



## Pacific Northwest Waterways Association

PNWA is the regional leader in working with the U.S. Congress, federal agencies and decision makers on navigation, transportation, trade, tourism, energy and environmental policy to enhance economic and environmental sustainability in the Pacific Northwest.

As a non-profit, non-partisan trade association, PNWA represents over 135 organizations in the public and private sectors in Washington, Oregon, and Idaho. Members include public ports, navigation, transportation, international trade, tourism, agriculture, forest products, energy and governmental interests.

Beginning in 1934, PNWA led the way for Congressional authorization and funding to build the locks and dams on the Columbia and Snake Rivers to provide for navigation, hydropower and irrigation. In 1971 we expanded, adding Puget Sound and Oregon and Washington coastal members to provide a comprehensive regional perspective.

### PNWA MISSION

PNWA strengthens the regional economy by increasing economic and environmental sustainability, while providing a cooperative, regional approach to addressing public policy.

**Transportation.** Develop the region's navigation, rail, highway, pipeline and air transportation to provide safe, secure, efficient, competitive links to domestic and world markets.

**Trade and Tourism.** Expand international and domestic trade and tourism opportunities.

**Energy.** Ensure adequate, reliable, reasonably priced energy for the region.

**Environment.** Encourage environmental sustainability while maintaining and improving regional economic vitality.

**Infrastructure.** Support infrastructure projects that advance the region's economic health and competitive position in world markets.

### PNWA CONTACTS

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# PNWA PRIORITY ACTION AGENDA



PNWA works to strengthen the regional economy by increasing economic and environmental sustainability

## TRANSPORTATION

### Navigation

- Oppose efforts to realign the U.S. Army Corps of Engineers to other federal agencies. Support efforts of the Corps to become more efficient and improve processes within their current structure.
- Support increased federal funding to meet operations and maintenance, major rehabilitation, and new construction needs of the region's deep draft, shallow draft, and inland ports, harbors and waterways. (*For specific project requirements, see "PNWA Supported Corps Projects" document at [www.pnwa.net](http://www.pnwa.net)*)
- Support implementation and funding of WRRDA 2014 and WRDA 2016, including hitting the HMT target and WRRDA 2014 Sections 2102 and 2106.
- Protect Harbor Maintenance Trust Fund (HMTF) and Inland Waterways Trust Fund (IWTF) to ensure that all transportation user fees collected are used for their stated transportation infrastructure maintenance and development purposes.
- Support legislation that would result in comprehensive Harbor Maintenance Tax (HMT) reform to ensure:
  - Full expenditure of HMT collections to maintain the nation's ports, waterways and harbors;
  - Certain amounts from the HMTF are available for specific categories of ports;
  - U.S. tax code does not disadvantage U.S. jobs and goods movement, and;
  - All cargo benefits from fees assessed via the HMT.
- Support continued national dialogue to address ability of Inland Waterways Trust Fund to meet current and future inland construction and major rehabilitation needs. Support regional distribution of IWTF and oppose lockage fees.

**Freight mobility.** Support projects, policies and planning that enhance navigation, multi-modal connections and efficient freight mobility for ports, waterways, rail and roads. Federal planning and infrastructure development activities should be conducted within a national context. When considering the development of new freight and port capacity, adequate consideration should be given to state/local road corridors, the military, and existing freight networks, including those on the West Coast that already serve as trade gateways and corridors for inland U.S. markets.

## ENERGY

### Ensure that the Northwest hydropower system remains efficient, reliable and cost competitive:

- Maintain a robust Federal Columbia River Power System to ensure system reliability, meet customer load requirements, and keep power rates as low as possible.
- Federal agencies, Congress and the states should recognize hydropower as a "qualifying" renewable energy, specifically as an eligible renewable resource that is used to integrate other renewable resources into the transmission system.
- Maintain and enhance regional hydropower capabilities to reduce greenhouse gas emissions.
- Prioritize and incentivize the use of conservation to help offset load growth and reduce the need for additional generation.
- Support energy policies and projects that address a balanced domestic energy portfolio and support U.S. energy independence.
- Work to ensure permitting and oversight of Northwest energy facilities is timely and consistent with current federal agency practices.

## WATER

**Columbia River Treaty.** Work with the U.S. Entity (U.S. Army Corps of Engineers and BPA), Department of State, and Northwest Congressional delegation to ensure that navigation, hydropower, irrigation and flood control are protected during negotiations with Canada. Partner with Columbia River Treaty Power Group.

## ENVIRONMENT

**Agency Communication.** Support increased communications from federal agencies to states, task forces, legislative entities, tribes, and the public, with an emphasis on data and peer-reviewed science that enhances regional understanding of the environment and infrastructure.

**Protect the environment while preserving regional economic vitality:**

- Support development of the Columbia River System Operations (CRSO) Environmental Impact Statement (EIS).
- Oppose dam breaching, reservoir drawdown, excessive flow augmentation and excessive spill.
- Support continued funding for Columbia River Fish Mitigation.
- Support strict delineation of state and federal agency roles in evaluating permit requests, and ensure agencies do not expand or modify scope of permit reviews based on commodity.
- Continue to streamline permitting processes and coordination among agencies to ensure fair and timely review.
- Support consistent adherence to established ESA definition of “environmental baseline”.
- Support completion of Section 7 consultations for Corps-permitted maintenance activities through informal consultation.
- Support development of programmatic permits for non-federal interests, to streamline review of individual projects and address agency backlogs.
- Support federal funding for diesel emissions reductions in DERA (Diesel Emissions Reduction Act) at the authorized level of \$100M annually.
- Support consistency and practicability of EIS rules for large marine and overland transportation projects and oppose new scope and study precedents that endanger the future economic development of the region.

