



PNWA FEDERAL POLICY POSITIONS

NAVIGATION POLICY

Emergency Funding. Support the inclusion of ports in COVID-19 relief funding and appropriate \$3.5 billion through the MTSERA. . .

Federal Navigation Funding. Support increased federal funding to meet operations and maintenance, major rehabilitation, and construction of the region’s deep draft, shallow draft, and inland waterways.

Water Resources Development Act (WRDA). Support passage of water resources legislation every two years to ensure timely authorization of Corps projects and updates to policies governing the agency. Support creation of a 2022 WRDA bill with PNWA priority policies.

Harbor Maintenance Trust Fund:

- Support implementation and funding of WRRDA 2014, WRDA 2016, WRDA 2018, WRDA 2020, including full use of annual HMT collections, hitting the spending allocation targets in WRDA 2020, and incremental draw down targets of the HMTF surplus in WRDA 2020.
- Protect Harbor Maintenance Trust Fund (HMTF) and Inland Waterways Trust Fund (IWTF) to ensure that all transportation user fees collected are dedicated and used for their stated transportation infrastructure maintenance and development purposes. Support Harbor Maintenance Tax (HMT) policies that ensure:
 - Full expenditure of HMT collections to maintain the nation’s ports, waterways and harbors;
 - Certain amounts from the HMTF are available for specific categories of ports with equitable distribution;
 - U.S. tax code does not disadvantage U.S. jobs and goods movement, and;
 - All cargo benefits from fees assessed via the HMT.

Inland Waterways Trust Fund. Support continued national dialogue to address ability of the Fund to meet current and future inland construction and major rehabilitation needs. Support regional distribution of IWTF funds and oppose lockage fees or diversion of the Fund to alternate uses.

Corps “Reform”. Oppose efforts to realign the U.S. Army Corps of Engineers to other federal agencies. Support efforts of the Corps to become more efficient and improve processes within their current structure.

Federal Dredge Fleet. Support efforts to reinvest in the *Essayons* and *Yaquina* stationed on the West Coast of the U.S. while ensuring adequate opportunities for private industry.

Essential Coast Guard Services. Maintain navigation channels for U.S. Coast Guard facilities serving waterways with commercial vessels. Maintain all Aids to Navigation (ATON) structures. Support funding for modernization of USCG Base Seattle.

Customs and Border Patrol (CBP). Support federal funding for CBP facilities so these federal costs are not transferred to local ports.

MARAD PIDP Program. Increase funding for MARAD Port Infrastructure Development Program (PIDP), which is significantly oversubscribed. The program must fund projects across the range of port infrastructure to reflect the breadth of modern port activities, including those beyond traditional freight movement.

Marine Highways. Support funding for the M-5 and M-84 Marine Highway Corridors, as designated by MARAD. Support marine corridor designation for the Swinomish Channel and the Puget Sound. Promote funding for projects that increase uses of the marine highway system. Use the FHWA new starts program to support the development of water taxi and passenger only ferry services that can reduce traffic on the federal highway system. Advocate for Federal highway formula grant funds to provide state set-asides for the Marine Highway System created by the USDOT.

NOAA Coastal Storms Program. Support funding for NOAA’s National Weather Service and Coastal Storms Programs to ensure technology is maintained for maximum effective use.

NAVIGATION POLICY - continued

Cascadia Resilience. Support programs to ensure infrastructure resiliency in response to a Cascadia earthquake and/or related tsunami.

TRANSPORTATION POLICY

Freight Policy. Support projects, policies and planning that enhance navigation and multi-modal freight mobility for ports, waterways, rail and roads. Federal planning and infrastructure development activities should be conducted within a national context. When evaluating the development of new freight and port capacity, consideration should be given to existing freight networks, including those on the West Coast that already serve as trade gateways and corridors for inland U.S. markets.

Freight Funding. Support dedicated multi-modal freight programs—both formula and competitive grants—increased funding for these programs and a strengthened national freight strategy. Funding should prioritize those navigation, rail, roadway, and pipeline projects to allow cargo to move efficiently, without interruption, from farm and factory along surface transportation and through ports. Support MARAD's Port Infrastructure Development Program grants as well as FAST Act reauthorization, including removing multimodal caps from INFRA freight funding.

