



Nor'wester newsletter

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Thank you 2021 Mission to Washington sponsors

Thank you to our newest 2021 [Mission to Washington](#) sponsors for your generous support!

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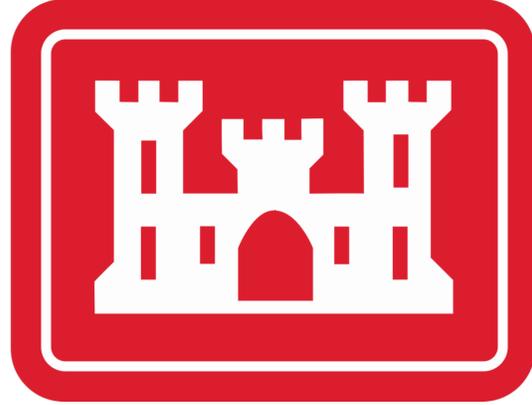
Additional sponsorships are available. Increase your organization's visibility to our members, partners and friends while supporting PNWA's advocacy efforts. [Bronze, Silver, Gold and Platinum levels](#) are available.

[Sign up online](#) when you register for the conference or [contact Randi Besser](#).

Corps' FY2021 work plan delivers on many regional priorities

As previously reported, Congress passed a large omnibus package for most federal agencies on December 21, 2020, providing funding for the remainder of the current fiscal year that concludes on September 30, 2021. The President signed the omnibus into law on December 27, 2020.

While the U.S. Army Corps of Engineers technically has 60 days to present their FY2021 Workplan to Congress, they have grown very adept at staying on top of their project capabilities and turned around the workplan much faster. This is beneficial as it provides more time in what remains of the fiscal year to execute the final funding provided.



PNWA followed up with the Corps' Portland, Walla Walla and Seattle Districts, as well as its Northwestern Division offices, to understand their capabilities to move projects forward this year. PNWA submitted letters to the Assistant Secretary of the Army and Office of Management and Budget to advocate for funding the PNWA-supported Corps projects in Washington and Oregon. PNWA remained in close contact with the Northwest Congressional delegation, too.

The FY2021 Workplan was released today. To view the updated [PNWA Supported Corps Projects list, click here](#). We are thrilled to report that a number of Northwest projects received significant boosts in funding:

- Several of the Oregon coastal jetties have been underfunded for years. PNWA would like to thank House Transportation and Infrastructure Committee Chairman Peter DeFazio (D, OR-4) for his efforts to prioritize the long overdue funding for this critical navigation infrastructure. The North Jetty Head construction (\$34.65M) was funded at Coos Bay, and the Tillamook Bay & Bar North Jetty Root repair (\$11.945M) was funded at Garibaldi. This is a significant shot in the arm for our coastal communities and their safe and reliable access to the ocean.
- The Lake Washington Ship Canal received an additional \$18.78M - \$28.063M in total - to complete several high priority projects, including the Large Lock Center Gate Replacement, Montlake Wall and Walkway Repairs, Fremont Cut sink hole repairs, ESA consultation, security camera upgrades, etc.
- Seattle Harbor received \$4.7M and Tacoma Harbor received \$2.7M, which includes Donor and Energy Transport funds.
- Grays Harbor received \$14.5M for inner and outer harbor dredging.
- The Columbia River Jetties received \$93.394M to continue construction of the South Jetty, which is the amount Portland District anticipates it will be able to obligate in FY21.
- Approximately \$6.56M in additional funding was provided to perform maintenance dredging in an effort to avoid draft restrictions on the Lower Columbia River 43' channel.
- Willamette Falls Locks annual operations and maintenance was fully funded (\$65K), and the work to prepare the locks for disposition to an entity to be named by the State of Oregon was also funded (\$3.4M).

PNWA thanks our entire Northwest Congressional delegation and the leadership at the U.S. Army Corps of Engineers for the robust funding of so many regional navigation infrastructure priorities. We will continue to work closely with all three Corps Districts and the Northwestern Division as the FY2022 capabilities are put together, and with our membership as we prepare our portfolio for the upcoming PNWA Mission to Washington, DC in March.

MARAD seeks advisory committee nominations



The Maritime Administration requests nominations for membership on the [U.S. Maritime Transportation System National Advisory Committee](#).

Applications must be received on or before 2 p.m. PST on February 8, 2021. After that date, MARAD will continue to accept applications under this notice for a period of up to two years from the deadline to fill any vacancies that may arise. MARAD encourages nominations submitted any time before the deadline for consideration of

upcoming vacancies.

Interested applicants may submit a completed application by sending an email to MTSNAC@dot.gov, subject line: MTSNAC Application (Named Individual). Please note that due to COVID-19, MARAD will only accept electronic submissions. If that option does not work for you, please contact the Designated Federal Officer, Amanda Rutherford, at MTSNAC@dot.gov or at 202-595-4657.

Congressional staff updates

Departures

Legislative Director Michael Taggart is leaving the office of Rep. Cathy McMorris Rodgers (R, WA-5) to join the staff of the House Energy and Commerce Committee.

Senior Legislative Assistant Kevin Stockert left the office of Rep. Earl Blumenauer (D, OR-3) to handle government affairs for a renewable energy company.

Senior Legislative Assistant Jessica Mulligan left the office of Rep. Pramila Jayapal (D, WA-7) to become legislative director for another Member of Congress.

Director of Pacific Northwest Policy Edward McGlone is leaving the House Transportation and Infrastructure Committee. He will share more about his new role later, but assures everyone he is not going far and looks forward to staying a familiar face in the coming months.



Arrivals

[Kalia Hood](#) is new legislative assistant for Rep. Earl Blumenauer (D, OR-3)

