

PNWA INFRASTRUCTURE PROJECTS



PNWA supports the following infrastructure projects that enhance the region's economy and environment

NAVIGATION PROJECTS

Breakwaters and Jetties. Support annual maintenance funding for breakwaters and jetties to preserve function, reduce degradation, and reduce long term rehabilitation costs.

Columbia and Lower Willamette River. Support robust funding to maintain the Lower Columbia River to -43' and the Mouth of the Columbia River at -55'. Support development, implementation, and funding of the 20-year plan to manage sediment on the Lower Columbia River. Support funding for acquisition of Lower Columbia River upland disposal and confined aquatic placement sites necessary for implementation of the 20-year dredge material management plan.

Lower Columbia and Willamette River Chart Updates. Support the funding for planned 2025 NOAA Precision Navigation Survey of the Lower Columbia and Willamette Rivers and the accompanying higher resolution chart updates to 1:12,000 scale to provide object detection river wide bathymetry with updated data on rocks, wrecks and obstructions, as well as measurements of river infrastructure including pile dikes, bridge clearances and port infrastructure to enhance the safety of navigation. Support high resolution chart to 1:22,000 scale in the Upper Columbia River above the I-5 Bridge. Support funding for NOAA's resurvey of the Columbia River, including bridge heights.

Columbia River pile dike system. Support rehabilitation of the pile dike system between the Mouth of the Columbia River and Bonneville Dam to reduce dredging, increase channel stability, create/maintain beneficial fish habitat, and increase bank protection.

Columbia River turning basins. Continued support for federal funding for deepening and maintenance of turning basins, including deepening the Longview Turning Basin and establishment and maintenance of a federally authorized turning basin at Lower Martin Bar river mile 77 (Kalama).

Columbia River anchorages. Work with Corps and Coast Guard to support designation of additional anchorage locations as needed. Support deepening and maintenance of designated federal anchorages, and installation of stern buoys to enhance navigation safety and efficiency.

Columbia/Snake River inland locks. Support federal funding for the eight navigation locks on the Columbia Snake River System to fully maintain these projects for maximum efficiency.

Dredge OREGON Replacement. Associated with the Columbia and Lower Willamette River program, support funding for replacement of the dredge OREGON which will help assure the continuation of reliable and cost-effective maintenance dredging of the Lower Columbia River into the future.

Snake River navigation. Maintain and define the federal 14' navigation channel, river flows, and minimum operating pool as needed for safe and efficient navigation. Support establishment of federally authorized turning basins to ensure barge and cruise ship access at ports and terminals and support navigation chart updates.

Columbia/Snake dolphins. Support funding for refurbishment and/or replacement of dolphins located on the inland system. Specific location includes Ft. Rains just above Bonneville Dam.

Abandoned and derelict vessels. Support federal funding to assess, remove and dispose of abandoned or derelict vessels that pose a threat to safe and efficient navigation.

I-5 Interstate Bridge Replacement. To prevent impacts to navigation on the Columbia River Channel, support seismic resiliency of the I-5 corridor and the I-5 Interstate Bridge Replacement.

NAVIGATION PROJECTS (continued)

NOAA infrastructure and technology. Support funding for repair and replacement of NOAA weather sensors including weather buoys, doppler radar and shoreside wind sensors to provide accurate data to improve the safety of mariners. Support additional tide gauges on the Lower Columbia River.

Puget Sound Dredged Material Management Program. Improve function of the Puget Sound DMMP to ensure it does not negatively impact the long-term viability of ports and marinas.

Lake Washington Ship Canal, Seattle. Support continued funding for maintenance and 24/7 operations at the Lake Washington Ship Canal and Ballard Locks.

Columbia River Pilots. Support navigation safety improvements such as installation of a real-time Air Gap sensor on the Lewis and Clark Bridge and three permanent river current velocity meters at Portland, Longview, and Astoria that are compatible with NOAA's PORTS system, and survey of the Astoria-Megler Bridge height.

Cathlamet Bay Navigation Channel. Support regular maintenance dredging of the Cathlamet Bay Navigation Channel to its authorized depth of -34' MLLW and the permit needed to dredge a side channel off the Cathlamet Bay Navigation Channel to -18' MLLW to support access to the Twin Piers electric mobile boat hoist.

Westport Slough. Support regular channel maintenance of the Westport Slough to its authorized depth of -28 feet to ensure uninterrupted and ongoing operations of barging rock from Westport, Oregon to the Portland, Oregon and Vancouver, Washington area to support increased production and two new rock sales yards.

Northwest Seaport Alliance. Support preconstruction and design activities on the Seattle Harbor deepening project and for any maintenance needs of the Seattle Harbor project.

Northwest Seaport Alliance. Support preconstruction, engineering and design activities on the Tacoma Harbor Navigation Improvement Project.

Port of Anacortes. Support port electrification efforts across all of the Port's operational areas to reduce emissions and help spur the adoption of green energy which is critical to create a sustainable maritime transportation industry.

Port of Anacortes. Support the replacement of aging T Dock, which is a critical seafood landing sport for commercial and tribal fisheries. This dock, which is provided by the Port free of charge, facilitates over \$14 million annually in commerce.