# PNWA FEDERAL POLICY POSITIONS

## NAVIGATION POLICY

- Oppose efforts to realign the U.S. Army Corps of Engineers to other federal agencies. Support efforts of the Corps to become more efficient and improve processes within their current structure.
- Support increased federal funding to meet operations and maintenance, major rehabilitation, and new construction needs of the region's deep draft, shallow draft, and inland ports, harbors and waterways. (*For specific project requirements, see "PNWA Supported Corps Projects" document at [www.pnwa.net](http://www.pnwa.net)*)
- Maintain authorized depth in Snake River navigation channel.
- Support efforts to reinvest in the federal dredge fleet stationed on the West Coast of the U.S. while ensuring adequate opportunities for private industry.
- Support implementation and funding of WRRDA 2014 and WRDA 2016, including hitting the HMT target and WRRDA 2014 Sections 2102 and 2106.
- Protect Harbor Maintenance Trust Fund (HMTF) and Inland Waterways Trust Fund (IWTF) to ensure that all transportation user fees collected are dedicated and used for their stated transportation infrastructure maintenance and development purposes.
- Support legislation that would result in comprehensive reform of the Harbor Maintenance Tax (HMT) through measures that ensure:
  - Full expenditure of HMT collections to maintain the nation's ports, waterways and harbors;
  - Certain amounts from the HMTF are available for specific categories of ports;
  - U.S. tax code does not disadvantage U.S. jobs and goods movement, and;
  - All cargo benefits from fees assessed via the HMT.

**Water Resources Development Act (WRDA).** Support passage of water resources legislation every two years, to ensure timely authorization of Corps projects and updates to policies governing the agency. Support creation of a 2020 WRDA bill with PNWA priority policies.

**Cascadia Resilience.** Support programs to ensure infrastructure resiliency in response to a Cascadia earthquake and/or related tsunami.

**Essential Coast Guard Services.** Maintain the authorized depth of navigation channels and basic lifeboat services for all U.S. Coast Guard stations and facilities serving navigable waterways with commercial vessel operations. Maintain USCG Air Stations and Air Facilities at full strength. Support funding to maintain all Aids to Navigation (ATON) structures and devices.

**Inland Waterways Trust Fund.** Support continued national dialogue to address ability of the Fund to meet current and future inland construction and major rehabilitation needs. Support regional distribution of IWTF funds and oppose lockage fees or diversion of Fund to alternate uses.

**Marine Highway Corridors.** Support marine highway corridor designations to enhance all types of cargo/freight movement. Support funding for the M-5 and M-84 Marine Highway Corridors, as designated by MARAD. Support marine corridor designation for the Swinomish Channel and the Puget Sound.

**NOAA Coastal Storms Program.** Support funding for NOAA's National Weather Service and Coastal Storms Programs, to ensure technology is maintained for maximum effective use.

## TRANSPORTATION POLICY

**Freight Policy.** Support projects, policies and planning that enhance navigation and multi-modal freight mobility for ports, waterways, rail and roads. Federal planning and infrastructure development activities should be conducted within a national context. When evaluating the development of new freight and port capacity, consideration should be given to existing freight networks, including those on the West Coast that already serve as trade gateways and corridors for inland U.S. markets.

## TRANSPORTATION POLICY (continued)

**Freight Funding.** Support the creation of dedicated multi-modal freight funds—both formula and competitive grants—that support the implementation of a national freight strategy. Funding should prioritize those navigation, rail, roadway, and pipeline projects to allow cargo to move efficiently, without interruption, from farm and factory along surface transportation and through ports. Support MARAD’s Port Infrastructure Development Program grants as well as FAST Act reauthorization, including removing multimodal caps from INFRA freight funding.

**Rail Corridor and Capacity Improvements.** Support tax credits, including the 45G Short Line Railroad Tax Credit, for investments in capacity-enhancing rail infrastructure, and the Railroad Rehabilitation and Improvement Financing (RRIF) loan program.

**Rail Access Improvements.** Encourage Class I railroads, in cooperation with short line railroads, to improve access for underserved communities and shippers in the Pacific Northwest. Encourage development of adequate rail infrastructure to increase capacity for cargoes in the Northwest. Support improvements of at-grade rail crossings to limit impacts on local communities.

### **Port Security:**

- Support annual funding for the federal port security grant program.
- Increase priority for funding smaller ports engaged in international trade, shipping cargo to or receiving cargo from ports engaged in international trade, and/or serving passenger vessels.
- Oppose new user fees to pay for port security.
- Support improving communication, information and technological capabilities, including comprehensive AIS/VTIS coverage (Automatic Identification Systems/Vessel Traffic Information System).

**Federal Aviation Administration (FAA) Improvements.** Support modernizing the Passenger Facility Charge (PFC) and Airport Improvement Program (AIP).

**FAA Remote Tower Program.** Support additional federal investment to expand the FAA Remote Tower Pilot Initiative.

**FAA Entitlement Funding.** Support legislation to reduce the local sponsor share from 10% to 5% for airports that are in counties that have 80% or more land ownership by state and/or federal governments.

## TRADE AND TOURISM POLICY

**Asia-Pacific Trade.** Support continued discussion and development of trade agreements between the U.S. and Asia-Pacific nations.

**South and Central America Trade.** Support continued discussion and development of trade agreements between the United States and South and Central American nations.

**Export-Import Bank.** Support efforts to ensure that loans above the \$10M threshold remain allowable with the current board structure.

**Trade Enforcement.** Support enforcement actions that promote free trade and economic growth, and oppose those that negatively impact U.S. foreign trade and international commercial relations.

**Tourism.** Support regional initiatives and federal assistance to increase tourism, including support for the region’s cruise and tour boat industries, recreational and charter fishing, and for our working waterfronts.

## WATER POLICY

**Columbia River Treaty.** Work with U.S. Entity (Corps and BPA) and Department of State to ensure that navigation, hydropower, irrigation and flood control are protected during treaty review and negotiations. Recognize the impacts of river flows on sediment management and vessel maneuverability on the Columbia River.

**Clean Water Act.** Ensure that any expansion or new interpretation of the Clean Water Act navigable waters definition does not negatively impact economic development, job growth, or agricultural production.

## ENVIRONMENT POLICY

**Agency Communication.** Support increased communications from federal agencies to states, task forces, legislative entities, and the public with an emphasis on data and peer-reviewed science that enhances regional understanding of the environment and infrastructure.

### **Columbia and Snake River Salmon:**

- Support development of the Columbia River System Operations (CRSO) Environmental Impact Statement (EIS).
- Support cost-effective salmon recovery measures with demonstrable benefits that also preserve the multiple-purpose public benefits authorized by Congress. Support the efforts of the NOAA Columbia Basin Partnership Task Force to address long-term salmon recovery.
- Maintain the integrity of the Federal Columbia River Power System.
- Maintain all navigation channels at authorized depth via dredging and/or adjusting pool levels.
- Oppose dam breaching and excessive spill and flow augmentation.

