



Nor'wester Newsletter

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Extended lock closure update - Little Goose to return to service April 11

The [extended lock closure](#) of the inland Columbia Snake River System began as scheduled on December 12th. Significant maintenance at Bonneville, The Dalles, McNary, Ice Harbor, Lower Monumental and Little Goose navigation locks took place over the past four months, as well as routine maintenance at John Day and Lower Granite. Work has been completed at seven of the eight projects, with Bonneville, The Dalles, John Day, McNary, Lower Monumental and Lower Granite open by the scheduled date of March 20th.

Additional unanticipated repairs were needed at Ice Harbor, which opened on March 23rd. Weather delays, onsite efficiency and unforeseen issues have also caused delays at Little Goose, which is expected to open at 11:59pm on April 11th. Work remains ongoing at the site and the Corps will continue to host weekly stakeholder conference calls until the lock reopens. For more information, please visit the Corps' website.

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Rep. DeFazio introduces legislation to fully spend Harbor Maintenance Trust Fund revenues and make critical infrastructure investments

On April 5th, Rep. Peter DeFazio (D, OR) introduced H.R.1908, the [Investing in America: Unlocking the Harbor Maintenance Trust Fund Act](#). Rep. DeFazio serves as Ranking Member of the House Transportation and Infrastructure Committee (T&I) and introduced this bipartisan legislation with Rep. Mike Kelly (R-PA). The bill would increase investments in critical navigation projects by providing annual Harbor Maintenance Trust Fund (HMTF) revenues directly to the Corps of Engineers.

Currently, all HMTF receipts are put into the general treasury and need to be appropriated by Congress annually. This bill would allow for full expenditure of the fund each year for dredging, jetty repairs, and other maintenance activities at coastal and deep draft navigation projects. H.R.1908 would provide more than \$18 billion over the next decade to the Corps of Engineers, a 29% increase in investment, and would continue to preserve the ability of Congress to appropriate additional funds from the existing \$9 billion HMTF balance. More information can be found in the [executive summary](#), and bill text can be found [here](#).

Rep. DeFazio has also introduced two other Investing in America bills supporting investments in our nation's airport and surface transportation infrastructure. H.R.1265, the [Investing in America: Rebuilding America's Airport Infrastructure Act](#), was introduced on March 1st and is proposed to rebuild and rehabilitate aging terminals, runways and taxiways at our nation's airports. The legislation would remove the cap on the passenger facility charge (PFC) which was instituted in 2000 and has not been updated since. Removing the cap would allow individual airports flexibility in setting passenger fees to make critical facility upgrades and better respond to local market conditions.

H.R.1664, legislation titled [Investing in America: A Penny for Progress](#), was introduced on March 22nd to increase investments in our nation's roads, bridges and transit systems. The bill would provide approximately \$500 billion in funding by authorizing the Treasury Department to issue

"Invest in America" 30 year bonds annually through 2030. The bonds would be repaid by indexing gas and diesel tax user fees by up to 1.5 cents per year. This would amount to a 30% increase over current funding levels and is based on similar programs which have been successful in 17 states across the country.

PNWA would like to thank Representative DeFazio for his dedication to our nation's infrastructure, and for his leadership on transportation issues in the Northwest and throughout the U.S. We will continue to track these bills and will provide updates to our members as they are available.

Members of the Washington Congressional delegation stand up for small ports

Six members of the Washington Congressional delegation have written a letter to the Administration on behalf of the state's small ports. [The letter](#) was addressed to Acting Assistant Secretary of the Army for Civil Works, Doug Lamont, and Director of the Office of Management and Budget (OMB), Mick Mulvaney. Washington's delegation highlighted the FY2017 funding needs for the Ports of Bellingham, Ilwaco, Chinook, Skagit, Anacortes, and Willapa Harbor, along with the Quillayute River project. PNWA would like to thank Senators Patty Murray and Maria Cantwell along with Representatives Larsen, Herrera Beutler, DelBene, and Kilmer, for their continued support of infrastructure needs at our region's small coastal ports.

Ken O'Hollaren joins the Port of Portland

Longtime PNWA friend, Ken O'Hollaren, has [joined the Port of Portland](#) as Marine Marketing Director. Sebastian Degens previously held this position prior to retiring in December 2016. Ken is a longtime member of the maritime community in the Northwest and has served as Executive Director at the Ports of Longview and Port Angeles. PNWA congratulates Ken and looks forward to working with him in his new role.

NOAA Hydrographic Services Review Panel to host public meeting in Seattle

The NOAA Hydrographic Services Review Panel is hosting a public meeting in Seattle on April 18-20. The purpose of the meeting is to hear feedback from the public on the navigation-related services and products which NOAA provides. The meeting will be held at the Kimpton Hotel Monaco in downtown Seattle and is also available for viewing online. The meeting [webpage](#) has additional information on the event as well all the presentations which will be offered over the course of the meetng. PNWA Government Relations Director Heather Stebbings will participate in this panel.

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