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Support for Northwest navigation in Administration's FY2016 workplan and FY2017 budget

Today, the Administration released the [FY2016 Corps workplan](#) and [FY2017 budget request](#), both showing significant support for our Northwest projects!

As *Nor'wester* readers will recall, the Corps was required to develop a workplan for the "additional funding" provided in the FY2016 omnibus. PNWA has spent the last couple of months strongly advocating for [our projects](#) in this process, and we are very pleased to report that Northwest navigation did extremely well. Following are highlights of the additional funding that has been provided:

- * Construction (CG) funding for the MCR jetties major rehabilitation: \$9,000,000
- * General Investigations (GI) funding for the Puyallup River flood damage reduction study: \$600,000
- * Operations & Maintenance (O&M) funding for dredging on the Lower Columbia River: \$5,730,000
- * O&M funding for Grays Harbor: \$5,050,000
- * O&M funding for Coos Bay: \$3,272,000
- * O&M funding for the region's small ports, including:
 - \$2,700,000 for Skipanon Channel (Port of Astoria, OR)
 - \$3,750,000 for Yaquina River (Port of Toledo, OR)
 - \$771,000 for Siuslaw River (Port of Siuslaw, OR)

- \$942,000 for Umpqua River (Port of Umpqua, OR)
- \$418,000 for Coquille River (Port of Bandon, OR)
- \$684,000 for Rogue River (Port of Gold Beach, OR)
- \$436,000 for Bellingham Bay, Squalicum Channel (Port of Bellingham, WA)
- \$1,400,000 for Columbia River at Baker Bay (Port of Ilwaco, WA)

* WRRDA Section 2106 funding for donor ports to provide rebates to importers:

- \$1,403,000 for the Port of Seattle
- \$1,384,000 for the Port of Tacoma

The WRRDA Section 2106 funding was a big step forward for the nation's donor ports, and the ports of Seattle and Tacoma consider this funding to be a win. It will allow them to issue rebates to help offset their HMT cost disadvantage relative to Canadian ports and to make infrastructure improvements that will support their efforts to maintain a competitive trade gateway for Pacific Northwest shippers.

PNWA is so appreciative of the workplan funding our projects received, and we thank the Members of the Northwest Congressional delegation and our colleagues at the Corps for their efforts to direct funding to these vital projects.

FY2017 budget request

The Administration also released their FY2017 budget today, which proposed \$4.62B for the U.S. Army Corps of Engineers. This is \$112M less than the FY2016 budget proposal and \$1.369B less than the \$5.5B provided to the Corps in the FY2017 omnibus. Specific account funding includes \$1.09B for Construction General (CG), \$200M for the Corps regulatory program, and \$85M for General Investigations (GI). The O&M account, which many of our Northwest navigation projects rely on, is proposed to receive \$2.705B including \$951M from the Harbor Maintenance Trust Fund (HMTF). This is the highest HMTF level ever budgeted, but still falls under the target set forth in WRRDA 2014. PNWA will be working with our colleagues nationwide on a "Hit the HMT Target" campaign, to reach the WRRDA goals in a final Energy & Water Appropriations bill later this year.

In the budget, the Corps also proposes a new user fee to increase revenues in the Inland Waterways Trust Fund (IWTF). This would supplement the current 29 cent/gallon diesel tax that the towboaters pay into the fund, which was just recently increased. Past Administrations have proposed a similar fee, which has always been rejected by Congress. In addition to the fee proposal, the Administration also proposes that a percentage of the fee be used to fund inland maintenance. This would be a departure from the current funding stream for inland O&M, which comes from the general fund. Details of the proposed fee have not yet been made public, but are anticipated at a later date. PNWA is not supportive of any additional fees being leveled on inland waterways users, and would also be opposed to expanding the fund to pay for inland O&M.