**Coastal Fisheries.** Support federal mitigation for economic dislocation in the fishing industry and communities when significant declines in coastal fishing runs occur.

**Coastal and Marine Spatial Planning.** Support a balanced approach to marine planning. Develop improved coordination and communication among coastal and ocean interests to better inform and guide decisions that affect economic, environmental, security and recreational interests.

### **Permitting:**

- Encourage the Corps and the federal and state resource agencies to continue working with ports and other applicants to improve the permitting process.
- Encourage cooperation/coordination by state and federal permit agencies to expedite and provide regulatory consistency in the handling of all permit processing, including designation of dredged material disposal sites.
- Support development of programmatic permits for non-federal interests, to improve review of individual projects and address agency backlogs.
- Monitor the Sediment Evaluation Framework to ensure environmental protections while maintaining economically efficient water-dependent economic activity.
- Establish reasonable policies for mitigation requirements. For example, no net gain in dock length within a pool is neither reasonable nor practicable, given growth in population, cargo, and recreational activity.
- Support consistent adherence to established ESA definition of “environmental baseline”.
- Support completion of Section 7 consultations for Corps-permitted maintenance activities through informal consultation. Expand the list of beneficial uses of dredge material associated with federal projects to include environmental enhancement, commercial reuse and beach nourishment.
- Congress and the Administration should provide direction and sufficient resources to ensure that the Corps, NMFS and other resource agencies process permits in a fair and timely fashion.
- Support strict delineation of state and federal agency roles in evaluating permit requests, and ensure agencies do not expand or modify scope of permit reviews based on commodity.

### **Levees and floodplains:**

- Ensure that levees are protected in Columbia River Treaty negotiations.
- Support PNWA members addressing levee certification and floodplain designation challenges.
- Continue to assist entities impacted by changes to the NFIP.

FEMA and NMFS should work with ports and other affected parties to ensure that floodplain requirements allow for current and future waterfront maritime and industrial facilities and activities.

**Toxic Contaminants.** Support funding to address known toxics hotspots, including for voluntary grant programs supported by the Columbia River Basin Restoration Act.

**Air Emissions.** Fund EPA’s National Clean Diesel Campaign grant program at the Congressionally-authorized level of \$100M annually. Support grant funds for all entities that would benefit from reduced air emissions and ensure that communities that are already in attainment of EPA clean air standards are eligible.

## ENVIRONMENT POLICY (continued)

### Climate Change:

- Maximize navigation capabilities to gain fuel efficiency and emissions benefits.
- Improve rural and intermodal rail connections to maximize fuel efficiencies.
- Maintain and enhance regional hydropower capabilities to reduce greenhouse gas emissions.
- Recognize hydropower as a qualifying and eligible renewable energy, including for the purposes of renewable energy credits (RECs).
- Support development of alternative and renewable energy resources but do not require utilities to purchase it instead of existing resources and/or before need.
- Support federal funding for diesel emissions reductions in DERA, the Diesel Emissions Reduction Act, at the authorized level of \$100M annually.

**Ballast Water Management.** Support uniform standards for ballast water exchange, treatment, and reporting that follow international standards and that are technologically and economically feasible. Ensure that state ballast water regulations conform to international and federal standards.

**Invasive Species.** Support strong state and federal efforts to block the spread of invasive species into lakes, rivers and coastal waters along the West Coast. Support federal assistance to eradicate any localized invasive species.

**Forest Fuel Loading.** Support ladder fuels reduction through biomass utilization, controlled burning and other methods in the Northwest's forests to minimize the economic impact of wildland fires on tourism, which has become a major economic driver for communities once dependent upon the timber industry. Ensure forest burning does not impact shoaling in navigation channels.

**Forest Fire Prevention.** Support legislation to adequately fund wild fire prevention, suppression and economic recovery for communities impacted by wild fires. In addition, support policies that help prevent future wildfires.

**Mitchell Act.** Support increased funding for Mitchell Act hatcheries, to increase salmon populations in the Columbia River Basin and harvestable fish to support commercial and recreational fishing jobs throughout the Northwest.

**Port of Whitman County.** Support WRDA authorization for a land transfer between the Corps and the Port of Whitman County for the Central Ferry Habitat Management Unit.

## ENERGY POLICY

### Federal Columbia River Power System (FCRPS):

- Maintain a robust Northwest hydropower system that provides carbon-free, economical and reliable energy.
- Maintain cost-based rates and regional public preference of the federal hydropower system to the Northwest.
- Oppose dam breaching, reservoir drawdowns, and extreme flow augmentation and spill proposals that are not supported by the best available science and which degrade the integrity of the federal hydropower system.
- Oppose the privatization of Bonneville Power Administration.

### Federal Energy Policy:

- Support the global reduction of greenhouse gas emissions without negatively impacting U.S. or Pacific Northwest jobs, agriculture, manufacturing, or transportation.
- Any federal climate change legislation should ban the removal of productive federal hydropower facilities.
- Monitor implementation of EPA carbon emissions regulations. Ensure that the value of existing regional resources, such as hydropower, are appropriately reflected in any carbon emission reduction plan.
- Federal agencies, Congress and the states should recognize hydropower as a "qualifying" renewable energy, specifically as an eligible renewable resource that is used to integrate other renewable resources into the transmission system.

### New Energy Facilities:

- Support federal energy policies and projects that address a diverse, balanced U.S. energy portfolio of reliable energy sources and reduce reliance on foreign energy sources. Work to ensure permitting and oversight of Northwest energy facilities is timely and consistent with current federal agency practices.

## PNWA INFRASTRUCTURE PROJECTS

PNWA supports the following infrastructure projects that enhance the region's economy and environment

### NAVIGATION PROJECTS

**Corps funding.** Support inclusion of robust “additional funding” pots for the Construction, General Investigations and Operations & Maintenance accounts of the Corps budget, to provide monies to underfunded navigation projects.

