



PNWA Federal Affairs Update for CRSOA

Heather Stebbings, Executive Director
Dena Horton, Government Relations Director
Pacific Northwest Waterways Association (PNWA)

PNWA Navigation Areas of Engagement



Deep draft navigation

- Puget Sound
- Grays Harbor
- Lower Columbia River
- Oregon coast



Inland navigation

- Columbia Snake River System



Small ports

- Puget Sound
- Lower Columbia River
- Oregon coast



Advocating for Water Resources Infrastructure & Policy



- **U.S. Army Corps of Engineers:**
 - Portland, Walla Walla, Seattle Districts
 - Northwestern Division
 - Headquarters in DC
 - Assistant Secretary of the Army (Civil Works) – Pentagon



- **Congress:**
 - Northwest House & Senate delegations (local and DC)
 - House & Senate Energy & Water Appropriations Subcommittees
 - House Transportation & Infrastructure Committee (T&I); Senate Environment & Public Works Committee (EPW)



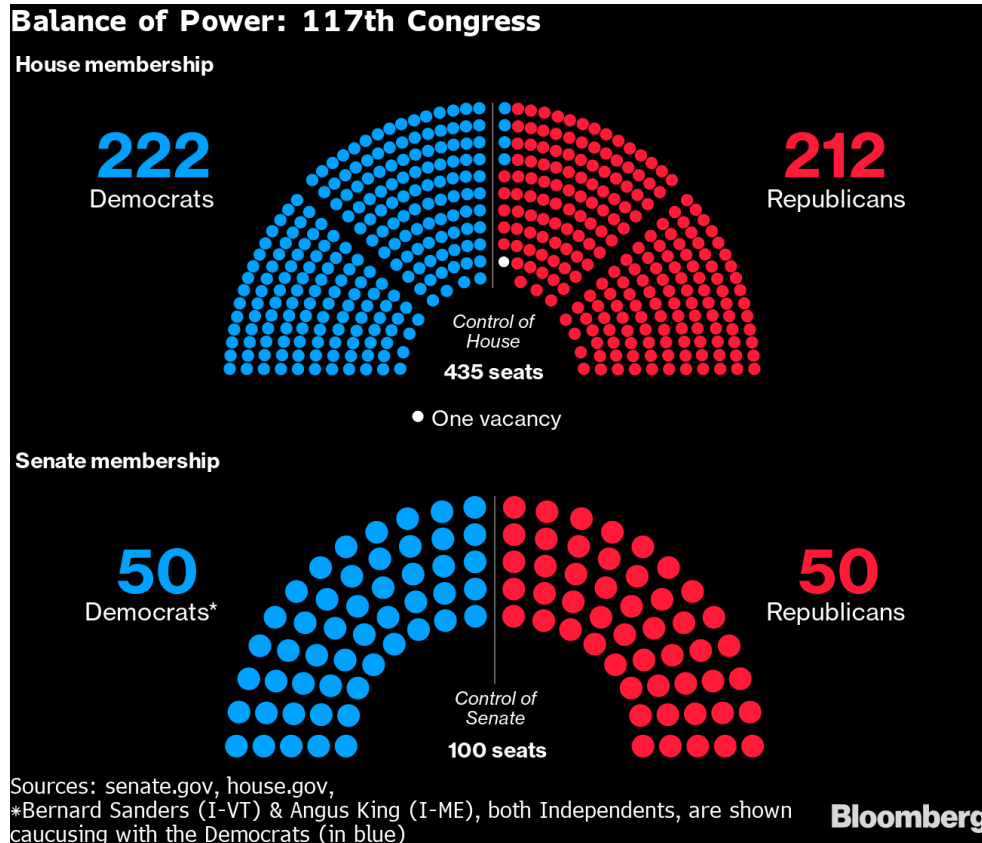
- **White House:**
 - Office of Management & Budget (OMB)
 - CEQ



