



# 2025 ANNUAL REPORT



# 2025-2026 PNWA

## Executive Board

### President

Paula Miranda  
Port of Newport, OR

### Vice President

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Port of Kalama, WA

### Treasurer

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Port of Grays Harbor, WA

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Michelle Hennings  
Washington Association of  
Wheat Growers (WAWG)  
Richard Vincent  
Port of Portland, OR  
Ryan Hart  
Port of Vancouver USA  
Ryan McFarland  
Northwest Seaport Alliance  
Scott Corbitt  
Port of Lewiston, ID

### Past President

Tom Kammerzell  
Port of Whitman County, WA

### Secretary

Neil Maunu  
Pacific Northwest Waterways  
Association (PNWA)

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## PNWA President Message

As I serve as President of the Pacific Northwest Waterways Association in 2025, I am energized by our momentum. PNWA enters this year well-positioned for growth, supported by a strategic framework that reinforces effective governance, financial stability, and meaningful member engagement.

I want to recognize our exceptional staff for their work in 2025. Navigating a new federal administration requires immense adaptability; the PNWA team has delivered by responding quickly to shifting policy priorities and maintaining vital relationships with federal agencies and elected officials. Their expertise ensures our members remain informed and our regional interests remain a priority in Washington, D.C.

The PNWA staff is here for you. They are more than just a resource; they are your advocates. I truly encourage you to reach out to them, whether to share a concern, ask a question, or simply stay connected. We are most effective when we work together.

The Executive Committee remains focused on advancing our shared goals for efficient, reliable, and environmentally sustainable waterways. Thank you for your continued support as we strengthen our collective voice and move forward together.

*Paula Miranda, PNWA President, Port of Newport*

## PNWA Executive Director Message

2025 was a strong and productive year for the Pacific Northwest Waterways Association, made possible by your continued engagement and support. Yes, it was a busy one, but we were successful in so many ways. The value of PNWA is driven by participation. You truly get out what you put in. Together, we advanced shared priorities through focused advocacy, collaboration, and consistent communication.

Member involvement was evident throughout the year. More than 80 members joined our Mission to Washington, D.C., meeting directly with Representatives and Senators from Oregon, Washington, and Idaho. Strong participation at the Summer Conference in Bellingham included a fun and sunny Puget Sound boat tour (sorry, we didn't see any whales), while the Annual Convention in Vancouver remained a success despite a federal shutdown and limited agency participation. By pivoting quickly, PNWA delivered a high-quality program to our membership. Thank you for your participation!

In total, PNWA staff participated in 33 events and tours and delivered 37 presentations, expanding our reach through the Nor'wester Newsletter, email notices and a rapidly growing social media presence. We supported countless member grant applications, public comment periods, drafting letters of support (and opposition in some cases) for projects throughout the region. This work reflects PNWA's commitment to advocating for our members while elevating the issues our members face. Your engagement is the return on this investment, enabling PNWA to educate federal officials and advance your priorities. You should be proud of what we have collectively achieved.

These accomplishments reflect the strength of an engaged board and membership – one that continues to grow every year. Thank you for your participation and continued trust in PNWA as we move this important work forward together.

*Neil Maunu, PNWA Executive Director*

# PNWA Represents Our Membership

PNWA continues to be the trusted source for information about the value of infrastructure, trade, and transportation in the Northwest. Our staff has been in the air and on the road, in front of Congressional and agency decision makers and at speaking engagements, providing data about our supported projects and highlighting the value of safe and efficient cargo movement for economic prosperity in our region.