Port of Astoria. Support the dredging of the turning basin at Tansy Point Range and Central Waterfront facilities. Support permit modification to allow Central Waterfront dredging work windows to coincide with navigation channel and turning basin dredging.

Port of Astoria. Support development of marine terminal facilities at Pier 3 including infrastructure rehabilitation necessary to support 150-ton haulout equipment, additional moorage and environmental buildings/indoor work areas.

Port of Astoria. Support efforts to rehabilitate Pier 2 West and support the establishment of a mitigation bank which will facilitate the Pier 2 West rehabilitation and future Central Waterfront development.

Port of Astoria. Support the purchase of new dredge equipment to maintain deep draft status.

Port of Bandon (Coquille River). Support annual funding for critical maintenance dredging of the navigation channel to -20' maximum MLLW, benched sediment management area prism to -14' MLLW, and inclusion of step channel dredging at the entrance.

Port of Bandon (Coquille River). Support funding for critical maintenance repairs to sections of the north and south jetties at the mouth of the Coquille River.

Port of Bellingham. Support funding for dredging the Squalicum Harbor Inner Harbor to improve navigation and safety.

Port of Camas-Washougal. Support dredging permitting for the Port's 350-slip marina located along the Columbia River.

NAVIGATION PROJECTS (continued)

Port of Camas-Washougal. Support permitting for the future replacement of a 240' portion of the Port's breakwater dock, which will consist of a new dock and all new piling.

Port of Cascade Locks. Support funding efforts for electrical and sewer system upgrades at the cruise docks to enhance capacity, improve maritime energy efficiency, and optimize water management.

Port of Chinook. Support regular maintenance dredging of the navigation channel leading to the Port of Chinook and support efforts to obtain permits and funding for marina dredging.

Port of Clarkston. Support the Corps' Tiered NEPA process and long term sediment management at the Confluence of the Lower Snake and Clearwater rivers and upgrades to infrastructure to slow sediment accumulation around port dock facilities to allow for better movement of cruise ships and tugs and/or explore relocation of key facilities for long term sustainability.

Port of Clarkston. Support maintenance dredging of the Lower Granite Pool on the Snake River on a more regular basis.

Port of Columbia. Support a new facilities plan and associated on-water improvements for Lyons Ferry Marina due to aging infrastructure and changes in the needs of the recreational public, namely larger boat slips.

Port of Columbia County. Support funding for Port Westward Industrial Park facilities and the resilience and modernization of the Beaver Dock.

Port of Coos Bay. Widen and deepen the lower Coos Bay navigation channel to RM 8.2 and construct a lower bay turning basin at RM 6.

Port of Coos Bay. Support full-length repair and long-term rehabilitation of the North Jetty and refurbishment of the bay-side erosion area. Support continued funding for annual maintenance dredging at the entrance bar to RM 15.

Port of Edmonds. Support federal funding for repair of the Mid-Marina Breakwater.

Port of Everett. Support request to modify the authorized depth of the East Waterway Federal Navigation Channel from -35 MLLW to -50 MLLW.

Port of Everett. Dredge the Snohomish River to its authorized width and depth.

Port of Everett. Support authorization to direct the Corps to assume Operations and Maintenance of the Boat Launch Connector Channel upon project completion.

Port of Garibaldi. Continue to support repair and maintenance projects for the Tillamook Bay Jetty system and support efforts to establish a stepped channel and dredging for the Tillamook Bay entrance federal channel to mitigate the effects of breaking surf on mariner safety.

Port of Gold Beach. Support maintenance dredging at the mouth of the Rogue River and for safe boating access at the Port of Gold Beach.

Port of Grays Harbor. Support continued funding for federal maintenance dredging of the inner and outer harbors, and to perform additional maintenance actions on the federal navigation project and aids to navigation.

Port of Grays Harbor. Support additional funding for remaining repair work for the North Jetty.

Port of Grays Harbor. Support Coast Guard designation of anchorage locations as needed in Grays Harbor, along with future deepening and maintenance of designated federal anchorages.

Port of Grays Harbor. Support \$500,000 for the Westport Marina Breakwater B & C Repair Environmental Documentation needed for future repair construction.

Port of Chinook/Port of Ilwaco. Support efforts to obtain an alternative in-water dredge disposal site for marina dredging and relocate existing upland dredge material.

NAVIGATION PROJECTS (continued)

Port of Chinook/Port of Ilwaco. Support federal funding to complete a study identifying ways to reduce siltation and maintenance dredging as a result of failing Baker Bay Pile Dikes System.

Port of Ilwaco. For Columbia River at Baker Bay, request funding for annual maintenance dredging and continue preparations for eventual repairs to the Baker Bay Pile Dikes.

Port of Kalama. Support authorization and completion of the Lower Martin Bar turning basin near river mile 77 on the Lower Columbia River.

Port of Klickitat. Support the replacement of the Hood River-White Salmon Interstate Bridge to enhance navigational clearance for river traffic, improve safety and freight mobility, and strengthen the regional economy.

Port of Klickitat. Support funding of a feasibility study and construction of a second dock or dolphins at the Dallesport Industrial Park.

Port of Klickitat. Support funding for barge dock and road improvements at the Dallesport Industrial Park Barge Terminal.

Port of Lewiston. Support maintenance dredging of the federal navigation channel to optimize a minimum operating pool level for safe and efficient navigation of river barges and cruise boats.