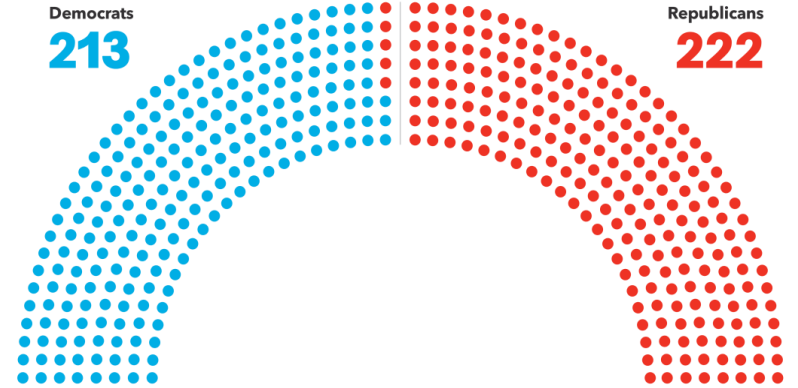
National Political Climate Change

Previously: The 117th Congress

Post-2022 Elections: The 118th Congress

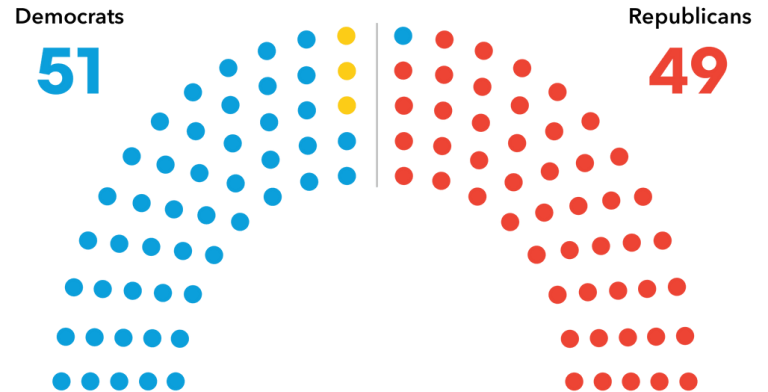


House Balance of Power



Bloomberg Government

Senate Balance of Power



Yellow indicates independents who caucus with Democrats.

Bloomberg Government



Regional Political Climate Change



Val Hoyle
D, OR-4



Lori Chavez-DeRemer
R, OR-5

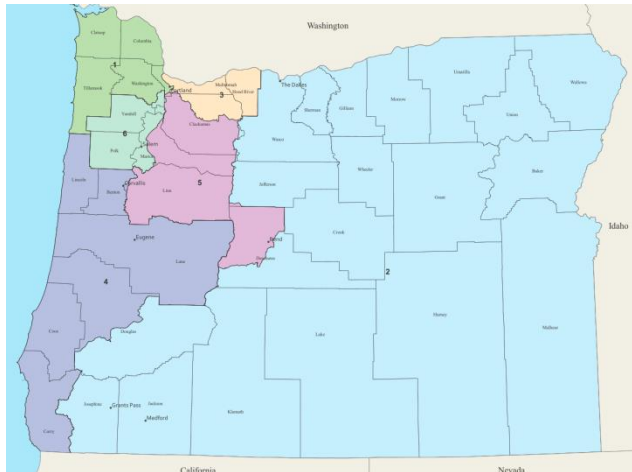


Andrea Salinas
D, OR-6



Marie Gluesenkamp
Perez
D, WA-3

OR



WA



Key Committee Positions

SENATE APPROPRIATIONS

Patty Murray (D, WA) *
Jeff Merkley (D, OR)

SENATE EPW COMMITTEE

Jeff Merkley, (D, OR)

SENATE ENERGY & NATURAL RESOURCES COMMITTEE

Jim Risch (R, ID)
Ron Wyden (D, OR)
Maria Cantwell (D, WA)

SENATE COMMERCE COMMITTEE

Maria Cantwell (D, WA)*

HOUSE APPROPRIATIONS

Derek Kilmer, (D, WA-6)
Dan Newhouse (R, WA-4)
Mike Simpson (R, ID-2)

HOUSE T & I COMMITTEE

Rick Larsen (D, WA-2) (Ranking)
Marilyn Strickland (D, WA-10)
Val Hoyle (D, OR-4)
Lori Chavez-DeRemer (R, OR-5)

HOUSE ENERGY & COMMERCE

Cathy McMorris Rodgers (R, WA)*
Russ Fulcher (R, ID-1)
Kim Schrier (D, WA-8)

HOUSE NATURAL RESOURCES

Russ Fulcher (R, ID-1)
Cliff Bentz (R, OR-2)
Val Hoyle (DI, OR-4)

* **Chair of Committee**



Washington's Coastal & Puget Sound Ports



- **Washington is the 3rd largest exporting state in the U.S.**
- **Together, the Ports of Seattle and Tacoma are the second largest container load center in the country**



