

PNWA MEMBERS

Advanced American Construction
 Almota Elevator Company
 American Waterways Operators
 Apollo Mechanical Contractors
 Bell Buoy Crab Co.
 Bellingham Cold Storage
 BergerABAM Engineers, Inc.
 Bergerson Construction, Inc.
 BNSF Railway Company
 BST Associates
 Business Oregon
 Central Oregon Basalt Products
 Central Washington Grain Growers
 Clark Public Utilities
 Clearwater Paper Corporation
 Collins Engineers Inc.
 Col. Basin Development League
 Columbia County Grain Growers
 Columbia Grain
 Columbia River Bar Pilots
 Columbia River Pilots
 Columbia River Port Engineers
 Columbia River Steamship
 Operators Association
 Columbia River Towboat Assoc.
 Cooperative Agricultural Producers
 Dawson & Associates
 David Evans and Associates
 Dunlap Towing
 Dutra Group
 E. Columbia Basin Irrigation District
 Ecological Land Services, Inc.
 EGT, LLC
 Evergreen Engineering
 Foss Maritime Company
 Foster Pepper

Franklin PUD
 Gibbs & Olson, Inc.
 Global Partners LP
 Gordon Thomas Honeywell
 Great Lakes Dredge & Dock
 Hart Crowser, Inc.
 Idaho Wheat Commission
 ILWU Oregon Area District Council
 ILWU Puget Sound District Council
 J-U-B Engineers, Inc.
 Kalama Export Company
 Kiewit Infrastructure West Co.
 KPFF Consulting Engineers
 Lampson International, LLC
 Landau Associates
 Lewis-Clark Terminal Association
 Louis Dreyfus Commodities
 Marine Industrial Construction
 McGregor Company
 Millennium Bulk Terminals
 Moffatt & Nichol
 Morrow County Grain Growers
 Morrow Pacific Project
 Normandeau Associates, Inc.
 Northwest Grain Growers, Inc.
 Northwest Public Power Assoc.
 OBEC Consulting Engineers
 OR Public Ports Association
 OR Wheat Growers League
 Pacific Northwest Farmers Co-op
 Pacific Northwest International
 Trade Association
 Parsons Brinckerhoff
 PBS Engineering & Environmental
 PND Engineers, Inc.
 PNGC Power

Pomeroy Grain Growers
 Port of Anacortes
 Port of Astoria
 Port of Bandon
 Port of Bellingham
 Port of Benton
 Port of Camas-Washougal
 Port of Cascade Locks
 Port of Chelan County
 Port of Chinook
 Port of Clarkston
 Port of Columbia County
 Port of Coos Bay
 Port of Everett
 Port of Garibaldi
 Port of Gold Beach
 Port of Grays Harbor
 Port of Hood River
 Port of Ilwaco
 Port of Kalama
 Port of Klickitat
 Port of Lewiston
 Port of Longview
 Port of Morrow
 Port of Newport
 Port of Pasco
 Port of Peninsula
 Port of Port Angeles
 Port of Portland
 Port of Ridgefield
 Port of Royal Slope
 Port of Seattle
 Port of Siuslaw
 Port of Skagit
 Port of St. Helens
 Port of Sunnyside

Port of Tacoma
 Port of Toledo
 Port of Umatilla
 Port of Umpqua
 Port of Vancouver
 Port of Walla Walla
 Port of Whitman County
 Port of Woodland
 PROCESS, Inc.
 Puget Sound Pilots
 RSEC Environmental & Engineering
 Schwabe, Williamson & Wyatt
 Scouler Company
 SDS Tug & Barge
 Shaver Transportation Company
 Stoel Rives LLP
 Summit Strategies
 Teevin Bros.
 TEMCO
 Tidewater
 United Grain Corporation
 USA Dry Pea & Lentil Council, Inc.
 Vancouver Energy
 Van Ness Feldman
 WA Association of Wheat Growers
 WA Council on International Trade
 WA Grain Commission
 WA Public Ports Association
 WA State Potato Commission
 Westwood Shipping Lines
 Whole Brain Creative
 Wildlands, Inc.
 Willamette Falls Heritage
 Foundation



Pacific Northwest Waterways Association
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 Portland, OR 97214



PACIFIC NORTHWEST WATERWAYS ASSOCIATION
 2015 ANNUAL REPORT



DEAR COLLEAGUES AND FRIENDS OF PNWA

This has been an extraordinary year for PNWA, but then PNWA is an extraordinary association and I am so honored to be the President. I am looking forward to my term and the opportunity to become better acquainted with our members.

