



Nor'wester newsletter

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Senate Released Draft Energy and Water Appropriations

On July 28, the Senate Appropriations Committee released drafts of all twelve [appropriations bills](#). For the Energy & Water Development [bill](#), funding for the Army Corps of Engineers' Civil Works program included \$8,307,990,000 which is an increase of \$414,000,000 over FY2022. The following funding for the U.S. Army Corps of Engineers was included:

\$165,668,000 – Investigations

\$2,159,642,000 – Construction

\$5,131,605,000 – Operations & Maintenance (O&M)

\$213,000,000 – Regulatory

\$2,318,000,000 – Harbor Maintenance Trust Fund (HMTF)

Discretionary Spending Accounts (funding pots):

\$25,000,000 – Navigation Maintenance

\$355,000,000 – Deep Draft Harbor and Channel

\$56,000,000 – Donor and Energy Transfer Ports

\$15,000,000 – Inland Waterways

\$56,000,000 – Small, Remote, or Subsistence Navigation

\$12,300,000 – Other Authorized Project Purposes

PNWA staff anticipates a continuing resolution (CR) to pass as the federal fiscal year turns over on October 1, to fund the government through the November elections. Depending on the outcome of the elections, it is possible we may see appropriations conferenced and voted on by the end of the year. PNWA staff will continue to advocate during the conference negotiations and the work plan process for projects which did not make it into the appropriations bill. For the Senate Appropriations draft Energy and Water Development bill, we are pleased to see the following PNWA priorities included:

Investigations:

\$1,500,000 – Tacoma Harbor

\$100,000 – Bonneville Lock & Dam

\$200,000 – John Day Lock & Dam

\$900,000 – Columbia River Turning Basin Navigation Improvements

\$374,000 – Willamette River Environmental Dredging

Construction:

\$10,612,000 – Mud Mountain Dam

\$29,175,000 – Columbia River Fish Mitigation

\$4,000,000 – Columbia River Channel Improvements (dredge disposal site work)

\$3,000,000 – Mount St. Helens Sediment Control

Operations & Maintenance:

Washington

\$1,857,000 – Swinomish Channel

\$3,110,000 – Everett Harbor and Snohomish River

\$10,564,000 – Lake Washington Ship Canal

\$5,251,000 – Howard Hanson Dam

\$8,861,000 – Mud Mountain Dam

\$1,985,000 – Seattle Harbor

\$17,910,000 – Grays Harbor

\$315,000 – Port Townsend

\$1,249,000 – Columbia River at Baker Bay (Port of Ilwaco)

\$1,209,000 – Columbia River between Chinook and Sand Island (Port of Chinook)

Columbia River

\$20,687,000 – Columbia River at the Mouth

\$81,076,000 – Columbia and Lower Willamette River

\$1,129,000 – Columbia River between Vancouver and The Dalles

\$10,417,000 – Columbia River Treaty (Surveillance of Northern Boundary Waters)

\$856,000 – Mount St. Helens Sediment Control

Columbia Snake River Locks and Dams

\$8,900,000 – Bonneville Lock & Dam

\$5,353,000 – The Dalles Lock & Dam

\$8,493,000 – John Day Lock & Dam

\$14,362,000 – McNary Lock & Dam

\$23,485,000 – Ice Harbor Lock & Dam

\$10,494,000 – Lower Monumental Lock & Dam

\$13,948,000 – Little Goose Lock & Dam

\$15,061,000 – Lower Granite Lock & Dam

Oregon

\$59,000 – Skipanon Channel (Port of Astoria)

\$389,000 – Tillamook Bay and Bar (Port of Garibaldi)

\$4,529,000 – Yaquina Bay and Harbor (Port of Newport)

\$47,000 – Yaquina River (Port of Toledo)

\$18,576,000 – Coos Bay

\$1,059,000 – Siuslaw River (Port of Siuslaw)

\$1,980,000 – Umpqua River (Port of Umpqua)

\$894,000 – Coquille River (Port of Bandon)

\$1,531,000 – Rogue River (Port of Gold Beach)

For Awareness:

The bill report included [language](#) regarding other PNWA and regional priorities including:

Regulatory Program – “The Committee recommends funds above the budget request to address capacity needs across the Corps related to staffing shortages in Corps districts. The Corps is encouraged to budget appropriately in order to process permits in a timely fashion.”

“Mitigation Banking.—The Committee recognizes the impact of limited resources on the processing of mitigation bank applications. The Corps is encouraged to ensure sufficient staffing levels to efficiently and expeditiously process mitigation bank applications.”

“Permit Application Backlogs.—The Committee is concerned about a growing backlog in the processing of regulatory permits and the lack of adequate staffing to process existing permits. The Committee expects the Corps to appropriately staff positions within the district. The Corps is directed to provide a report within 90 days of enactment of this act on staffing levels and permit backlogs in each of the last 5 years, as well as a plan for rectifying the staffing shortages. The Corps is directed to brief the Committee on the results of report upon completion.”

