



Nor'wester newsletter

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Oregon delegation pushes for Corps workplan priorities



Oregon's Congressional representatives are pushing for the U.S. Army Corps of Engineers to include funding for Oregon's port infrastructure as the agency implements the recently passed *Infrastructure Investment and Jobs Act of 2021*.

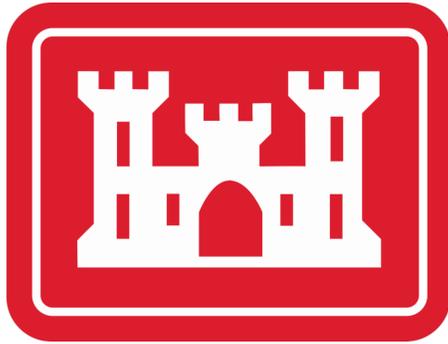
In [a letter sent to the Army Corps and the Office of Management and Budget](#), the lawmakers requested allocated funds be set aside to ensure federally authorized waterways and navigation infrastructure in the State of Oregon are properly maintained, which is especially critical to Oregon's small ports.

Oregon is home to export gateways, inland barging terminals, and small commercial and recreational fishing ports, all 23 of which play a significant role in Oregon's economy. The IIJA is a landmark piece of legislation that will invest in land and water infrastructure, the labor force, broadband infrastructure, and the economy. It's critical that as this legislation is implemented, Oregon's small ports—many of which have years of deferred maintenance needs—are able to access and benefit from the funding made available by IIJA.

The letter includes funding requests for things like dredging, maintenance of jetties and canal locks, fish passages, and other infrastructure needed to maintain navigation via Oregon's rivers and ports. The lawmakers noted that every lock and dam on the Columbia River has long-overdue additional maintenance needs.

PNWA has worked closely with the Corps' Portland District; colleagues at FBB Federal Relations, Business Oregon, and Oregon Public Ports Association; and the Oregon Congressional delegation to identify additional workplan capacity for our Oregon

Corps, FEMA to host levee safety program meetings



FEMA

Starting January 2022, the U.S. Army Corps of Engineers and the Federal Emergency Management Agency are launching a series of in-person and virtual meetings to seek input on how to improve the way levees are managed in the nation.

REGISTER TODAY at www.leveesafety.org for one of these meetings to share your challenges in living with levees and provide your input into the design of a new National Levee Safety Program, specifically:

- What should the nation's vision be for improving levee safety? Who should play what role?
- What information is most useful to you as a state/local/regional/tribal government, levee owner/operator, emergency manager, etc.?
- What best practices, guidance or procedures would be most helpful to you in managing flood risk and ensuring your levee is reliable?
- How can we most effectively talk about the benefits that levees provide, while also making people aware of the inherent risks in living in the floodplain?

Coast Guard seeks feedback on plastic buoy prototypes

The U.S. Coast Guard is testing various [prototype plastic buoys](#) to observe their station keeping ability and visual and radar detection capabilities.

Buoys are being placed at the following locations for evaluation:

On the Columbia, Snake and Willamette Rivers:
Columbia River Entrance Lighted Buoy 3 (LLNR 9911)
Desdemona Sands Lighted Buoy 22 (LLNR 9990)
Bonneville Pool Lighted Buoy 69 (LLNR 12130)
Lake Celilo Buoy 45 (LLNR 12360)
Lake Wallula Lighted Buoy 2 (LLNR 12815)
Snake River Buoy 14 (LLNR 13195)
Snake River Buoy 18 (LLNR 13210)
Elk Rock Buoy 10 (LLNR 15005)
Elk Rock Buoy 12 (LLNR 15010)



In Grays Harbor and Admiralty Inlet Washington:

Point Chehalis Lighted Buoy 4 (LLNR 15990)

Point Wilson Lighted Buoy 6 (LLNR 16470)

While the buoys' performance is being studied, the U.S. Coast Guard is soliciting comments from the maritime community transiting this waterway. Mariners are requested to respond in writing to the Coast Guard District office with any comments on this change to D13-SMB-D13-LNM@uscg.mil. Any discrepancy for these or other Aids to Navigation should continue to be reported to U.S. Coast Guard Sector Columbia River and US Coast Guard Sector Puget Sound.

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