



PNWA FEDERAL POLICY POSITIONS

NAVIGATION POLICY

Emergency Funding. Support the inclusion of ports in future relief funding packages through the Maritime Transportation System Emergency Relief Act (MTSERA).

Federal Navigation Funding. Protect increased federal funding to meet operations and maintenance, major rehabilitation, and construction of the region's deep draft, shallow draft, inland waterways, jetties, pile dikes, and confined aquatic structures. Support funding for implementation of additional uses authorized in the Water Resources Development Act for donor ports and small ports. Support federal grant funding for port and waterway needs including navigation, multi-modal transportation, energy efficiency, emissions reduction, climate change and resiliency, security, cybersecurity, and broadband.

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.

Harbor Maintenance Trust Fund (HMTF):

- Support full use of annual Harbor Maintenance Tax (HMT) collections and incremental draw down targets of the HMTF surplus consistent with the enacted budget cap adjustments to maintain the nation's ports, waterways, and harbors. Protect the HMTF to ensure that all HMT user fees are dedicated and used for their authorized transportation infrastructure maintenance and development purposes.
- Support annual appropriations from the HMTF of amounts specified in WRDA 2020 for expanded uses projects at donor ports and support appropriation of the full amount authorized for the Section 2106 donor and energy transfer port program.
- Support allocation of 15 percent of annual HMTF appropriations to operations and maintenance of emerging harbors, including breakwaters and jetties, and additional annual work plan allocations for expanded uses at emerging harbors consistent with WRDA 2020.

Inland Waterways Trust Fund. Support continued national dialogue to address the 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. Ensure all funds collected are used for their intended major rehab and construction purposes.

Columbia Snake River Pools. Support maintaining the Columbia Snake River pools at levels and flows that do not limit capacity of barge loading for safe and efficient navigation and maintain pool elevations needed for irrigation access and support interim dredging to address shoaling between major dredging projects.

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 *federal dredges* stationed on the West Coast of the U.S. while ensuring adequate opportunities for private industry. Support the replacement of the *Dredge Essayons* and full reimbursement of maintenance and operation costs including full replacement of the *Dredge Oregon* at the Port of Portland.

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 and facilities in or near Astoria as needed.

MARAD PIDP Program. Protect and support increasing annual funding for MARAD Port Infrastructure Development Program (PIDP).

MARAD Port Conveyance Program. Support increased awareness of and utilization of the MARAD Port Conveyance Program.

NAVIGATION POLICY - continued

Marine Highways. Support funding for the M-5 and M-84 Marine Highway Corridors, as designated by MARAD. Promote funding for projects that increase uses and the number of projects of the M-5 and M-84 marine highway system.

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 on the West Coast.

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

TRANSPORTATION POLICY

Customs and Border Protection (CBP). Support federal funding for CBP facilities and clarify Reimbursable Services Program is not to be used to provide core responsibilities of the Federal agency including equipment, infrastructure, and personnel.

Freight Policy. Secure the nation's supply chain by supporting projects, policies and planning that enhance navigation and multi-modal freight mobility for ports, waterways, rail and roads.

Freight Funding. Support a strengthened national freight strategy, funding for dedicated multi-modal freight programs, and ensure synergy with state freight plans. Funding should prioritize navigation, rail, roadway, and pipeline projects to allow cargo to move efficiently, and without interruption, along surface transportation routes and through ports.

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

Port Security:

- Support annual funding for the federal port security grant program for both physical and cyber security.
- 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 Automatic Identification Systems (AIS) and Vessel Traffic Information System (VTIS) coverage.

TRADE, ECONOMIC DEVELOPMENT, AND TOURISM POLICY

International Trade Agreements. Support development of trade agreements and/or pacts between the U.S. and our trading partners.

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.

Preventing Cargo Diversion. Support efforts to ensure U.S. tax code strengthens U.S. jobs and goods movement, while deterring cargo diversion to border countries.

Customs and Border Protection. Customs and Border Protection (CBP) de minimis policy should be reformed to ensure it supports jobs and cargo volume growth at U.S. ports and distribution centers.

Economic Development. Support the development of a program to fund non-freight related infrastructure projects at ports to include activities such as waterfront development, commercial fishing operations, recreation and tourism, and the full range of other modern port activities beyond traditional freight movement including byproduct recovery centers and industrial symbiosis projects with special emphasis on reuse of port lands.