Port of Lewiston. Support development of a cruise ship dock to serve the growing cruise industry on the Columbia Snake River System.

Port of Longview. Support on-going dredging of docks to match depth of the Federal navigation channel.

Port of Longview. Support sediment monitoring and management on the Cowlitz River.

Port of Longview. Support authorization and completion of the Longview turning basin on the Lower Columbia River.

Port of Newport/Yaquina Bay. Reconstruct North Jetty to full project length, reconstruct South Jetty groins, and conduct study of South Beach Marina west breakwater.

Port of Newport/Yaquina Bay. Support funding for annual maintenance dredging of Yaquina Bay including in the turning basin and along the NOAA moorings.

Port of Newport/Yaquina Bay. Support dredging a federal navigation channel into the Port's commercial marina from Yaquina Bay and to the hoist dock for transferring commercial fish products at intermodal truck loading facility.

Port of Pasco. Support rehabilitation of the Port's historic wood wharf.

Port of Port Angeles. Support an extension of the Port's current 10-year programmatic maintenance permit from the U.S. Army Corps of Engineers and acquisition of a new 10-year programmatic permit to cover future infrastructure maintenance and enhancement needs in Port Angeles Harbor.

Port of Port Angeles. Support funding opportunities and policies to better leverage the Maritime Administration's Marine Highway System for freight transportation, including short-sea shipping on Marine Highway 5 (M-5) in and around the Salish Sea.

Port of Port Angeles. Support the Maritime Administration (MARAD) Port Infrastructure Development Program (PIDP) grant funds obligation of \$8.6M for the redevelopment of the Intermodal Handling & Transfer Facility through cofferdam rehabilitation, upland paving, and construction of a stormwater treatment system and up to \$7.5M in future funding authorized under the Water Resources Development Act of 2022.

Port of Port Angeles. Support up to \$11.25M in federal funding to complete the design and cost estimate of a major rehabilitation project at the Port's Terminal 1 and Terminal 3 facilities, which offer critical cargo services for the regional forest products sector and berthage for commercial and government vessels (lay and repair).

Port of Port Townsend. Support \$55M for the Climate Change Resilience, Flood Protection and Waterwalk Project that provides flood protection to the Port Townsend Boatyard and Flats District of Port Townsend.

NAVIGATION PROJECTS (continued)

Port of Port Townsend. Support \$7.7M for replacement of the portion of the Boat Haven Marina Breakwater currently owned by the Port of Port Townsend which connects to the remainder of the breakwater owned and maintained by the Corps.

Port of Port Townsend. Support \$11m for the Western Boatyard Expansion, Trail Connector and Stormwater Project which provides desperately needed boatyard space, an enclosed work area, stormwater improvements, and a new connector between a park and ride and regional trail (Larry Scott/Olympic Discovery Trail).

Port of Portland. Willamette River Turning Basins (Post Office Bar/Albina). Continued funding support for turning basin dredging in the Lower Willamette.

Port of Portland. Support funding for upgrades to Port of Portland's container shipping terminal, Terminal 6, on the Columbia River.

Port of Ridgefield. Support in-water development including extended day docks and day moorage, enhancing water access and recreational opportunities.

Port of Siuslaw. Support funding for maintenance dredging of the Siuslaw River navigation channel and jetty and replacement of the failing bulkhead in the east marina.

Port of Skagit/Port of Anacortes. Support federal funding for dredging the federally maintained Swinomish Channel on a 3-5 year rotation to maintain a safe, navigable depth for commercial and recreational fishing and boating.

Port of Toledo. Support full and continued funding to ensure adequate width and depth of the Yaquina River navigation project to provide access to the port's unique and regionally significant maintenance and repair facility and for the Georgia-Pacific paper mill adjacent to the navigation channel.

Port of Umpqua. Support funding if needed for critical minimum maintenance dredging of the Umpqua River federal navigation channel and the Winchester Bay Boat Basin entrance.

Port of Umpqua. Support the America's Marine Highway Project for the West Coast M-5 Coastal Connector with the ports of Umpqua, Bellingham and San Diego.

Port of Umpqua. Support funding for the maintenance of the South Jetty on the Umpqua River to protect the jetty function and maintain navigability and safety.

Port of Umpqua. Support installation of a hoist at Umpqua Wharf.

Port of Walla Walla. Support dredging at Packaging Corporation of America (PCA - Boise Paper) barge slip and navigation channel within McNary Pool.

Port of Walla Walla. Support construction and modernization of Port's High Dock facilities in order to accommodate movement of cruise ships.

Port of Willapa Harbor. Support regular maintenance dredging of the Willapa Harbor federal navigation project.

Port of Woodland. Support funding for terminal development at Austin Point including studies for passing vessel and turning basin in coordination with the Port of Columbia County, OR.

Willamette Falls Locks. Support necessary funding in FY2026 if needed for USACE to repair the locks to working condition and to meet seismic standards, allowing for transfer to the new Willamette Falls Locks Authority established by the state.

RAIL FREIGHT MOBILITY PROJECTS

Port of Benton. Support of White Bluffs Southern Connection Rail Line Project \$8M, North Richland.