## Outreach & Engagement Achievements



33 Events/Tours



37 Presentations



www.pnwa.net  
64,5K Views



17 Nor'wester  
Newsletters



LinkedIn: 2,254 followers  
79% increase



48,3K+ Emails  
Opened  
1,5K contacts

13 Governmental  
Notices

Face/Insta: 1,680 followers  
10% increase

## 2025 KEY ISSUES

### Appropriations

PNWA was pleased that many of our projects received FY2025 funding and that Congress included discretionary funding pots for the Corps' work plan development. For FY2025, the U.S. Army Corps of Engineers' \$8.7 billion in funding included:

- Investigations – \$144 million
- Construction – \$1.855 billion
- Operations and Maintenance – \$5.553 billion
- Harbor Maintenance Trust Fund – \$2.77 billion
- Donor and Energy Transfer Ports – Section 2106(c) – \$58 million
- Regulatory – \$221 million

The Trump Administration issued the FY2026 budget proposal on May 30, 2025, which was approximately \$2.04 billion less than FY2025. Congress failed to enact FY2026 appropriations by the September 30, 2025, deadline. The Senate has passed eleven of twelve FY26 appropriations bills and a two-week Continuing Resolution for Homeland Security. The House will consider the Senate's FY26 appropriations proposal and vote soon.

### Water Resources Development Act (WRDA)

The Water Resources Development Act (WRDA) is the legislative vehicle for authorizing U.S. Army Corps of Engineers (Corps) projects and changing Corps policy. PNWA is hopeful WRDA 2026 will remain



Mission to Washington



Mission to Washington



Summer Conference



Annual Convention



Honors Reception



WorkBoat Conference, New Orleans



D.C. Advocacy



Inland Marine Expo, Nashville



Port of Lewiston Ribbon Cutting



South Jetty Ribbon Cutting

bipartisan and stay on its two-year cycle. PNWA will be advocating for: Columbia River Treaty flood risk management agreement extension; Authorization of the Lower Columbia River Turning Basins for construction; and Waiving the non-federal cost share for confined aquatic structures for the Lower Columbia River. PNWA will postpone clarification of the orientation of the federal channel within the Snake River to WRDA 2028 to incorporate tiered NEPA results from the Corps.

## Regulatory

Our membership is often confronted with regulatory challenges as they balance their economic development and trade missions with environmental stewardship. PNWA and our members continue to advocate for increased regulatory staffing capacity to process permits and to work with federal agencies to find programmatic consultation options and mitigation tools that work for our members. PNWA continues to advocate in Washington, DC, and the region to address issues with timely, efficient, and predictable permitting with reasonable mitigation requirements, so as not to jeopardize state and federal grant funding or put our region at a competitive disadvantage.

NOAA Fisheries and the U.S. Fish & Wildlife Service finalized new rules in 2024 for Endangered Species Act (ESA) consultation, which changed the environmental baseline and mitigation requirements for projects while significantly increasing delays and costs. PNWA successfully filed an amicus brief on the broader infrastructure implications for two different lawsuits challenging the rulemaking. PNWA is pleased that revised rulemaking has been published to revert back to the ESA definitions and requirements and is likely to be finalized in 2026. PNWA continues to advocate to NOAA Fisheries leadership and Corps leadership to rescind the 2022 Memorandum that spurred the 2024 rulemaking in the first place.

The Trump Administration proposed a new Waters of the United States (WOTUS) rule and definition to comply with the Supreme Court's Sackett v. EPA ruling. While some see uniformity of definition as helpful, particularly in the agriculture industry, additional environmental litigation may result. Supreme Court changes to Chevron deference, the scope of NEPA analysis, project impact evaluation, and the role of the White House Council on Environmental Quality (CEQ) trend toward streamlining the environmental permitting process.

Delays by state agencies issuing water quality certifications (WQC) and shoreline permits remain a growing area of concern, particularly in Oregon. PNWA will continue to partner with the Oregon Public Ports Association to seek solutions to maintain federal navigation channels and address local land use concerns.

## Columbia River Treaty

In 2025, efforts to modernize the Columbia River Treaty shifted away from active negotiations and into a period of interim management. Following the progress made in 2024, there were no new negotiation breakthroughs, but river operations continued under existing interim agreements, including the 2025–26 Assured Operating Plan.

The year focused on managing the transition. Formal negotiations were put on hold as the U.S. government conducted a broader review of international agreements, a routine step during a change in administration. During this time, agencies concentrated on coordination, budgeting, and maintaining stable river operations rather than reopening Treaty discussions.

While 2025 did not bring major public announcements, it played an important role in maintaining continuity and operational certainty. It also allowed both countries to work through the practical steps needed before a modernized Treaty can move forward steps that will continue into 2026 and beyond.