2015 started off with a very good showing for Northwest navigation funding, and we finished the year strong with the first long term transportation funding package in ten years and a completed federal budget. We've also continued our successful work on salmon recovery, the Columbia River Treaty, and many other issues and projects.

Our membership continued to grow in 2015, with fifteen new members joining our ranks. They are listed on the following page, and we extend them a hearty welcome as they join with us to continue our advocacy for federal policies and funding in support of regional economic development.

I'm sure you would all agree that the advances we have made in our efforts, and our growth, are due to the dedication of our staff. Their ability to organize and follow all of the dozens of projects we support, the accompanying legislation, and all of PNWA's members, is no small accomplishment. They have amazed me for years and I want to thank them for their tireless efforts.

Thank you to each and every one of you who is a member or valued partner of this association. It is your active participation that has made us strong and will keep us thriving. We look forward to continued success in 2016 and beyond.

Captain Paul Amos
Pilot, Columbia River Pilots
President, Pacific Northwest Waterways Association

NAVIGATION FUNDING HIGHLIGHTS

FY2015 Corps projects funding. FY2015 was a very successful year for the PNWA membership. Nearly all PNWA supported navigation projects were funded either in the FY2015 omnibus bill passed in December 2014 or through the Corps work plan which was released in February 2015. In collaboration with each of our members, PNWA played a key role in telling the story of Northwest navigation, and our collective advocacy efforts paid off. A total of nearly \$250M was provided for our supported projects in fiscal year 2015. Highlights included funding for the Grays Harbor channel deepening, the major rehabilitation of the jetties at the Mouth of the Columbia River, and the Seattle Harbor deepening study, as well as dredging on the Lower Columbia River, Snake River, and at our small ports on the Oregon and Washington coasts. This critical funding was needed to ensure that we have a vibrant Northwest economy and that our ports and businesses remain competitive in the global marketplace.

FY2016 - on track for another successful year. An omnibus was passed in December 2015, which provided a total of \$2.6B for the Corps' Navigation Program. This included full use of Inland Waterways Trust Fund (IWTF) revenues and hitting WRRDA 2014's target of \$1.22B from the Harbor Maintenance Trust Fund (HMTF). Similar to FY2015, the Corps has been given 60 days to complete a work plan to spend significant "additional funding". PNWA staff anticipated this outcome, and as of October had already begun outreach efforts to the Corps and Congressional delegation regarding our requests. The Northwest has been extremely successful in the work plan process in the past and we are hopeful that we'll see another positive round of numbers in February 2016 when the work plan is released.

2015 SURFACE TRANSPORTATION BILL PAVES THE WAY FOR WORK ON WRDA 2016

With a successful long-term surface transportation reauthorization bill passed in late 2015, the authorizing Committees can now shift their focus to a Water Resources Development Act (WRDA). PNWA leads the regional effort on this legislation, ensuring that Corps projects and policies are in place to help waterborne commerce in our region move efficiently and safely. For the past year, we've been laying the groundwork for this legislation, and we look forward to working with our membership as well as our colleagues at the Corps and on the Hill to make sure the Northwest perspective is well represented in any WRDA legislation released in 2016.

PNWA EFFORTS TODAY LAY GROUNDWORK FOR FUTURE SUCCESS

Construction of the Grays Harbor channel deepening project to begin in Fall 2016, to keep the central Washington Coast thriving

Seattle Harbor deepening study to be completed in September 2017, to ensure the Port of Seattle is "big ship ready" and keep trade flowing in the Northwest

The Columbia Snake River System extended lock maintenance closure remains on schedule for December 2016 through March 2017; planning is underway to ensure another successful partnership between industry and the Corps, and to maintain the reliability of the inland system

A year-round 43' navigation channel on the Lower Columbia River resulted in \$1B in new public and private investment since 2010

Columbia River jetties major rehabilitation continues, supporting safe passage and efficient cargo movement in and out of the Columbia Snake River System

Small ports in the Northwest continue to be dredged through robust regional support

COLUMBIA RIVER TREATY

The Columbia River Treaty was implemented by the United States and Canada in 1964 to govern Columbia River flows for flood control and power generation. After 50 years, both nations are examining its future. Bonneville Power Administration and the U.S. Army Corps of Engineers released a Regional Recommendation in December 2013, which included important statements regarding the current and future importance of navigation, hydropower, flood control and irrigation for the river system, the region, and our national security.