Port of Camas-Washougal. Fund and support replacing 4-crossings and upgrading and extending rail line to handle more rail traffic for Port tenants.

RAIL FREIGHT MOBILITY PROJECTS (continued)

Port of Cascade Locks. Support funding for a grade-separated pedestrian crossing at Marine Park to improve river and Native In-Lieu site access while enhancing safety across the rail line.

Port of Columbia. Support \$7M in funding to rehabilitate 39 miles of the port-owned CWW Railroad, a short line railroad that connects agricultural and renewable energy products in southeast Washington to the Columbia River navigation system at Port Kelly and hump yards at Wallula. Current revenue does not support a level of maintenance that allows efficient operation.

Port of Coos Bay. Support funding for the rehabilitation of the bridges, tunnels, and replacement of the rail on the Coos Bay rail line between the end of track in Coos County and the Class 1 and regional short line railroads on the I-5 corridor at Eugene. This work is necessary for continued operations and the Pacific Coast Intermodal Port Project.

Port of Grays Harbor. Support completion of the Terminal 4 Expansion and Redevelopment Project which is critical to the Port's ability to accommodate AGP's growth, attract private investment, increase international shipments, and create jobs for the community.

Port of Kalama. Support funding for improvements to the Temco Grain Terminal for a rail expansion that will result in 20-30% increases in efficiency and throughput. The Rail Expansion improvement project will construct an additional 17,000 linear feet of rail to enable another unit train to serve the facility. This will reduce pressure on the mainline rail and transform a brownfield to an active industrial site to export more grain through the terminal, support jobs and the regional economy.

Port of Klickitat. Support restoration of the rail spur at the Dallesport Industrial Park.

Port of Longview. Support funding of a grade separated rail crossing at the Port of Longview to increase efficiency and freight movement on the Industrial Rail Corridor and improve access to Barlow Point.

Port of Longview. Support funding for the Industrial Rail Corridor Expansion (IRCE) project to support freight movement, economic development, and job creation.

Port of Pasco. Support funding for Connell interchange to facilitate switching from BNSF to Columbia Basin Railroad.

Port of Pasco. Support funding for rehabilitation of railroad infrastructure at the Port's Big Pasco Industrial Center, an active multi-modal transload hub for southeast Washington.

Port of Pasco. Support funding for Phase 2 rail to extend rail into the northern half of the Reimann Industrial Center.

Port of Royal Slope. Support funding to rehabilitate 26 miles of rail infrastructure and building a public transloading facility.

Port of Vancouver USA. Support funding for improvements to Terminal 5 that will sustain one or two bulk terminal operations. Improvements will include additional rail, construction of a new berth and shiploader, utility systems, pavement, bridge modifications, and a new overpass over the rail corridor.

Port of Walla Walla. Rail infrastructure investments to extend rail service to 1,800 acre Wallula Gap Industrial/Business Park.

Port of Woodland. Support federal funding for planning and construction of expansion of spur to serve Woodland Bottoms.

Port of Woodland. Support federal funding for the planning and construction of the Woodland Mainline Rail Safety and Capacity Improvements to remove a choke point in the movement of freight along the I-5 corridor.

Vancouver BNSF Rail Bridge. Support completion of rail bridge modification to eliminate the navigation channel's hazardous S-curve between the Vancouver BNSF rail bridge and the I-5 Bridge. This will increase safety and transportation efficiencies on and over the Columbia River.

HIGHWAY FREIGHT MOBILITY PROJECTS

East-West Connectors. Support connectors between the I-5 Corridor and coastal ports and harbors at Coos Bay, Reedsport, Florence and Newport.

Interstate 5 Bridge Replacement. Support replacement of the Interstate 5 Bridge over the Columbia River and related interchange improvements to relieve congestion, improve safety, and improve freight mobility along the I-5 corridor between Vancouver, Washington, and Portland, Oregon.

I-5 Rose Quarter Project. Support improvements to the Rose Quarter area of I-5 to prevent impacts to navigation on the Columbia River Channel, improve freight movement and travel time, and increase safety.

High Wide Heavy Corridor. Support development of multi-modal corridor that can efficiently move high, wide, and heavy (HWH) freight through the Columbia River and Mountain Interstate Regions and support funding for the planning and construction of the corridor.

Port of Camas-Washougal. Fund preliminary engineering for improved access at 27th and 32nd Street on SR-14 in Washougal. The Port of Camas-Washougal and City of Washougal are partnering to develop conceptual plans.

Port of Camas-Washougal. Support funding for the widening of the Slough Bridge on SR-14 in Camas, Washington.

Port of Cascade Locks. Support federal grant application to support multi-phase project that will improve seismic resiliency and provide for safe passage of hikers and bicyclists on the Bridge of the Gods.

Port of Cascade Locks. Support the development and funding of a Columbia Gorge National Scenic Area Transportation Master Plan.

Port of Columbia. Support funding to design and construct additional access to and from the Blue Mountain Station Artisan Food Park to U.S. Highway 12, including turn lanes, to support the development of a grain business cluster.

Port of Everett. Support quick implementation of state-funded freight corridor improvements from Interstate 5-41st Street to W. Marine View Drive and funding to improve the freight mobility and fund U.S. 2 Trestle improvements.

Port of Lewiston. Support state and federal funding for construction improvements to U.S. Highways 12 and 95.