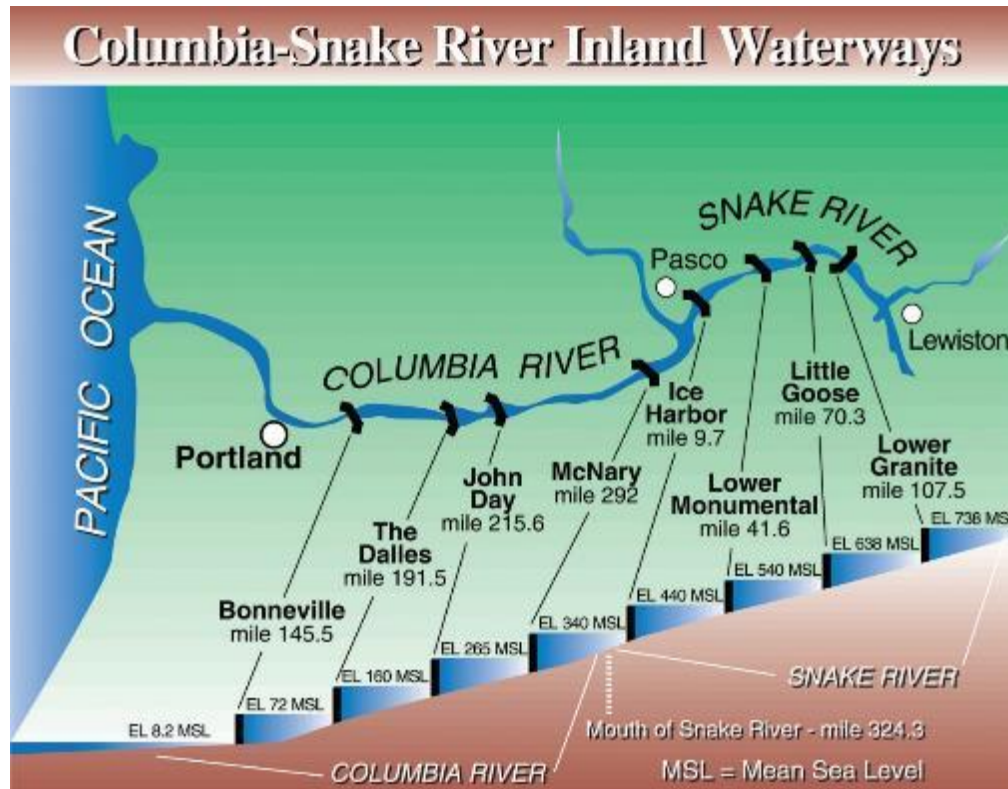
Oregon's Coastal Ports



**Home to cargo terminals,
commercial fishing fleets,
marinas and recreational
facilities**



Inland Columbia-Snake River System



- 14' channel depth
- Extends 365 miles inland
- Eight locks



Lower Columbia River

- 43' channel
- Over 51 million tons of cargo in 2020
- \$21 billion in cargo value
- 40,000 jobs depend on the channel



Columbia River Jetties

MAJOR REHAB – ON SCHEDULE

- Help maintain depth & orientation of the navigation channel
- Provide protection for ships entering and leaving the river
- Jetty breach could lead to a shoaled-in bar



Lower Columbia River Channel Maintenance

- Annual appropriated activity – four dredges
- Draft restrictions in 2011 - 2015
- 40' draft restriction = \$22M direct economic impact per year
- Cargo left on the dock, disruptions to supply chain



Port of Portland dredge *Oregon*

Recent funding history:

FY2019: \$64,000,000

FY2020: \$55,000,000

FY2021: \$59,120,000

FY2022: \$56,665,000

FY2023: \$120,887,000

FY2024: \$68,369,000 (President's Budget)