**Small ports.** Support additional funding to maintain projects moving less than 1M tons of commercial cargo. Support funding of projects that benefit maritime activities of regional significance, including harbors with Coast Guard and vessel haul out capabilities. Support full implementation of WRRDA 2014 Section 2102 authorizing a 10% set aside of annual HMTF funds for this purpose.

**Mouth of the Columbia River Jetties - major rehabilitation.** Support continued funding for long-term needs of the three jetties at the Mouth of the Columbia River.

**Mouth of the Columbia River – maintenance dredging and jetty repair.** Support continued funding in FY2020 for annual maintenance dredging and South Jetty revetment repair.

**Columbia & Lower Willamette River.** Support robust funding to maintain the Lower Columbia River to -43’.

**Lower Columbia River Channel Maintenance Plan.** Support development, implementation and funding of the 20-year plan to manage sediment on the Lower Columbia River.

**Columbia River pile dike system.** Support rehabilitation of the pile dike system between the Mouth of the Columbia River and Bonneville dam, to assist in reduced dredging requirements, increase channel stabilization, create/maintain beneficial fish habitat, and increase bank protection.

**Columbia River turning basins.** Support federal funding for deepening and maintenance of turning basins within the “Columbia & Lower Willamette” navigation project, including deepening the Longview Turning Basin to -43’. Support establishment of a federally authorized turning basin at river mile 77.

**Columbia River anchorages.** Support deepening and maintenance of designated federal anchorages. Work with Corps and Coast Guard to support designation of additional anchorage locations as needed.

**Columbia/Snake River inland locks.** Support federal funding for the eight navigation locks on the Columbia Snake River System to fully maintain these projects for maximum efficiency. See PNWA’s [“Supported Corps Projects”](#) document.

**Snake River navigation.** Maintain the navigation channel, river flows, and minimum operating pool as needed for safe and efficient navigation.

**Columbia/Snake dolphins.** Support funding for refurbishment and/or replacement of dolphins located on the inland system. Specific location includes Ft. Rains just above Bonneville Dam.

**Abandoned and derelict vessels.** Support federal funding to assess, remove and dispose of abandoned or derelict vessels that pose a threat to safe and efficient navigation.

**NOAA infrastructure & technology.** Support funding for repair and replacement of NOAA weather buoys to provide accurate data to improve the safety of mariners. Support additional tide gauges on the Lower Columbia River.

**Puget Sound Dredged Material Management Program.** Improve function of the Puget Sound DMMP, to ensure that it does not negatively impact the long-term viability of ports and marinas.

**Lake Washington Ship Canal, Seattle.** Support continued funding in FY2020 for critical repairs at the Lake Washington Ship Canal and Ballard Locks.



## NAVIGATION PROJECTS (continued)

**Northwest Seaport Alliance.** Support FY2020 funding for design of the Seattle Harbor deepening project, and for any maintenance needs of the Seattle Harbor project.

**Northwest Seaport Alliance.** Support continuation of the study phase relating to the alteration and modernization of the Port of Tacoma's federal navigation channels to serve the requirements of modern vessels.

**Port of Anacortes.** Support dredging of Pier 2 to -46 MLLW for terminal operation enhancement.

**Port of Anacortes.** Support the Marine Terminal Modernization Initiative, including funding from USDOT grant programs, for bulkhead wall repairs, berth deepening, pier export efficiencies and safety improvements, and multi-modal connectivity.

**Port of Anacortes.** Support \$3M for corrosion repairs, cathodic protection and an improved fendering system at Curtis Wharf.

**Port of Astoria.** Support dredging of North Tongue Point channel and turning basin, the turning basin at Tansy Point Range, central waterfront facilities and the east mooring basin.

**Port of Astoria.** Support redevelopment of marine terminal facilities at Pier 3.

**Port of Astoria.** Support USCG efforts to site Fast Response Craft on the Lower Columbia River.

**Port of Bandon (Coquille River).** Support funding in FY2020 for critical maintenance dredging of the navigation channel, and a boat basin pipeline contract.

**Port of Bellingham.** Request federal infrastructure funding for Aerated Stabilization Basin.

**Port of Chinook.** Request funding in FY2020 for maintenance dredging of the navigation channel leading to the Port of Chinook.

**Port of Clarkston.** Support upgrades to infrastructure to slow sediment accumulation around port dock facilities to allow for better movement of cruise ships and tugs.

**Port of Columbia.** Support a new facilities plan and associated on-water improvements for Lyons Ferry Marina due to aging infrastructure and changes in the needs of the recreational public, namely larger boat slips.

**Port of Columbia County.** Support funding for Port Westward Industrial Park facilities and docks that would enhance port's freight mobility system.

**Port of Coos Bay.** Widen and deepen the lower Coos Bay navigation channel and construct the lower bay turning basin in the deep draft channel.

**Port of Coos Bay.** Support full-length repair and long-term rehabilitation of the North Jetty and refurbishment of the bay-side erosion area. Support continued funding for annual maintenance dredging at the entrance bar and on the lower river.

**Port of Everett.** Support grant and loan project requests for dock and rail modernization, acquisition and expansion efforts to prepare the Seaport for larger cargo ships.

**Port of Everett.** Support an increased funding request in FY2020 for maintenance dredging in the Everett Harbor and Snohomish River to support maritime commerce and Naval Station Everett operations.

**Port of Garibaldi (Tillamook Bay).** Support continued funding for Tillamook Bay's south jetty and for maintenance dredging of the federal navigation channel leading to the Port of Garibaldi.

**Port of Garibaldi.** Support efforts to fund USCG Waterways Analysis and Management System (WAMS) for Tillamook Bay entrance.

**Port of Garibaldi.** Support efforts to fund Section 204 WRDA feasibility of an aquatic ecosystem restoration project for the Garibaldi Boat Basin.

**Port of Gold Beach (Rogue River, OR).** Support FY2020 funding for critical maintenance dredging and disposal site development.

