

PNWA PRIORITY ACTION AGENDA



PNWA works to strengthen the regional economy by increasing economic and environmental sustainability

NAVIGATION POLICY

- Support the inclusion of ports in COVID-19 relief funding and/or stimulus package.
- 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.
- Support increased federal funding to meet operations and maintenance, major rehabilitation, and new construction needs of the region's deep draft, shallow draft, and inland ports, harbors and waterways.
- Support implementation and funding of WRRDA 2014, WRDA 2016, WRDA 2018, and WRDA 2020 including hitting the HMT target and spending down the HMTF surplus. Support WRDA enactment on a two year cycle.
- Protect Harbor Maintenance Trust Fund (HMTF) and Inland Waterways Trust Fund (IWTF) to ensure that all transportation user fees collected are used for their stated transportation infrastructure maintenance and development purposes.

TRANSPORTATION POLICY

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

ENERGY

- Ensure that the Northwest hydropower system remains efficient, reliable and cost competitive.
- Maintain a robust Federal Columbia River Power System to ensure system reliability, meet customer load requirements, and keep power rates as low as possible.
- Maintain and enhance regional hydropower capabilities to reduce greenhouse gas emissions.

ENVIRONMENT

- Support the Columbia River System Operations (CRSO) Environmental Impact Statement (EIS) and Biological Opinion.
- Oppose dam breaching, reservoir drawdown, excessive flow augmentation and excessive spill.
- 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 federal funding to modernize working waterfronts to include electrification of both docks and equipment (and supporting charging facilities) and support federal funding for diesel emissions reductions in DERA (Diesel Emissions Reduction Act) at the authorized level of \$100M annually, as well as funding for other programs, such as CMAQ and others, that support the reduction of transportation sector emissions.
- 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.

WATER

Columbia River Treaty. Work with the U.S. Entity (U.S. Army Corps of Engineers and BPA), Department of State, and Northwest Congressional delegation to ensure that navigation, hydropower, irrigation and flood control are protected during negotiations with Canada. Partner with Columbia River Treaty Power Group.