Rail Access Improvements. Encourage Class I railroads, in cooperation with short line railroads, to improve access for cargoes and communities and shippers in the Pacific Northwest. Support improvements of at-grade rail crossings to limit impacts on local communities. Support rate equity initiatives for shortline railroads serving rural communities in the Pacific Northwest.

Port Security:

- Support annual funding for the federal port security grant program.
- Increase priority for funding smaller ports engaged in international trade, shipping cargo to or receiving cargo from ports engaged in international trade, and/or serving passenger vessels.
- Oppose new user fees to pay for port security.
- Support improving communication, information and technological capabilities, including comprehensive AIS/VTIS coverage (Automatic Identification Systems/Vessel Traffic Information System).

Federal Aviation Administration (FAA) Improvements. Support modernizing the Passenger Facility Charge (PFC) and Airport Improvement Program (AIP).

FAA Remote Tower Program. Support additional federal investment to expand the FAA Remote Tower Pilot Initiative.

FAA Entitlement Funding. Support legislation to reduce the local sponsor share from 10% to 5% for airports that are in counties that have 80% or more land ownership by state and/or federal governments.

TRADE, ECONOMIC DEVELOPMENT, AND TOURISM POLICY

International Trade Agreements. Support development of trade agreements between the U.S. and nations in the Pacific Rim, South America, and Central America.

Export-Import Bank. Support efforts to ensure that loans above the \$10M threshold remain allowable with the current board structure.

Tariffs and Trade Law Enforcement. Oppose unreasonable and arbitrary tariffs on imported commodities that could result in retaliatory actions on key Northwest exports. Support enforcement actions that promote free trade and economic growth, and oppose those that negatively impact U.S. foreign trade and international commercial relations.

Economic Development. Support the development of a federal grant program for port economic development, tourism projects, and other non-freight activities, with special emphasis on reuse of port lands.

TRADE, ECONOMIC DEVELOPMENT, AND TOURISM POLICY - continued

Coastal Fisheries. Support federal mitigation for economic dislocation in the fishing industry and communities when significant declines in coastal fishing runs occur.

Tourism. Support regional initiatives and federal assistance to increase tourism, including support for the region's cruise and tour boat industries, recreational and charter fishing, our working waterfronts, and other non-freight activities.

WATER POLICY

Columbia River Treaty. Work with the Department of State and other federal agencies to ensure navigation, hydropower, irrigation and flood control are protected during treaty review and negotiations. Recognize the impacts of river flows on sediment management and vessel maneuverability on the Columbia River.

Clean Water Act. Ensure any expansion or new interpretation of the Clean Water Act navigable waters definition does not negatively impact economic development, job growth, or agricultural production.

ENVIRONMENT POLICY

Northwest Salmon:

- Support the 2020 Columbia River System Operations (CRSO) Environmental Impact Statement (EIS) and Biological Opinion.
- Support cost-effective salmon recovery measures with demonstrable benefits that also preserve the multiple-purpose public benefits authorized by Congress. Support the efforts of the NOAA Columbia Basin Partnership Task Force to address long-term salmon recovery.
- Oppose dam breaching and excessive spill and flow augmentation.
- Partner with regional Tribes and other entities to support increased funding for habitat restoration, toxics reduction, culvert removal, pinniped and avian predation management, sediment management, wildfire prevention on public lands, and monitoring ocean conditions.

Permitting:

- Congress and the Administration should provide direction and sufficient resources to ensure that the Corps, NMFS, USFWS, and other resource agencies process permits to meet statutory timelines.
- Encourage federal agencies to improve communication, consistency and timeliness in the permitting process, and resolve the significant challenges regarding baseline conditions, compensatory mitigation, programmatic permits, and designation of dredged material placement sites.
- Support strict delineation of state and federal agency roles in evaluating permit requests, and ensure agencies do not expand or modify scope of permit reviews based on commodity.
- Support consistency and practicability of EIS rules for large marine and overland transportation projects and oppose new scope and study precedents that endanger the future economic development of the region.
- Support completion of Section 7 consultations for Corps-permitted maintenance activities through informal consultation.
- Expand the list of beneficial uses of dredge material associated with federal projects to include environmental enhancement, commercial reuse, and beach nourishment.