## NAVIGATION PROJECTS (continued)

- Port of Grays Harbor.** Support continued funding in FY2020 for federal maintenance dredging of the inner and outer harbors, and to perform additional maintenance actions on the federal navigation project.
- Port of Grays Harbor.** Support repair/replacement of Westport marina breakwater to protect marina infrastructure and minimize sedimentation.
- Port of Hood River.** Fund replacement of the Transient Vessel Dock at the Hood River Marina.
- Port of Ilwaco (Columbia River at Baker Bay).** Request funding for annual maintenance dredging, and to continue preparations for eventual repairs to the Baker Bay Pile Dikes.
- Port of Chinook/Port of Ilwaco.** Support efforts to obtain an alternative in-water dredge disposal site for marina dredging and relocate existing upland dredge material.
- Port of Ilwaco/Port of Chinook.** Fund the WRDA-authorized Baker Bay study to determine root cause of siltation.
- Port of Chinook/Port of Ilwaco.** Support federal funding to complete a study identifying ways to reduce siltation and maintenance dredging as a result of failing Baker Bay Pile Dikes System in the Columbia River at Baker Bay navigation project.
- Port of Lewiston.** Support maintenance dredging of the federal navigation channel to optimize a minimum operating pool level for safe and efficient navigation of river barges and cruise boats.
- Port of Longview.** Support on-going dredging of docks to match depth of the Federal navigation channel.
- Port of Longview.** Support sediment monitoring and management on the Cowlitz River.
- Port of Morrow Terminal 1 Transloading Facility.** Multi-modal freight mobility with river, rail and Interstate freeway project includes dredging, turning cell, breakwater, building, crane, roadway, bridge and barge slip improvements.
- Port of Newport/Yaquina Bay.** Reconstruct North Jetty to full project length, reconstruct South Jetty groins, and conduct study of South Beach Marina west breakwater.
- Port of Newport/Yaquina Bay.** Support funding for annual maintenance dredging of Yaquina Bay, including in the turning basin and along the NOAA moorings.
- Port of Newport/Yaquina Bay.** Support exploration of feasibility to dredge a federal navigation channel into the Port's commercial marina from Yaquina Bay and to the hoist dock for transferring commercial fish products at intermodal truck loading facility.
- Port of Newport.** Support for an international shipping facility to be built to handle mid-Willamette Valley agricultural products and products into central Oregon.
- Port of Ridgefield.** Support funding to dredge the Lake River navigation channel, at the confluence with the Columbia River.
- Port of Siuslaw.** Request funding in FY2020 for maintenance dredging of the Siuslaw River.
- Port of Siuslaw.** Support federal funding to repair the jetties at the mouth of the Siuslaw River.
- Port of Skagit/Port of Anacortes.** Support federal funding for the design and repair of the Goat Island Jetty (South Jetty).
- Port of Toledo.** Support continued funding to ensure adequate width and depth of the Yaquina River navigation project.
- Port of Umatilla.** Support funding for Short Sea Shipping utilizing Marine Highway 5 and Marine Highway 84.
- Port of Umpqua.** Support funding in FY2020 for critical minimum maintenance dredging of the Umpqua River federal navigation channel and the Winchester Bay Boat Basin entrance.
- Port of Walla Walla.** Support dredging at Packaging Corporation of America (PCA - Boise Paper) barge slip and navigation channel within McNary Pool.

## NAVIGATION PROJECTS (continued)

**Port of Walla Walla.** Support construction and modernization of Port's High Dock facilities.

**Port of Willapa Harbor.** Request funding in FY2020 for maintenance dredging of the Willapa Harbor federal navigation project.

**Willamette Falls Locks.** Repair and reopen the Locks, including funding on a caretaker basis through the conclusion of the Disposition Study. Ensure recommendations from the study are funded and consistent with Section 1165 of the WIN Act directing that economic, cultural, historic and recreational impacts of national, state or local significance be evaluated. Ensure implementation of USACE's National Historic Preservation Act Section 106 Memorandum of Agreement to inform future mitigation actions, including operational repairs and potential transfer of ownership.

**Upper Willamette Port study.** Support study to determine how upper Willamette River can be utilized to create economic advantage for this segment of the river.

## RAIL FREIGHT MOBILITY PROJECTS

**Palouse-Coulee City Rail Line.** Support WSDOT and Palouse-Coulee City Rail Board grant requests for TIGER funding. Funding is critical to rehabilitate the line to maintain freight capacity.

**Port of Astoria.** Support construction of a siding and spur track for industrial development at North Tongue Point Rail Terminal.

**Port of Astoria.** Support 286,000 pound upgrades between Wauna Mill to North and South Tongue Point of the Astoria Railroad.

**Port of Astoria.** Support funding to develop rail access to the Port of Astoria, including facilities at North Tongue Point.

**Port of Camas-Washougal.** Fund and support upgrading and extending rail line to handle more rail traffic for Port tenants.

**Port of Columbia.** Support \$7M in funding to rehabilitate 39 miles of the port-owned CWW Railroad, a short line railroad that connects agricultural and renewable energy products in southeast Washington to the Columbia River navigation system at Port Kelly and hump yards at Wallula. Current revenue does not support a level of maintenance that allows efficient operation.

**Port of Coos Bay.** Fund rehabilitation of the bridges and tunnels and replacement of the rail on the Coos Bay rail line between end of track in Coos County and the Class 1 and regional shortline railroads in the I-5 corridor at Eugene.

**Port of Grays Harbor.** Support funding for the construction of safety and mobility improvements to the commercial core and entrance of Aberdeen. Increased rail traffic currently produces at-grade gridlock causing backups on U.S. 12, stopping vehicle, freight and pedestrian movement.

**Port of Longview.** Support Industrial Rail Corridor expansion to add additional through tracks and sidings.

**Port of Moses Lake.** Support completion of the Northern Columbia Basin Rail Project (NCBRP) to restore vital rail service to Moses Lake, the Grant County International Airport (GCIA), the Wheeler Corridor, and 1,250 acres of industrial lands available for development in the GCIA Employment Center.

**Port of Pasco.** Connell interchange to support switching from BNSF to Columbia Basin Railroad.

**Port of Pasco.** Support funding for rehabilitation of railroad infrastructure at the Port's Big Pasco Industrial Center, an active multi-modal transload hub for southeast Washington.

**Port of Portland.** Rail improvements in the Columbia Intermodal Corridor.

**Port of Royal Slope.** Support efforts for additional rail infrastructure to create a more efficient line.

## RAIL FREIGHT MOBILITY PROJECTS (continued)

**Port of Walla Walla.** Rail infrastructure investments to extend rail service to 1,800 acre Wallula Gap Industrial/Business Park.