Port of Lewiston. U.S. Highway 12 – Support eliminating overly restrictive oversized load permit requirements, removal of the U.S. Forest Service oversight role for issuing oversized load permits and providing the Idaho Transportation Department full authority to issue oversized load permits.

Port of Olympia. Support the Marine Drive Heavy Haul Freight Corridor Restoration Project which will create a structural roadway to handle heavy freight traffic into/out of the Port's marine terminal. The current roadway serves as the primary access for all trucked cargo coming into and out of the Port's marine terminal. The project is necessary to repair the significantly compromised road structure and increase its carrying capacity to sustain heavy traffic.

Port of Pasco. Fund corridor improvements for Railroad Avenue to the Reimann Industrial Center.

Port of Pasco. Fund City of Pasco \$3M safety mitigation study for the U.S. Highway 12 / "A" Street intersection to reduce accidents and fatalities caused by heavy fuel tanker and grain trucks crossing this heavily trafficked highway.

Port of Vancouver USA. Support City of Vancouver's NW 32nd Avenue industrial corridor extension project.

Port of Walla Walla. Support \$351M for the construction of Phase 8 four-laning of U.S. Highway 12 between Walla Walla and Tri-Cities. This is the final phase to complete the four-lane corridor.

Port of Walla Walla. Support \$50-70M for construction of the U.S. 12 Clinton Street Interchange.

Port of Whitman County (Port of Almota). Road improvements at the Almota Grade (SR-194) to support annual shipments of 400,000 tons or more including road base and surface improvements and safety re-alignments for heavy trucks on the winding grade to this regional marine shipping hub for Eastern Washington wheat.

HIGHWAY FREIGHT MOBILITY PROJECTS (continued)

Port of Woodland. Support a freight transportation study for the Woodland Exit 22 area that will serve City of Woodland and unincorporated South Cowlitz County industrial development including Martin Bar and Austin Point terminals.

Port of Woodland. Support the City and Port of Woodland for I-5 Exit 21 improvements for safety and connectivity, congestion relief, and road realignment including improved signalization of multiple intersections.

Puget Sound Gateway Program. Support funding and an expedited timeline for the Puget Sound Gateway Program to complete construction of the State Route 167 and 509 corridors in the most efficient manner possible.

WATER PROJECTS

Columbia Basin Project

- Continue developing the Project, including replacement of groundwater in the Odessa Groundwater Management Sub Area. The replacement of ground water in the Odessa Subarea is critical to maintaining regional agricultural production which supports the Pacific Northwest food processing industry, Washington State jobs, Port activity through exports, preserves aquifer supplies for municipal purposes and creates new wildlife habitat.
- Protect infrastructure, diversion capabilities and water supplies associated with the Project in the Columbia River Treaty negotiations.
- Support Project conservation efforts aimed at developing water supplies for Project lands while addressing aging infrastructure needs of the Project.

Port of Bellingham. Support federal infrastructure funding for Aerated Stabilization Basin.

Port of Bellingham. Support funding to repair failing bulkhead in Blaine Harbor to improve stormwater and protect marine trades industrial activities.

Port of Cascade Locks. Support research studies on the growth of milfoil in the Bonneville Dam Pool and its impacts to fisheries and navigation.

Port of Coos Bay. Support funding for a fish processing wastewater treatment facility in Charleston.

Port of Newport. Support the City of Newport's Big Creek Dam replacement project to protect the water supply for the City and the Port of Newport and prevent seismic failure of the structure.

Port of Pasco. Support expansion of the City of Pasco's renewable natural gas wastewater treatment system for the Reimann Industrial Center.

Port of Portland. Support Portland Metro Levee System (PMLS) Project and continue to advocate for federal Authorization and Appropriations for this critically important national, regional, and state flood safety infrastructure.

Port of Royal Slope. Support for an additional well with a pumping facility, reservoir, generator, and fire pump.

Port of Umpqua. Support the replacement of the Providence Creek Tidegate.

Port of Walla Walla. Support funding to construct the recommended and necessary upgrades to the Walla Walla Washington Mill Creek flood control channel.

Port of Walla Walla. Support the development of water and wastewater infrastructure to serve the Wallula Gap Industrial/Business Park and the Dodd Road Business Park. This will allow for treatment of process wastewater and allow for land application when suitable.

ECONOMIC DEVELOPMENT AND TOURISM PROJECTS

Broadband Services. Support prioritization of port districts for federal funding for open access dark fiber infrastructure projects, 5G development, and to extend broadband services to Pacific Northwest residents, including in rural areas of the region.

ECONOMIC DEVELOPMENT AND TOURISM PROJECTS (continued)

Port of Anacortes. Support recapitalization of aging docks at the Cap Sante Marina North Basin. These 600+ boat slips contribute to the \$10 million in local spending by guest boaters each year.

Port of Anacortes. Support \$9.25M for reconfiguration and reconstruction of aging “T-Dock” used by local and tribal fishermen.

Port of Anacortes. Support acquisition and development of underutilized waterfront properties to achieve initiatives as described in the West Basin Master Plan.

Port of Astoria. Support efforts to develop cruise terminal infrastructure on Pier 1 and support funding for additional Customs and Border Protection equipment and personnel necessary for processing cruise passengers in a timely manner.

