K).

In FY2015, Congress also included "additional funding" for larger and inland navigation projects. Highlights for the Northwest include the Grays Harbor channel deepening (\$8M); Columbia River jetties major rehabilitation (\$2.6M); dredging in the Lower Granite pool on the Snake River(\$4.3M); and maintenance funding for The Dalles lock & dam (\$1.5M).

"The Northwest navigation community has had some big wins this week, and we've seen some outstanding funding for the Columbia and Snake Rivers, Grays Harbor and Puget Sound, and the Oregon Coast," stated Kristin Meira, PNWA Executive Director. "We are so pleased that the Administration is recognizing the importance of maintaining our regional navigation infrastructure. The hard work of our Congressional delegation, federal agency staff, and the regional navigation community is paying off, and will ensure that the Northwest continues to provide opportunity and prosperity for our communities for decades to come."

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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 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.