**Vancouver BNSF Rail Bridge.** Support completion of rail bridge modification to eliminate the navigation channel's hazardous S-curve between the Vancouver BNSF rail bridge and the I-5 Bridge. This will increase safety and transportation efficiencies on and over the Columbia River.

## HIGHWAY FREIGHT MOBILITY PROJECTS

**East-West Connectors.** Support connectors between the I-5 Corridor and coastal ports and harbors at Coos Bay, Reedsport, Florence and Newport.

**Interstate 5 Bridge Replacement.** Support replacement of the Interstate 5 Bridge over the Columbia River and related interchange improvements to relieve congestion and improve freight mobility along the I-5 corridor between Vancouver, Washington, and Portland, Oregon.

**High Wide Heavy Corridor.** Support designation and development of multi-modal corridor that can efficiently move high, wide, and heavy (HWH) freight.

**Port of Camas-Washougal.** Fund preliminary engineering for improved access at 27<sup>th</sup> and 32<sup>nd</sup> Street on SR-14 in Washougal. The Port of Camas-Washougal and City of Washougal are partnering to develop conceptual plans.

**Port of Camas-Washougal.** Support funding for the widening of the Slough Bridge on SR-14 in Camas, Washington.

**Port of Cascade Locks.** Support \$41M INFRA Grant application for phased upgrades to the Bridge of the Gods to include redecking, seismic retrofits, and toll collection technology enhancements and painting.

**Port of Cascade Locks.** Support \$25M FLAP Grant application for construction of bicycle and pedestrian lane on the Bridge of the Gods to enhance safety and bi-state tourism between Oregon and Washington.

**Port of Cascade Locks.** Support funding for the National Scenic Area Transportation Master Plan.

**Port of Cascade Locks.** Within the National Scenic area support waiving the Title 23 requirement for use of toll revenues when receiving federal highway funds.

**Port of Columbia County.** Improve highway and rail access at Port Westward for the benefit of Columbia County trade.

**Port of Everett.** Support quick implementation of state-funded freight corridor improvements from Interstate 5-41<sup>st</sup> Street to W. Marine View Drive and funding to improve the freight mobility and fund rebuilding the WB lanes of the U.S. 2 Trestle.

**Port of Hood River.** Support federal matching funds of \$120 million for completion of the FEIS, engineering and construction, for replacement of the Hood River Interstate Bridge.

**Port of Hood River.** Support funds for expansion of I-84's Exit #63 interchange to facilitate light industrial expansion in Hood River.

**Port of Longview.** Support Industrial Way/Oregon Way Intersection Project improvements to address freight congestion and improve access to Barlow Point.

**Port of Morrow.** Fund East Beach Industrial Park access to I-84/730 Highway Interchange, to allow freight access to over 1000 acres of industrial-zoned property. Property currently has marina and rail access.

**Port of Morrow.** Fund I-84 Port of Morrow interchange capital improvements.

**Port of Pasco.** Provide gap funding to complete Lewis Street overpass over BNSF mainline.

**Port of Portland.** Road improvements in the Columbia Intermodal Corridor, including funding support for needed improvements at 82<sup>nd</sup> & Airport Way.

## HIGHWAY FREIGHT MOBILITY PROJECTS (continued)

**Port of Vancouver USA.** Support construction of the SR 501/I-5 to Port of Vancouver project.

**Port of Walla Walla.** Support \$85.7M for construction of Phase 8 four-laning of U.S. Highway 12 between Walla Walla and the Tri-Cities.

**Port of Walla Walla.** Support the completion of a Corridor and Intersection Study of U.S. Highway 12 between Second Avenue and Airport Way in Walla Walla, including \$25M for construction of the Clinton Street Interchange.

**Port of Whitman County.** Wawawai Road construction from Wawawai Bay to Lower Granite Dam to complete the road link between Lewiston and Almota.

**Port of Whitman County (Port of Almota).** Road improvements at the Almota Grade (SR-194) to support annual shipments of 400,000 tons or more including road base and surface improvements and safety re-alignments for heavy trucks on the winding grade to this regional marine shipping hub for wheat and barley.

**Port of Woodland.** Support funding for the Scott Avenue Reconnection Project, linking the Woodland industrial area including the entirety of the port's industrial property, to I-5.

**Puget Sound Gateway Program.** Support funding and an expedited timeline for the Puget Sound Gateway Program, to complete construction of the State Route 167 and 509 corridors in the most efficient manner possible.

**Stehekin Road (Port of Chelan County).** Support relocation of Stehekin Road out of the flood plain, and reconstruction south of current location.

**U.S. Highways 95 and 12.** Support state and federal funding for construction improvements.

**U.S. Highway 12.** Support permitting for the transport of oversized cargo on Highway 12 by the Idaho Transportation Department.

**WA Routes 2 and 97 (Port of Chelan County).** Support development of a freight mobility corridors on Washington State Route 2 from Everett to Spokane, and State Route 97 from Cle Elum over Blewitt Pass to Wenatchee-Chelan.

## AVIATION PROJECTS

**Port of Astoria.** Support FAA funding for Warrenton-Astoria Regional Airport runway.

**Port of Bellingham.** Modernize the Passenger Facility Charge user fee from \$4.50 to \$8.50 to meet construction and maintenance demands at airports for non-Airport Improvement Program eligible expenses including terminal and hangar development.

**Port of Morrow.** New facility upgrades including fueling, hangars, pilot lounge, GPS and AWOS (Automated Weather Observing Systems) systems.

**Port of Moses Lake.** Support policy that would require the FAA to take into account national security when evaluating Terminal Radar Approach Control (TRACON) facilities under Section 804 of the FAA Modernization and Reform Act of 2012 (P.L. 112-95).

**Port of Pasco.** Support FAA funding and approval for secondary runway extension at Tri-Cities Airport to meet growing demand for commercial air service.

**Port of Walla Walla.** Support TSA funding for security screening upgrades for an airport body scanner and airport terminal expansion/remodel of the TSA screening area and secure hold room (bathrooms, enlarge secure hold room, enlarge screening area.)