Port of Astoria. Support public/private development plans for the East Mooring Basin to provide a new causeway and moorage to be utilized by the commercial fishing fleet.

Port of Astoria. Support the development of a Byproduct Recovery and Innovation Center at the south end of Pier 2 to process water now being disposed of by seafood processors with potential expansion to process wastewater from other industry including but not limited to breweries and agriculture.

Port of Astoria. Support \$20M in funding for the design-build redevelopment of the East Mooring Basin including reconstruction of the East Mooring Basin Causeway and installation of new commercial and recreational fishing berths to ease the waiting list demand common across the region.

Port of Bandon (Coquille River). Support federal funding for critical housing renovation for the USCG SARDET and support federal funds for the restoration of the Coquille Lighthouse.

Port of Benton. Support \$10M in funding for Phase II of the White Bluff Center to expand the welcome center and tour operations for Manhattan National Park and USS Triton Sail Park to enhance regional STEM education, career development, and tourism.

Port of Benton. Support infrastructure extensions to 1,641 industrial acres to expand advanced energy and manufacturing projects, research and companies.

Port of Camas-Washougal. Support continuing maintenance dredging of the marina.

Port of Cascade Locks. Support funding for a bike and pedestrian overcrossing from Wa Na Pa Street into Port Marine Park to connect downtown with the riverfront.

Port of Cascade Locks. Support funding for infrastructure development to realize the potential of Port’s Business Park fully.

Port of Cascade Locks. Support funding and permitting for a new dock with shore power in Cascade Locks to serve the growing maritime industry, including cruise ships.

Port of Cascade Locks. Support funding and permitting for the completion of the Cascade Locks Trail Network.

Port of Cascade Locks. Support funding for the Cascade Locks Downtown Revitalization Program.

Port of Clarkston. Infrastructure improvement projects, including fiber optic cable for high speed internet, for economic development, tourism, and an industrial park.

Port of Clarkston. Restoration of port boat launch and support for marina operators tenant improvements to maintain and repair breakwater, fueling and pump out stations, docks and dredging of marina basin.

Port of Clarkston. Expansion of docking capacity for cruise lines.

Port of Columbia. Support marina dredging and public infrastructure funding to entice private development of workforce housing on property made available by the Port.

Port of Columbia County, OR. Development of small marine terminal in Columbia City.

ECONOMIC DEVELOPMENT AND TOURISM PROJECTS (continued)

- Port of Columbia County, OR.** Support funding for the Scappoose Bay Marina Improvement Project to expand capacity, improve safety, and increase ADA access to the local waterway.
- Port of Columbia County, OR.** Support funding to develop the 37-acre McNulty Industrial Park in the City of St. Helens, OR.
- Port of Coos Bay.** Support funding for the Pacific Coast Intermodal Port Project.
- Port of Coos Bay Charleston Boatyard.** Support funding for capital improvements in support of the Charleston fishing and recreational fleets.
- Port of Edmonds.** Support federal funding for Phase 3 of the North Portwalk and Seawall Reconstruction Project.
- Port of Everett.** Following NOAA's departure, support recreational and commercial redevelopment of Mukilteo's waterfront through multimodal and pedestrian infrastructure investments.
- Port of Everett.** Support the reconstruction of the commercial docks that support maritime related commercial activities and the expansion of passenger ferry service between Everett and South Whidbey.
- Port of Grays Harbor.** Support funding for the Westport Marina Modernization Project that will rehabilitate, reconstruct, and reconfigure the Boat Basin's float infrastructure to support the number one commercial seafood landing port in Washington State's diverse users for decades to come.
- Port of Gold Beach.** Support \$8.1 million in funding for the High Dock repairs which is critical to supporting local businesses, professional office space, and tourism companies.
- Port of Ilwaco/Port of Chinook.** Support funding to rebuild and maintain infrastructure at the Port of Chinook and Port of Ilwaco to provide public access to the Lower Columbia River and Pacific Ocean benefitting commercial and recreational interests in the Pacific Northwest.
- Port of Ilwaco.** Support improvements to the existing vessel haul out facility to accommodate the maintenance, repair, and emergency haul out of commercial and recreational vessels in the region.
- Port of Ilwaco.** Support dock and related infrastructure reconfiguration to accommodate larger commercial and recreational vessels.
- Port of Ilwaco.** Support economic development efforts to provide additional infrastructure for commercial seafood processing, cold storage and related industries.
- Port of Kalama.** Support the pedestrian overpass replacement project to connect the City of Kalama business district and the waterfront to improve safety for the public, ADA accessibility, and improve economic activity for both the business district and the waterfront.
- Port of Klickitat.** Support for funding to construct a 5,000 sq ft building at the Dallesport Industrial Park Lot 39 Campus.
- Port of Klickitat.** Support for funding for development of the Dallesport Industrial Park Lot 24/26 Cornerstone Properties.
- Port of Lewiston.** Support development and regulatory requirements for redevelopment of the Riverfront Confluence property, a 13-acre site, with in-water and upland features for cruise boat industry expansion, job creation, recreation, and tourism.
- Port of Lewiston.** Support the expansion of the Port's dark fiber optic network throughout north central Idaho.
- Port of Longview.** Support the redevelopment of Berth 4, the former Continental Grain facility.
- Port of Longview.** Support development of the Barlow Point property.
- Port of Newport.** Support hoist upgrades to Port hoist dock for transferring commercial fish products at intermodal truck loading facility.