With regard to funding for our [PNWA supported projects](#), it was another year of mixed results. As we've seen in the past, our highest tonnage projects fared very well and we are so appreciative of the support they have received. Our small ports, however, continued to be relatively underfunded despite the Administration meeting the 10% WRRDA requirement for small ports. Donor ports

were also omitted from the budget, with no funding directed to the expanded uses in WRRDA Sections 2012 and 2106. Project specific funding levels can be found below. PNWA will be advocating for significant "additional funding" to ensure all of our supported projects' needs are met in a final Energy & Water bill.



PNWA supported Corps projects – FY2016 & FY2017 at a glance

The Pacific Northwest Waterways Association (PNWA) is a regional, multi-industry association focusing in trade, navigation and economic development policy. We represent public and private sector interests in Washington, Oregon, and Idaho including ports, towboat companies, steamship operators, river and bar pilots, agricultural producers, forest products manufacturers, labor groups and others.

PNWA's request numbers are a reflection of estimated capabilities from the Portland, Walla Walla, and Seattle Corps Districts. The capability level is the Corps estimate for the most that it could obligate efficiently during that fiscal year. Our numbers reflect the most critical needs at the projects; however, the Corps may have additional capabilities available.

FY2016 Note: As in previous years, additional funding was provided to the Corps in FY2016, to make up for the underfunding of our nation's navigation infrastructure in the President's budget request. H.R.2029, the Consolidated Appropriations Act of 2016 (FY2016 Omnibus) provided significant additional funding for Construction, General Investigations, and Operations & Maintenance. The column below titled "FY2016 Additional Workplan Funds" includes the funding level each project received out of the additional funds provided by Congress.

Construction (CG)	FY2016 Omnibus	FY2016 Additional Workplan Funds	Total FY2016 Funding	FY2017 President's Budget
Columbia River Fish Mitigation	85,300,000	0	85,300,000	84,000,000
MCR Jetties Rehab	11,000,000	9,000,000	20,000,000	21,900,000
Lower Columbia River ecosystem restoration, OR & WA	13,300,000	2,000,000	15,300,000	0
Grays Harbor Channel Deepening: Deepen channel to -38 feet	7,000,000	0	7,000,000	0
General Investigations (GI - studies)	FY2016 Omnibus	FY2016 Additional Workplan Funds	Total FY2016 Funding	FY2017 President's Budget
Seattle Harbor channel deepening study East/West waterways	500,000	0	500,000	500,000
Puyallup River, WA (Port of Tacoma) flood damage reduction study	0	600,000	600,000	0



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PNWA supported Corps projects – FY2016 & FY2017 at a glance

Deep Draft Navigation. More than 60 million tons of cargo, worth more than \$78 billion, moves in international trade across the docks of Pacific Northwest ports. The Puget Sound and Columbia River gateways are some of the largest in the country for: containers; wheat, barley and corn exports; and automobile imports. PNWA supports continued investment in the development and maintenance of the federal navigation projects that support this important economic activity.

Operations & Maintenance (O&M)	FY2016 Omnibus	FY2016 Additional Workplan Funds	Total FY2016 Funding	FY2017 President's Budget
Columbia River at the Mouth (MCR), OR/WA	19,825,000	0	19,825,000	18,118,000
Columbia & Lower Willamette below Vancouver & Portland (C&LW), OR/WA	38,132,000	5,730,000	43,862,000	36,181,000
Columbia River between Vancouver & The Dalles, OR/WA	1,001,000	0	1,001,000	1,371,000
Mt. St. Helens sediment control, WA	268,000	0	268,000	399,000
Coos Bay, OR	6,239,000	3,272,000	9,511,000	8,523,000
Yaquina Bay & Harbor, OR (Port of Newport)	3,002,000	0	3,002,000	2,806,000
Skipanon Channel, OR (Port of Astoria)	0	2,700,000	2,700,000	0
Everett Harbor and Snohomish River, WA	1,358,000	0	1,358,000	1,638,000
Seattle Harbor, WA	565,000	1,403,000	1,968,000	1,547,000
Lake Washington Ship Canal, WA	8,672,000	3,225,000	12,097,000	12,325,000
Grays Harbor, WA	12,018,000	5,050,000	17,523,000	9,998,000



PNWA supported Corps projects – FY2016 & FY2017 at a glance

Columbia Snake River System Inland Navigation

Barging on the Columbia Snake River system carries over 9 million tons of cargo worth \$3 billion annually, and moves 20% of all U.S. wheat exports. It is the lowest cost, most fuel efficient, and cleanest mode of cargo transportation.