**Port of Walla Walla.** Support FAA funding for general aviation apron rehabilitation, procurement of additional Snow Removal Equipment (SRE) and construction of a Snow Removal Equipment building, and funding for a pre-design of main runway drainage, grading and runway safety area for future construction to improve these areas.

## WATER PROJECTS

### **Columbia Basin Project**

- Continue developing the Project, including replacement of groundwater in the Odessa Groundwater Management Sub Area. The replacement of ground water in the Odessa Subarea is critical to maintaining regional agricultural production which supports the Pacific Northwest food processing industry, Washington State jobs, Port activity through exports, preserves aquifer supplies for municipal purposes and creates new wildlife habitat.
- Protect infrastructure, diversion capabilities and water supplies associated with this project, in the Columbia River Treaty negotiations.
- Support Project conservation efforts aimed at developing water supplies for Project lands while addressing the aging infrastructure needs of the Project.

**Port of Camas-Washougal.** Support Lower Columbia Estuary Partnership's efforts with their study that investigates the feasibility of restoring historic hydrology on Steigerwald Wildlife Refuge's property. This will be done through the breaching and realignment of the current federally authorized U.S. Army Corps of Engineers Washougal Flood Damage Reduction Project levee.

**Port of Morrow Water Storage System.** 2 million gallon water storage tank to provide water storage to the East Beach Industrial Park.

**Port of Morrow.** Wastewater infrastructure improvements including new pipeline from 41 Pond to Farm 2 for processed water land application.

**Port of Morrow Water Distribution.** Funding to develop distribution tie-in from East Beach Fresh Water Wells to Food Processing Park.

**Water Storage, Yakima, and Walla Walla Basins.** Support feasibility studies of additional water storage facilities, including off-channel storage, and aquifer recharge facilities to aid fish and wildlife, hydropower generation, irrigated agriculture and public water supply.

**Water Storage, Upper Columbia River Mainstem.** Support studies of off-channel storage alternatives to develop new water supplies to meet economic and community development needs, instream needs of fish and to provide an uninterrupted supply of water for holders of uninterrupted water rights. Support North Dam Pumped Storage (hydroelectric) Project between Lake Roosevelt and Banks Lake.

**Port of Walla Walla.** Inventory and assess the Walla Walla Washington Mill Creek Flood Damage Reduction Project to determine if the project meets current flood damage reduction criteria and opportunities for environmental restoration.

**Port of Walla Walla.** Support the completion of the Mill Creek General Investigation Study. The results of the study will require federal capital funding once the Locally Preferred Plan is completed.

**Port of Walla Walla.** Water storage and distribution system to support the Wallula Gap Industrial/Business Park and Dodd Road Business Parks along with businesses located within the industrial urban growth boundary in western Walla Walla County. Additional water storage and distribution lines to support the Burbank Business Park and surrounding Burbank neighborhoods.

## ECONOMIC DEVELOPMENT AND TOURISM PROJECTS

**Broadband Services.** Support efforts to extend broadband services to Pacific Northwest residents, including in rural areas of the region.

**Great Northern Corridor Coalition.** Support efforts by regional states, ports and rail carriers to enhance federal funding opportunities for multimodal transportation.

**Manhattan National Historic Park.** Support the efforts of the Tri-Cities Community along with National Park Service and Department of Energy to implement elements and improvements necessary for the park.

## ECONOMIC DEVELOPMENT AND TOURISM PROJECTS (continued)

**North Cascades National Park Access (Port of Chelan County).** Support legislation to implement a minor boundary adjustment within the Stephen Mather Wilderness area to allow for the reconstruction of a road allowing access from the community of Stehekin in Chelan County to North Cascades National Park.

**North Richland Bridge.** Support the efforts to build a North Richland Bridge, phase 1.

**Port of Anacortes.** Support \$5.3M for the redevelopment of the Cap Sante Marina A-Dock which provides moorage for commercial fishing vessels, oil spill response vessels, whale watch tour vessels, and other maritime businesses.

**Port of Anacortes.** Support \$14M for repairs and upgrades to the 600+ slips at the Cap Sante Marina J-Q Dock.

**Port of Anacortes.** Support \$3.65M for reconfiguration and reconstruction of aging "T-Dock" used by local and tribal fishermen.

**Port of Anacortes.** Support acquisition and development of underutilized waterfront properties to achieve initiatives as described in the Comprehensive Plan.

**Port of Astoria.** Support industry models for biomass population size determination for sardine fishery.

**Port of Astoria.** Support efforts by the Port of Astoria, in conjunction with the City of Warrenton, to redevelop the AMCCO site, a critical infrastructure component on the Skipanon Peninsula which will serve the Pacific Fishing Fleet.

**Port of Benton.** Fund and support creation of the U.S.S. Triton Sail Park Interpretation facility.

**Port of Benton.** Support implementation of Horn Rapids Master Plan infrastructure investment.

**Port of Camas-Washougal.** Support continuing maintenance dredging of the marina.

**Port of Cascade Locks.** Request \$5M for the construction of a bike and pedestrian overcrossing from Wa Na Pa Street (HWY 30) into the Port Marine Park, connecting the downtown district to the riverfront.

**Port of Cascade Locks.** Request \$2M for Beach & Marina Expansion in the Business Park.

**Port of Cascade Locks.** Request \$2M for construction of 25-mile multi-use trail network in partnership with USFS.

**Port of Cascade Locks.** Support federal funding for ODOT's restoration of the 75 mile Historic Columbia River Highway State Trail from Troutdale to The Dalles.

**Port of Clarkston.** Infrastructure improvement projects for economic development, tourism, and an industrial park.

**Port of Clarkston.** Restoration of boat launch, jetty redesign and marina within City of Asotin.

**Port of Columbia County, OR.** Development of small marine terminal in Columbia City.

**Port of Columbia County, OR.** Support development in-line with Airport Master Plan of property adjacent to the Scappoose Industrial Airpark.

**Port of Coos Bay.** Support legislation providing increased sustainable timber harvest levels from Federally-owned and managed lands to sustain and expand forest products manufacturing operations throughout the Pacific Northwest.

**Port of Coos Bay Charleston Boatyard.** Expansion to support commercial fishing on the Oregon coast.

**Port of Everett.** Support the dredging and dock realignments and expansion at the Port of Everett Marina to improve access and increase guest moorage availability.