ECONOMIC DEVELOPMENT AND TOURISM PROJECTS (continued)

Port of Newport. Support \$35M in funding for the reconstruction of Port Dock 7.

Port of Newport. Support dredging the recreational marina.

Port of Newport. Support development of the Oregon Blue Economy.

Port of Olympia. Support the Centennial Marine Terminal Improvement Project which consists of three components including Marine Terminal Berth 1 Repair, Marine Terminal Paving, and Marine Terminal Facility Replacement. The project will build and restore these assets for their intended use by maximizing previous investments while eliminating or preventing weight restrictions, address safety issues, and facilitate increased marine terminal use.

Port of Pasco. Support infrastructure extension to Phase 2 of Reimann Industrial Center to support expansion of large scale food processing.

Port of Pasco. Support transfer of Corps of Engineers owned levee and surrounding lands at the Wharf to the Port.

Port of Port Angeles. Support business development efforts and policies to leverage the Port's new designation as Foreign Trade Zone #303, which will service existing clients, attract new local and international investments, and bring additional trade opportunities to Clallam County.

Port of Portland. Support Port of Portland mass timber manufacturing and workforce training at Terminal 2.

Port of Ridgefield. In 2027, reconstruction of the Ridgefield Waterfront Development is set to break ground after a \$90+ million cleanup of the former Pacific Wood Treating site. Continue to support the Port's focused efforts on restoring the area for community and productive business use.

Port of Ridgefield. Support development of 8 acres for the Ridgefield Waterfront Park which will feature public facilities, an amphitheater, open space, trails, and an ADA-accessible kayak launch, creating a community hub on the waterfront.

Port of Skamania County. Support funding to develop a 42 acre Business/Industrial Park within City of North Bonneville's urban area of the Columbia River Gorge National Scenic Area.

Port of Skamania County. Support inclusion of authorization language in the Water Resources Development Act (WRDA) 2024 to convey U.S. Army Corps of Engineers surplus property in North Bonneville to the Port of Skamania County.

Port of Toledo. Support Phase 4 funding for hard surfacing of the Boatyard and stormwater abatement, and the expansion of the Industrial Park including new work and teaching structures to support the regional fleet, marine trade businesses, and scientific community.

Port of Umatilla. Support infrastructure funding for the transformation and development of industrial property at the former Umatilla Chemical Depot.

Port of Vancouver USA. Support revitalization of the port's Terminal 1 waterfront project, a mixed-use development with plans to construct a public market, retail, commercial and community spaces.

Port of Vancouver USA. Support Port of Vancouver Terminal 1 maritime dock reconstruction project.

Port of Vancouver USA. Support funding for Berth 8/9 Extension Efficiency Improvement project. This project extends the existing Berth 9 dock downriver and fills existing openings at the rear of the docks improving efficiencies and safety.

Port of Vancouver USA. Support funding to make structural improvements at Berth 10 to handle "high and heavy cargoes," that will improve the offloading of automobiles and help attract other transloading opportunities.

Port of Vancouver USA. Support funding for the Berth 4 replacement project that will elevate the height of an adjacent existing dock and strengthen it to handle targeted breakbulk project cargo.

Port of Walla Walla. Support a regional pilot program for reducing biological oxygen demand (BOD) at the Walla Walla Regional Airport.

ECONOMIC DEVELOPMENT AND TOURISM PROJECTS (continued)

Port of Walla Walla. Support regional technology cluster to equip future farmers with the ability to create and incorporate current technologies for sustainable agriculture practices.

Port of Walla Walla. Collaborate with the Office of the Columbia River, the states of Oregon and Washington, the Confederated Tribes of the Umatilla Indian Reservation, the Agricultural Community and the Federal Government working to achieve water solutions in the Walla Walla Watershed Basin.

Port of Walla Walla. Support legislation to provide incentives to encourage energy storage systems and component parts manufacturing in Washington state.

Port of Woodland. Support federal funding for future Martin Bar infrastructure investments for future marine operations on the 71-acre site.

Port of Woodland. Support the funding of Rose Way, Caples and Goerig Roads infrastructure improvements that would promote 400 acres of industrial development and generate an estimated 4,000 jobs and \$110 million in tax revenue.

Port of Woodland. Support the expansion of fiber optic cable in south Cowlitz County, North Skamania County and North Clark County for public safety, residential connectivity and dependable secure service for four Pacific Power dams.

Port of Woodland. Support federal funding for Austin Point development and construction of dockside infrastructure investments for future marine operation facilities.

Port of Woodland. Support the Woodland Bottoms rail development from the BNSF main line to Austin Point to serve rail/marine export as well as rail served industrial development in the bottoms.

Port of Woodland. Support funding for additional buildings at Rose Way Industrial Park for leasing to manufacturing industries.

ENERGY PROJECTS

Port of Anacortes/Port of Skagit. Support Department of Energy Pacific Northwest National Laboratory's efforts to assist ports in decarbonization and resiliency.