“Columbia River Treaty.—The Corps is directed to brief, in a classified setting and in coordination with the Department of State, within 60 days after enactment of this act on post-fiscal year 2023 flood control operations as dictated by the Columbia River Treaty. Further, not later than 90 days after enactment of this act the Corps shall provide a classified detailed assessment, in coordination with Department of State, of its funding requirements and plan for post-fiscal year 2023 for flood control operations as dictated by the Columbia River Treaty.”

“Small, Remote, or Subsistence Harbors.—The Committee emphasizes the importance of ensuring that our country’s small and low use ports remain functional. The Committee urges the Corps to consider expediting scheduled maintenance at small and low-use ports that have experienced unexpected levels of deterioration since their last dredging. The Committee remains concerned that the administration’s criteria for navigation maintenance disadvantage small, remote, or subsistence harbors and waterways from competing for scarce navigation maintenance funds. The Committee directs the Corps to revise the criteria used for determining which navigation maintenance projects are funded and to develop a reasonable and equitable allocation under the Operation and Maintenance account. The Committee supports including criteria to evaluate economic impact that these projects provide to local and regional economies.”

PNWA's View From the Hill

PNWA spent three days in Washington DC last week to engage in person with members of our Congressional delegation and their staff, federal agency officials and national partners. We met with the U.S. Corps of Engineers Headquarters office, staff for six Representatives and four Senators, and had dinner with House Transportation

and Infrastructure Committee staff.

It was a productive trip highlighting PNWA's FY2023 appropriations needs for federal navigation projects, requests for projects and policy language in the 2022 Water Resources Development Act (WRDA), and providing updates on the Snake River Dams activities, regulatory issues, and Columbia River Treaty.

Key takeaways:

- Continuing Resolutions are anticipated for the FY2023 appropriations until after the election,
- WRDA is still on track although it may not be conferenced until after the August Recess,
- The Murray Inslee recommendations for the Snake River Dams is anticipated at the end of August/early September, and
- The Corps and NOAA Fisheries are continuing on their current regulatory path with the Salish Sea Nearshore Programmatic (SSNP) Consultation and encouraged ports to document permitting challenges or damages from not being able to get through the permitting process.



Adam LeMieux, Port of Everett; Dena Horton, PNWA; Ryan Hart, Port of Vancouver; Glen Squires, PNWA President & Washington Grain Commission; and Justin LeBlanc, LeBlanc Government Relations (not pictured) braved the intense heat and humidity to advocate for PNWA's appropriations and policy agenda July 20 - 22.

Shaver Transportation Company Awarded Small Shipyard Grant

PNWA congratulates Shaver Transportation Company on being awarded \$649,638 through the U.S. Maritime Administration's Small Shipyard Grant Program. Shaver will use the funds for their new Shipyard Electrification Project which will include electrical upgrades, an 18-ton pedestal mounted electric crane, and installation of a solar energy system.

MARAD awarded a total of \$19.6 million to 24 shipyards in 19 states through this program. The funds will help awardees modernize, increase productivity, and expand local employment opportunities while competing in the global marketplace.

Congressman Newhouse to Hold Save Our Dams Rally



Congressman Dan Newhouse invites supporters of the Lower Snake River Dams to join him on Monday, August 1st 2022 from 7:00-8:00PM at Howard Amon Park in Richland.

For more information and to RSVP for the official event, please visit SaveOurDams.eventbrite.com.

Maritime Grant Opportunities

- AAPA recently hosted a webinar titled “**Navigating NEPA: Briefing from MARAD on Discretionary Grants**”. The [webinar](#) aims to help port authorities in receipt of these Federal grants to simplify the approval process. Senior MARAD staff members outlined what port authorities need to know as they prepare to secure NEPA approval for forthcoming Port Infrastructure Development (PIDP) projects and other grants.
- USDOT’s **Bridge Investment Program**, overseen by Federal Highway Administration (FHWA), is a competitive, discretionary program that focuses on existing bridges. Some ports may have eligible projects that they would be interested in funding or working with other government partners to promote. Watch last month’s FHWA Bridge Investment Program Overview [webinar](#). [Click](#) for additional information.
- MARAD recently announced additional review deadlines for the America’s Marine Highway Program (AMHP) Marine Highway Project Designation applications. Upcoming due dates are [September 30, 2022, January 31, 2023, May 31, 2023, and September 30, 2023](#). An overview of the AMHP is available [here](#).
- In March 2022 the U.S. Committee on the Marine Transportation System (CMTS) published the Fifth Edition of the “Federal Funding Handbook for

Marine Transportation System Infrastructure”. This Handbook is a directory of nearly 100 federal funding opportunities related to the marine transportation system. The link is available [here](#).

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