**Port of Hood River.** Federal matching funds for new roads and utilities to support attraction and expansion of light industrial businesses in the Confluence Business Park.

**Port of Ilwaco/Port of Chinook.** Support funding to rebuild and maintain infrastructure at the Port of Chinook and Port of Ilwaco to provide public access to the Lower Columbia River and Pacific Ocean benefitting commercial and recreational interests in the Pacific Northwest.

## ECONOMIC DEVELOPMENT AND TOURISM PROJECTS (continued)

**Port of Ilwaco.** Support improvements to the existing vessel haul out facility to accommodate the maintenance, repair, and emergency haul out of commercial and recreational vessels in the region.

**Port of Ilwaco.** Support dock and related infrastructure reconfiguration to accommodate larger commercial and recreational vessels.

**Port of Ilwaco.** Support economic development efforts to provide additional infrastructure for commercial seafood processing, cold storage and related industries.

**Port of Kalama.** Support Northwest Innovation Works natural gas to methanol production facility for plastics production.

**Port of Klickitat.** Support construction of commercial vessel dock and long-term recreational boat moorage at Bingen Harbor.

**Port of Klickitat.** Support construction of a second dock/wharf at the Dallesport Industrial Park.

**Port of Lewiston.** Support development and regulatory requirements for redevelopment of the Riverfront Confluence property, a 13-acre site, with in-water and upland features for cruise boat industry expansion, job creation, recreation and tourism.

**Port of Longview.** Support the redevelopment of Berth 4, the former Continental Grain facility.

**Port of Longview.** Support development of Barlow Point property.

**Port of Newport.** Support pier renovation and hoist upgrades to Port hoist dock for transferring commercial fish products at intermodal truck loading facility.

**Port of Morrow West Beach Waterfront Recreation Area.** Funding to develop a 50 acre waterfront recreation area.

**Port of Newport.** Support development of the Yaquina Bay Ocean Technology Center that will provide opportunity for the further development and growth of the marine technology cluster within the Port of Newport District and central Oregon Coast.

**Port of Pasco.** Support infrastructure extension to Reimann Industrial Park to support expansion of large scale food processing.

**Port of Siuslaw, Old Town Florence.** Wharf and waterfront redevelopment for economic revitalization.

**Port of Skagit.** Support economic development related grants for the redevelopment of the former Northern State Hospital Site.

**Port of Skagit.** Support federal funding for value-added agriculture projects in the Skagit Valley.

**Port of Skagit.** Support federal funding for open access, dark fiber, and broadband efforts for Ports in the State of Washington.

**Port of Toledo.** Support Phase 4 funding for hard surfacing of the Boatyard, purchase of a 200 ton vessel transporter, and portable work structures. These projects provide critical infrastructure supporting the significant commercial fishing fleet and scientific community.

**Port of Vancouver USA.** Support funding for dock replacement and development of the port's Terminal 1 along the Vancouver waterfront.

**Port of Vancouver USA.** Support City of Vancouver's NW 32<sup>nd</sup> Avenue industrial corridor extension project.

**Port of Walla Walla.** Support the reconstruction of the Walla Walla Regional Airport water and sewer infrastructure for the continued development of small to large businesses.

**Port of Walla Walla.** Support economic development related grants for the redevelopment of the vacant Dell Avenue Building into production spaces for new and emerging businesses.



## ECONOMIC DEVELOPMENT AND TOURISM PROJECTS (continued)

**Port of Woodland.** Support industrial development of Martin Bar North for marine export/freight access to and from site to development areas in Woodland, WA.

**Port of Woodland.** Support development of Austin Point for economic development including marine trade opportunities. Support rail development from the BNSF main line to Austin Point for rail/marine export operations.

**Port of Woodland.** Support funding for infrastructure and building construction of Roseway Industrial Park and Centennial Industrial Park.

## ENVIRONMENTAL PROJECTS

**Columbia River Fish Mitigation.** Support robust funding for continued activities to comply with FCRPS and Willamette River BiOps.

**High Nitrogen Water Redistribution Project.** This project helps to address concerns about high nitrogen groundwater. Project takes fresh water and recharges groundwater that is high nitrogen and reduces the combined flows to a lower nitrogen level to assist in reducing the ground water to levels that will reduce nitrogen levels to more traditional levels for drinking standards. This water will become a benefit to the plantation and clean up the high nitrate area.

**Mitigation projects.** Support federal mitigation policy addressing implementation consistency, private ecosystem restoration investment and a streamlined permitting process. This will support projects in the Northwest such as the Plas Newydd LLC Wapato Valley Conservation and Mitigation Bank serving the Lower Columbia region.

**Port of Anacortes.** Support the Log Yard cleanup and site restoration, Dakota Creek Industries Upland Site Cleanup, and Quiet Cove Cleanup and Site Restoration.

**Port of Astoria.** Support funding for stormwater compliance, environmental enhancement, mitigation banks.

**Port of Bellingham.** Support funding to create a salmon hatchery demonstration center at Bellingham Technical College, to highlight best practices in support of ESA-listed species recovery.

**Port of Cascade Locks.** Support moving forward with the Herman Creek Cove cold water refuge project creating salmon and steelhead habitat.

**Port of Columbia County.** Support all ongoing clean-up efforts.

## ENERGY PROJECTS

**New Energy Projects.** Support development of regional energy projects, including but not limited to:

- Grid-connected wave energy test facility, Pacific Marine Energy Center, in Newport, OR
- Millennium Bulk Terminals Longview coal export facility
- Off-shore wind energy development off the southern Oregon/northern California coasts
- Port of Hood River solar, wind and biomass projects
- Port of Morrow anaerobic digester
- Port of Columbia County biofuels – ethanol production
- Port of Columbia County – Support all fossil fuels clusters that apply legal and environmental laws
- Port of Vancouver USA wind turbine cargos
- Puget Sound Energy's (PSE) Tacoma liquefied natural gas (LNG) project

**Port of Coos Bay.** Support development of an LNG marine terminal and storage facilities, and the associated transport/pipelines at the Coos Bay Jordan Cove project.

**Port of Columbia County.** Support development of methanol production for export.