As we move forward into 2026, PNWA continues to engage with the U.S. State Department and the U.S. Army Corps of Engineers. We are working with the Pacific Northwest federal delegation and our partners to ensure the interim flood risk management agreement is extended as necessary past 2027 (if needed), so we can have assurance that river operations will remain predictable and efficient. PNWA is currently advocating for WRDA language to ensure the agreement can be extended.

### Snake River Dams

The year 2025 marked a decisive shift for the Pacific Northwest Waterways Association and its Inland Ports and Navigation Group, as efforts moved from monitoring federal implementation to actively defending the Columbia–Snake River System against renewed legal and policy threats. Certain actions taken by this administration have paved the way for IPNG and other intervenor-defendants to align with federal agencies and the Administration. The mediation and stay in litigation have been lifted, meaning we are now in active litigation with more work ahead of us.

A central focus was responding to a significant legal challenge filed in October 2025, when the State of Oregon and the National Wildlife Federation sought a preliminary injunction, pushing for more spill and lower minimum operating pool (MOP) levels. In response, IPNG mobilized vessel operators and irrigators to document the severe economic consequences of the proposed actions, submitting a comprehensive legal response in December.

In February 2026, IPNG is expected to appear before a federal judge for the first time since 2018, and we anticipate that U.S. District Court Judge Michael H. Simon of the District of Oregon will issue a decision on the preliminary injunction by the end of February 2026. Throughout the year, PNWA and IPNG also closely monitored the Washington State Department of Transportation's Lower Snake River Dams Transportation Study. Following the U.S. Army Corps of Engineers' withdrawal from the study, IPNG worked to ensure the analysis reflected real-world infrastructure constraints and the difficulty of replacing barge transportation with rail or trucking.

Despite sustained pressure, PNWA and IPNG remained steadfast, protecting regional economic stability, environmental progress, and lawful management of the Columbia–Snake River System. Our membership's active involvement in this process ensures we are well-positioned to defend the Lower Snake River Dams well into the future.



ASEAN-US Port Engagement, Vietnam



D.C Advocacy



McNary Dam Tour



USACE Walla Walla District Meeting



Upper Mississippi Tours CSRS



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## 2025 Events



### Mission to Washington D.C.

Marriott Capitol Hill in  
Washington, D.C.

80 members joined us for this  
five-day event. Highlights  
included meeting with  
Representatives & Senators  
from OR, WA, & ID.

### Summer Conference

Hotel Bellwether  
in Bellingham, WA

119 members joined us for this  
three-day event. Highlights  
included remarks from regional  
speakers; such as The Trade  
Chronicles from Western  
Washington University, strategies  
for waterfronts, and flood policy  
changes, and a Sunset Dinner  
Tour of Bellingham Bay with  
views of Mount Baker.



### Annual Convention

Hilton Hotel, in Vancouver, WA  
165 members joined us for this  
three-day event. Highlights  
included presentations on next  
generation navigation systems,  
ship and barge building in our  
region, and salmon recovery,  
as well as a special Honors  
Reception celebrating some  
of our most dedicated and  
distinguished members and  
partners.

### PNWA Regional Virtual Meeting

234 Attendees joined us as we  
shared federal updates with  
members from each region.

### PNWA Virtual Membership Monthly Meeting

537 Attendees joined us  
monthly on the third Thursday.

## Upcoming 2026 Events



### Monthly Membership Meetings

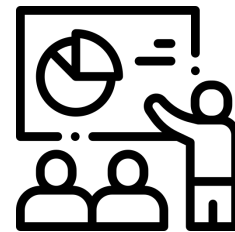
Third Thursday at 2:00 p.m.

### Virtual Regional Meetings

February 19, 2026 Virtual

### Mission to Washington D.C.

April 20 - 23, 2026 at Hamilton  
Hotel in Washington, D.C.



### Summer Conference

June 16-18, 2026 at Agate  
Beach Best Western in  
Newport, OR

### Annual Convention

October 13-15, 2026 at the  
Hilton Hotel in Vancouver, WA