



Nor'wester newsletter

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Maj. Gen. Scott Spellmon nominated as next Army Chief of Engineers



*Gen. Spellmon addresses PNWA members
at our 2016 Annual Convention in Vancouver, Wash.*

President Trump has [nominated Maj. Gen. Scott Spellmon to be the next Army Chief of Engineers](#) and commanding general of the Corps of Engineers. If confirmed, Gen. Spellmon will succeed current Chief Lt. Gen. Todd Semonite in May 2020.

General Spellmon is currently the Corps' deputy commanding general for civil and emergency operations. He previously served as commander of the Corps' Northwestern Division, which encompasses the entire Columbia and Missouri river basins. He has been a frequent guest speaker at PNWA conventions, missions and other events.

General Spellmon and his Corps Headquarters and Northwestern Division staffs have been excellent partners in ensuring the accessibility and reliability of our Pacific Northwest waterways, and we are very pleased and excited to see him nominated to one of the most important infrastructure-related positions in the federal government.

Port of Toledo invites public to welding lab ribbon cutting

The [Port of Toledo's Shipyard](#) offers a wide range of marine repair and maintenance services, and their new welding training program partners with Oregon Coast Community College and Lincoln County School District to ensure a skilled workforce.

Join them for the ribbon cutting celebration for the new welding lab: January 29 at 2 p.m. at the Port's Industrial Park, 625 NW Bay Road.

[Learn more here](#)



PNWA comments on draft LSRD stakeholder outreach report



January 23, 2020

LSRD Stakeholder Engagement Draft Report
c/o Tess Wendel
1325 Fourth Ave., Suite 1600
Seattle, WA 98101

Via email to info@lsrdstakeholderprocess.org

I am pleased to submit these comments on behalf of the Pacific Northwest Waterways Association, a non-profit, non-partisan trade association of ports, businesses, public agencies and individuals who support navigation, energy, trade and economic development throughout the Pacific Northwest.

The Lower Snake River Dams Stakeholder Process commissioned by the Washington State Governor's Office and funded by the State Legislature was one of the more controversial recommendations from the Southern Resident Killer Whale Task Force. It did not have the group's unanimous support.

The Washington taxpayer funding that has now been spent on this process could have gone toward activities and projects that directly benefit orcas and the salmon that make up their prey. Instead, it yielded a draft report that tells us what we already know: a description of the river, followed by a survey of opinions, feelings and beliefs about Snake River dam breaching. This is the opposite of science-based salmon and orca recovery, and it is difficult to see how this product will contribute to the knowledge base with regard to these species. It is also alarming to see so much funding and attention devoted to one small part of the Southern Resident Killer Whales' prey base, especially when ocean conditions, contaminants, and other Chinook fish runs are likely much more impactful to the survival of these three pods.

Federal agencies are already studying salmon and the river system and will have a draft report for the region to review in February. This Columbia River System Operations Environmental Impact Statement is based in science, complies with National Environmental Policy Act, and includes opportunities for citizen review as well as significant collaboration with cooperating agencies like Northwest tribes and states – including the State of Washington. The CRSO EIS will include an evaluation of the Snake River dams, including an economic impact analysis with stakeholder input.

Each Snake River dam has a navigation lock that allows cargo to move by water. The Snake River has had remarkably stable tonnage levels in the past 10 years. In 2017 alone, over 3.5 million tons of cargo were barged on the Snake River. It would have taken over 35,140 rail cars to carry this cargo, or over 135,000 semi-trucks. The Snake River is particularly important to our Northwest wheat farmers. The Snake River dams make it possible for nearly 10% of all U.S. wheat exports to move in the safest, lowest emission type of cargo transportation – barging.

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PNWA today submitted [our official comments](#) on the draft Lower Snake River Dams stakeholder outreach report.

The comment period is open through Friday, Jan. 24. Details on how to comment are available on [the project website](#).

We encourage all members to weigh in on the outreach process and report.

Please RSVP: PNWA Regional Meetings

Our Regional Meetings are an opportunity to provide updates on your individual projects and to hear from the PNWA staff on our latest advocacy efforts in DC and around the region. Your input at these events is critical as we prepare for the 2020 Mission to Washington.

Columbia River and Coast Regional Meeting

Tuesday, Feb. 11

9-11:30 a.m.

Port of Kalama

[RSVP here](#)

Western Washington Regional Meeting

Wednesday, Feb. 19

1-3:30 p.m.

Port of Seattle

[RSVP here](#)

Inland Empire Regional Meeting

Monday, Feb. 24

1-3:30 p.m.

Port of Benton

[RSVP here](#)

Thank you 2020 Mission to Washington sponsors

[Registration for PNWA's 2020 Mission to Washington](#) is now open, and we want to thank our newest sponsors for supporting our signature fly-in event.

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County**

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