TRADE, ECONOMIC DEVELOPMENT, AND TOURISM POLICY (continued)

Broadband. Support the development of broadband at ports.

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

ENVIRONMENT POLICY

Northwest Salmon:

- Support the 2020 Columbia River System Operations (CRSO) Environmental Impact Statement (EIS) and Biological Opinion. Continue to monitor operational changes for impacts to the CRSO EIS with respect to the Columbia River Treaty.
- Support cost-effective salmon recovery measures with demonstrable benefits that also preserve the multiple-purpose public benefits of federal infrastructure authorized by Congress. Support Columbia Basin and Pacific Northwest wide ecosystem restoration efforts 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, researching and monitoring ocean conditions.
- Support collaboration between Lower Columbia River ports, Corps, and NMFS to improve and expedite the application of ESA Section 7 to federal actions involving Lower Columbia River ports.
- Mitchell Act and hatchery production. Support increased funding for Mitchell Act hatcheries to improve 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.

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.
- Encourage NMFS to reconsider the significant challenges regarding environmental baseline conditions, compensatory mitigation, programmatic permits, and designation of dredged material placement sites and support development of a new or alternative version of the conservation calculator in coordination with ports that is more appropriate for maintenance of existing waterborne commerce facilities and reflects best available science.
- Support strict delineation of state and federal agency roles in evaluating permit requests and ensure agencies do not expand or modify the scope of permit reviews and support consistency and practicability of EIS rules for large marine and overland transportation projects.
- Encourage federal agencies to regulate appropriate to the recent changes in the regulatory/legal environment and implementing current court decisions such as Loper Bright, Corner Post, Maine Lobstermen, and definition of Waters of the United States (WOTUS), and overturning of Chevron deference.
- Direct Corps and NMFS to develop a unified approach and achieve statutory timelines for mitigation banks and ecosystem restoration.

Climate Change:

- Invest in navigation infrastructure that capitalizes on clean energy, multi-modal transportation for maximum freight efficiency and benefit.
- Support extension of the deadline to expend funds from the EPA Clean Ports Initiative programs to accommodate the time needed to acquire permits. Seek long term support for permanent establishment of EPA Clean Ports programs and continued annual funding.

ENVIRONMENT POLICY (continued)

Climate Change (continued):

- Maintain and enhance regional hydropower capabilities for increased electrification to reduce greenhouse gas emissions.
- Support federal funding programs 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 funding to modernize working waterfronts to include decarbonization of docks, equipment, and vehicles without negatively impacting U.S. or Pacific Northwest jobs.

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.

Levees and floodplains:

- Support PNWA members addressing levee certification and floodplain designation challenges.
- Encourage FEMA and NMFS policies which allow for continued maritime presence on the waterfront.

Ballast Water Management. Support fair and 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. Support policies and funding for resilience and structure hardening to prevent wildfires and wildfire damage.

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.
- Support development of alternative and renewable energy sources but do not require utilities to purchase it instead of existing sources and/or before the utility need exists.

New Energy Facilities:

- Support federal energy policies and projects that address a diverse, balanced U.S. energy portfolio of reliable energy sources, support grid resiliency, 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.

ENERGY POLICY (continued)

New Energy Facilities (continued):

- 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.

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.
- Work with state port association partners to ensure that states recognize all hydropower as a “qualifying” renewable energy, specifically as an eligible renewable resource that is used to integrate other renewable resources into the transmission system.
- As transition to clean energy sources is underway, support efforts to ensure energy infrastructure is in place for adequate power production and transmission capability and partner with others to ensure reliable energy availability for ports and all port properties.
- Support full credit value and permanent renewal of the wind energy Production Tax Credit (PTC).

WATER POLICY

Clean Water Act. Ensure the agency application of the Clean Water Act Waters of the U.S. definition aligns with the current interpretation and does not negatively impact development, job growth, or agricultural production.

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 and throughout implementation of a modernized agreement. Partner with Columbia River Treaty Power Group. Recognize the impacts of river flows on sediment management and vessel maneuverability on the Columbia River. Encourage the timely execution of a new flood control agreement and new treaty.

Water Storage. Support water storage infrastructure investments to protect adequate water storage for irrigation and port uses.