For the last two years, the State Department has been conducting a federal policy review process to determine the appropriate path forward for the United States. PNWA continues to advocate for a position that acknowledges the significant existing regional programs that support healthy ecosystem function, takes into account how changes to flows may impact navigation, recognizes irrigated agriculture for the value it brings to the regional and national economy, and ensures equitable distribution of power benefits between the two nations.

2015 FISH RETURNS

This was another record breaking year for many of our fish runs. We saw over 2.3 million fish migrating past Bonneville dam in 2015, the highest number recorded since counting began in 1938. Fall Chinook made up the largest percentage, with over 950,000 passing Bonneville this past fall. Snake River Chinook had their second highest recorded return, with 456,000 passing McNary Dam and over 80,000 passing over Lower Granite Dam.

2015 also marked the ten-year anniversary of the installation of the first fish weir on the river, at Ice Harbor Dam. These structures, which are now installed at all four dams on the Snake River, help to boost downstream fish survival rates. These are just some of the many upgrades made to the hydropower system which have resulted in survival rates on par with undammed rivers.

SALMON BiOp

In June, Judge Michael H. Simon heard oral arguments in the long running Federal Columbia River Power System (FCRPS) Biological Opinion (BiOp) lawsuit. This is the litigation regarding the plan to provide the multiple purposes of the river system while supporting ESA-listed and unlisted fish. The dams in the Federal Columbia River Power System (FCRPS) have fueled the region's economic growth for more than 70 years, providing nearly 40 percent of the region's electric power supply as well as flood control, irrigation, navigation and recreation. The current BiOp is the product of the best available science and reflects significant collaboration between the federal agencies, four states and sovereign Northwest tribes. The dramatic increase in fish returns over the last ten years demonstrates the success of regional investments in fish passage, habitat, and other river improvements.

PNWA manages the Inland Ports and Navigation Group (IPNG), a subset of PNWA's membership. IPNG has been an intervenor in the BiOp lawsuit, supporting the work of the federal agencies and defending navigation. The June court proceedings included remarks by IPNG's attorney, and the parties in the suit now await the Judge's ruling in 2016.

SNAKE RIVER HIGHLIGHTS

The U.S. Army Corps of Engineers Walla Walla District completed long-awaited maintenance dredging on the lower Snake River in late February. This routine dredging project restored safe and efficient navigation to enable barges and cruise vessels to use the authorized depth of 14 feet. The project was completed after a federal judge denied an injunction request filed by several environmental groups and the Nez Perce Tribe.

PNWA was also pleased to announce the launch of a new website, www.snakeriverdams.com. The website showcases the role of these projects for navigation and hydropower, and also highlights the good news about salmon returns on the river. There is a letter stakeholders can sign, demonstrating their support for the Snake River locks and dams, plus fact sheets and other materials. The website shows how the Snake River dams provide key economic benefits to the region, and also notes the success our region is celebrating as a result of historic collaboration to protect and enhance our iconic fish runs.

NEW MEMBERS IN 2015

Apollo Mechanical Contractors
Bellingham Cold Storage
Dawson & Associates
Evergreen Engineering
Gibbs & Olson
Global Partners
Morrow County Grain Growers
OBEC
Port of Bellingham
Port of Gold Beach
Port of Peninsula
Process Inc.
RSEC Environmental Consulting
Scouler Grain
Summit Strategies

PNWA 2016 EVENTS

Regional Meetings

Puget Sound

February 23, 2016
Port of Seattle
Seattle, WA

Eastern Washington/ Northern Idaho

February 25, 2016
Port of Benton
Richland, WA

Lower Columbia River/ Oregon Coast

February 26, 2016
Port of Portland
Portland, OR

Mission to Washington

March 13 – 17, 2016
The Sofitel Hotel
Washington, DC

Summer Conference

June 27 – 29, 2016
Marcus Whitman Hotel
Walla Walla, WA

Annual Convention

October 12-14, 2016
Vancouver Hilton
Vancouver, WA

For event information
contact Tereza Edwards at
503-234-8551
See you soon!