Port of Anacortes/Port of Skagit. Grid capacity and resiliency are crucial for ports as electrification advances, raising concerns over energy providers' ability to meet future demands and provide timely project assessments. Support ensuring reliable energy supply essential for maintaining port operations and supporting port electrification and emission reduction initiatives.

Port of Bellingham. Support funding to electrify port equipment and fund zero-emission technology at the Bellingham Shipping Terminal.

Port of Benton. Support for ongoing asset reuse requests to support development of the Northwest Advanced Clean Energy Park.

Port of Olympia. Support Capital City-Seaport-Carbon Reduction Initiative to lay the groundwork and infrastructure to electrify the grid at the marine terminal. This grid will have the capacity to support heavy freight traffic/drayage equipment/and ship to shore power.

Port of Portland. Support funding related to the electrification of cargo handling equipment, shore power installations, energy efficient lighting upgrades, and electrical resiliency related projects at the Port's marine terminals.

Port of Ridgefield. Support the Port's plan to install new underground power line infrastructure at the Ridgefield Waterfront, extending to the Ridgefield National Wildlife Refuge. This project, which will require access through or beneath Lake River, aims to protect wildlife, reduce environmental impacts, and improve the resiliency of critical power infrastructure.

ENERGY PROJECTS (continued)

Port of Vancouver USA. Support funding for the development of an electrification initiative that will integrate environmentally conscious solutions into port-wide systems. This may include additional shore power systems, energy efficient lighting systems, electrical vehicle charging systems, solar and battery storage, a new substation to meet current and future electrical demand, and other measures.

Port of Walla Walla. Support development of various clean energy projects including Sustainable Aviation Fuel (SAF) by SkyNRG and the production of liquid hydrogen by Woodside Energy.

Port of Woodland. Support federal funding for alternative energy production for south Cowlitz County to provide sustainable, reliable power opportunities for heavy and light industrial.

Port of Woodland. Support funding and incentives to bring new alternative base line power generation and transmission to the Northwest.

New Energy Projects. Support development of regional energy projects, including but not limited to:

- Encourage the Bureau of Ocean Energy Management (BOEM) and U.S. Coast Guard to conduct an inclusive, extensive, and thoughtful stakeholder engagement process prior to the development of offshore wind energy projects in the Pacific Northwest
- Grid-connected wave energy test facility, PacWave, in Newport, OR
- Port of Benton support of ongoing and expansion of DOE ADRP and Placed-Based Initiatives
- Port of Columbia County development of renewable diesel production for export
- Port of Columbia County development of Sustainable Aviation Fuel (SAF) production for export
- Port of Columbia County biofuels – ethanol production
- Port of Longview - supporting policies to maintain and enhance wind turbine cargoes at the Port of Longview
- Port of Vancouver USA wind turbine cargoes

ENVIRONMENTAL PROJECTS

Columbia River Fish Mitigation. Support robust funding for continued activities to comply with FCRPS and Willamette River BiOps.

Howard A. Hanson Dam Fish Passage. Support federal funding to complete the design and cost estimate of the fish passage facility and support federal funding to construct the downstream fish passage facility.

Mitigation Banks and Conservation Banks. Support federal policy addressing mitigation implementation consistency, private ecosystem restoration investment, and a streamlined permitting process. This will support projects in the Northwest such as the Wapato Valley Conservation and Mitigation Bank (sponsored by Plas Newydd LLC) serving the Lower Columbia region as a mitigation solution for offsetting future, unavoidable impacts from permitted development projects to wetlands and other aquatic resources authorized under the Clean Water Act and federally-listed salmon and steelhead and their designated critical habitat under the Endangered Species Act.

Sea Otters. In June 2022, the USFWS published the final report titled, “Feasibility Assessment: Sea Otter Reintroduction to the Pacific Coast” as part of a Congressional mandate. In this report, the USFWS determined reintroduction is feasible but was unable to quantify many of the social and economic impacts to marine stakeholders. PNWA is concerned about potential negative consequences on maritime and port operations. PNWA supports the completion of a comprehensive, quantitative analysis of all possible impacts to West Coast marine stakeholders prior to further actions by USFWS.

Port of Anacortes. Support the Log Yard and Quiet Cove site cleanups to remediate historical contamination and return critical waterfront properties to beneficial use.

Port of Astoria. Support funding for stormwater compliance, environmental enhancement, mitigation banks.

Port of Columbia County. Support funding for the ongoing clean-up efforts at the Railroad Avenue site in St. Helens, OR.

Port of Everett. Support 404 wetland accreditation for the Port’s Blue Heron Slough conservation bank.

ENVIRONMENTAL PROJECTS (continued)

Port of Everett. Support the replacement of bulk handling facilities with modern handling equipment that achieves environmental benefits.

Port of Olympia. Support Budd Inlet Clean Up and Restoration Project to address environmental impacts caused by urbanization and development at the southernmost reach of Puget Sound. Contaminated sediments are impacting the ability to effectively dredge public and private marine facilities that are integral to the local economy including the Port's cargo terminal. Port's approach includes the beneficial reuse of dredge materials, habitat enhancements, estuary protection, and increased public access opportunities.

Port of Woodland. Support the improvements of designated wetland properties at Austin Point and Martin Bar to serve as mitigation and public access areas while protecting environmentally sensitive areas.