Levees and floodplains:

- Ensure that levees are protected in Columbia River Treaty negotiations.
- Support PNWA members addressing levee certification and floodplain designation challenges. Encourage FEMA and NMFS policies which allow for continued maritime presence on the waterfront.

ENVIRONMENT POLICY - continued

Climate Change:

- Maximize navigation capabilities to gain fuel efficiency and emissions benefits.
- Improve rural and intermodal rail connections to maximize fuel efficiencies.
- Maintain and enhance regional hydropower capabilities to reduce greenhouse gas emissions.
- Recognize hydropower as a qualifying and eligible renewable energy, including for the purposes of renewable energy credits (RECs).
- Support development of alternative and renewable energy resources but do not require utilities to purchase it instead of existing resources and/or before need.
- Support the Diesel Emissions Reduction Act (DERA) at the authorized level of \$100M annually, as well as funding for other programs, such as CMAQ, that support the reduction of transportation sector emissions.
- Support grant funds for all entities that would benefit from reduced air emissions and ensure that communities that are already in attainment of EPA clean air standards are eligible.
- Support Federal funding to modernize working waterfronts to include electrification of both docks and equipment (and supporting charging facilities). This should be included in any maritime funding package.

Coastal and Marine Spatial Planning. Support a balanced approach to marine planning, with coordination among coastal and ocean stakeholders with commercial fishing, environmental, security, energy generation, coastal towing, and recreational interests.

Mitchell Act and hatchery production. Support increased funding for Mitchell Act hatcheries to increase salmon populations in the Columbia River Basin and harvestable fish to support commercial and recreational fishing jobs throughout the Northwest. Support salmon hatchery production west of Bonneville Dam and efforts to reduce predation on juvenile and adult salmon stocks.

Ballast Water Management. Support uniform standards for ballast water exchange, treatment, and reporting that follow international standards and that are technologically and economically feasible. Ensure that state ballast water regulations conform to international and federal standards.

Toxic Contaminants. Support funding to address known toxics hotspots including for voluntary grant programs supported by the Columbia River Basin Restoration Act.

Invasive Species. Support strong state and federal efforts to block the spread of invasive species into lakes, rivers and coastal waters along the West Coast. Support federal assistance to eradicate any localized invasive species.

Forest Fuel Loading. Support ladder fuels reduction through biomass utilization, controlled burning and other methods in the Northwest's forests to minimize the economic impact of wildland fires on tourism, which has become a major economic driver for communities once dependent upon the timber industry. Ensure forest burning does not impact shoaling in navigation channels and support funding for dredging the shoaling that results from wildland fires or other forest burning practices.

Tribal Partnerships. Partner with regional Tribes and other entities to support increased funding for habitat restoration, toxics reduction, culvert removal, pinniped and avian predation management, sediment management, wildfire prevention on public lands, and monitoring ocean conditions.

ENERGY POLICY

Federal Columbia River Power System:

- Maintain a robust Northwest hydropower system that provides carbon-free, economical and reliable energy.
- Maintain cost-based rates and regional public preference of the federal hydropower system to the Northwest.
- Oppose dam breaching, reservoir drawdowns, and extreme flow augmentation and spill proposals that are not supported by the best available science and which degrade the integrity of the federal hydropower system.
- Oppose the privatization of Bonneville Power Administration.

Federal Energy Policy:

- Support the global reduction of greenhouse gas emissions without negatively impacting U.S. or Pacific Northwest jobs, agriculture, manufacturing, or transportation.
- Any federal climate change legislation should ban the removal of productive federal hydropower facilities.
- Monitor implementation of EPA carbon emissions regulations. Ensure that the value of existing regional resources, such as hydropower, are appropriately reflected in any carbon emission reduction plan.
- Federal agencies, Congress and the states should recognize hydropower as a “qualifying” renewable energy, specifically as an eligible renewable resource that is used to integrate other renewable resources into the transmission system.
- Support full credit value and permanent renewal of the wind energy Production Tax Credit (PTC) as it has only been extended through December 31, 2021.

New Energy Facilities:

- Support federal energy policies and projects that address a diverse, balanced U.S. energy portfolio of reliable energy sources and reduce reliance on foreign energy sources. Work to ensure permitting and oversight of Northwest energy facilities is timely and consistent with current federal agency practices.