Operations & Maintenance (O&M)	FY2016 Omnibus	FY2016 Additional Workplan Funds	Total FY2016 Funding	FY2017 President's Budget
Bonneville Lock & Dam	7,570,000	75,000	7,645,000	8,346,000
The Dalles Lock & Dam	10,931,000	3,700,000	14,631,000	4,206,000
John Day Lock & Dam	4,865,000	0	4,865,000	4,901,000
McNary Lock & Dam	7,011,000	531,000	7,542,000	8,252,000
Ice Harbor Lock & Dam	9,172,000	0	9,172,000	4,760,000
Lower Monumental Lock & Dam	6,896,000	766,000	7,460,000	2,890,000
Little Goose Lock & Dam	7,267,000	266,000	7,532,000	2,741,000
Lower Granite Lock & Dam	3,222,000	400,000	6,822,000	3,218,000



PNWA supported Corps projects – FY2016 & FY2017 at a glance

PNWA Member Shallow Draft Commercial and Recreational Ports

PNWA supports full funding for these critical projects. These ports, home to fishing fleets, marinas and significant commercial and recreational facilities, are critical to the economic survival of their communities. Many have small populations, and the ports provide employment for a significant proportion of community.

Operations & Maintenance (O&M)	FY2016 Omnibus	FY2016 Additional Workplan Funds	Total FY2016 Funding	FY2017 President's Budget
OREGON				
Tillamook Bay & Bar (Port of Garibaldi)	0	25,000	25,000	0
Yaquina River (Port of Toledo)	0	3,750,000	3,750,000	0
Siuslaw River (Port of Siuslaw)	0	771,000	771,000	746,000
Umpqua River (Port of Umpqua)	0	942,000	942,000	0
Coquille River (Port of Bandon)	0	418,000	418,000	0
Rogue River (Port of Gold Beach)	0	684,000	684,000	675,000
Willamette Falls Locks	128,000	0	128,000	63,000
WASHINGTON				
Bellingham Bay, Squalicum Harbor (Port of Bellingham)	0	436,000	436,000	0
Swinomish Channel (Port of Skagit & Port of Anacortes)	0	0	0	436,000
Columbia River at Baker Bay (Port of Ilwaco)	0	1,400,000	1,400,000	1,959,000
Columbia River b/t Chinook & Sand Island (Port of Chinook)	0	0	0	0

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Over the next few days, PNWA will be meeting with our colleagues at the Corps to fully understand what these funding levels mean for the individual projects. We will also be developing our PNWA requested funding levels for each project, and will likely send that information out on Friday, February 12th. If you have any questions, please contact [Heather Stebbings](#).

Register now for the PNWA 2016 Mission to Washington DC

Early registration is available for PNWA's [2016 Mission to Washington](#) and the [Regional Meetings](#). The 2016 Mission to Washington will be held March 13th-17th at the [Sofitel Hotel](#). The 2016 PNWA Mission to Washington promises to be one of our greatest events! Our highest priority projects and issues are on the agenda for this year's event, including Corps funding, waterways issues, surface transportation reauthorization implementation, the national wheat picture, 2016 political climate and much more! Throughout the program, participants are able to gain valuable insights, share information, and network with key federal agency officials, industry partners and DC insiders. We'll also spend two days on Capitol Hill meeting with the Northwest Congressional delegation. Registration is \$895 if you register before February 19th, after February 19th the rate is \$920. Mark your calendars and [register today!](#)

While visiting our website, you can also register for one of our [2016 Regional Meetings](#). We hope you can join us for a local opportunity to provide updates on your individual projects and to hear the latest from PNWA staff on advocacy efforts in DC and around the region. Your input is critical as we prepare our agenda for the 2016 Mission to Washington. The Regional Meetings are free to all PNWA members and friends, and a boxed lunch will be provided.