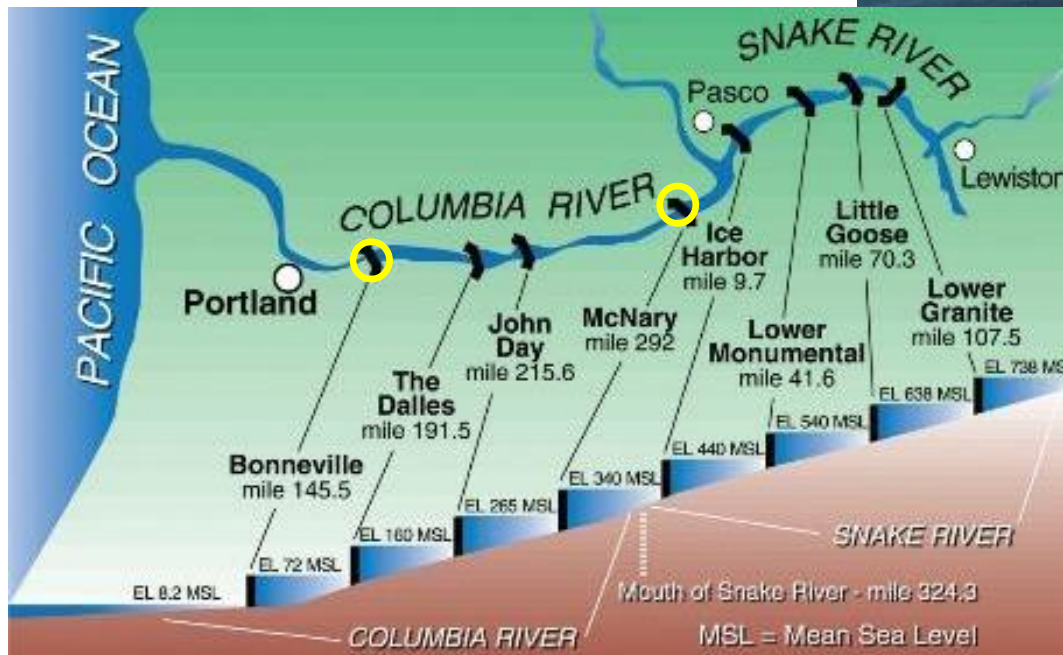
Seeking \$75,706,000 in FY2024



Columbia Snake River Locks Major Repairs 2024 & 2030 - UPCOMING

2024 – January 14 to March 29 McNary
gudgeon anchor replacement

2030 – Anticipate 15 weeks, McNary
gate and Bonneville gate



Lower Columbia River Infrastructure Planning ADDITIONAL NEEDS

Stern buoys

Pile dikes

Anchorage & Turning Basins

Weather buoys, tide gauges, etc.



Lower Columbia River Turning Basins

- Authorization secured in Water Resources Development Act (WRDA) 2020 for a feasibility study
- Initial funding in FY2022 and remainder in FY2023
- Feasibility study ongoing through 2025
- Next phase anticipated for WRDA 2026

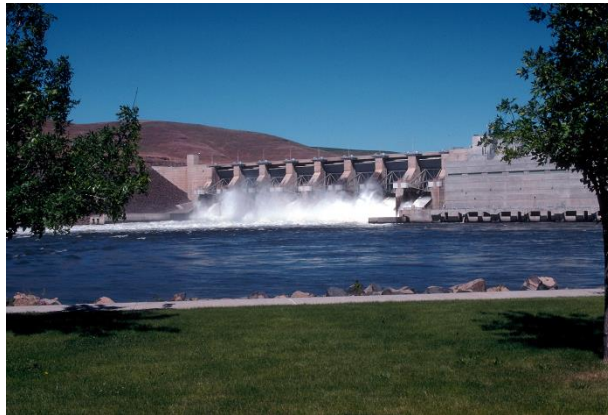


Legislative & Policy Advocacy

- Annual appropriations – Debt ceiling discussion
- Water Resources Development Act every 2 years
- Harbor Maintenance Trust Fund Reform & Implementation
- Infrastructure and multi-modal freight policy and funding
- Snake River Dams
- Columbia River Treaty
- Regulatory issues

Other:

- I-5 Interstate Bridge Replacement Program Citizen Advisory Group
- Collaboration with national port associations and regional/state port associations



Regulatory

Challenges:

- Advocating for staffing capacity at all the regulatory agencies
- Changes in regulations
- Uncertainty – biggest challenge for planning and construction
- Delays & cost increases
- ESA lawsuits of Federal agency programs

Opportunities:

- Section 214 agreements and expansion
- New leadership in agencies and relationships
- Partnerships



Columbia River Treaty



- PNWA represents navigation, farming & other sectors
- Significant collaborative work with State Department



Snake River Dams & Litigation

- Inland Ports and Navigation Group (IPNG) – subset of PNWA
- 30 organizations from Washington, Oregon & Idaho
- Intervener status in CRSO EIS and (past) Snake River dredging lawsuits & ongoing mediation



EARTHJUSTICE
BECAUSE THE EARTH NEEDS A GOOD LAWYER

ABOUT US - OUR WORK - TAKE ACTION -

[← PRESS ROOM](#)

January 19, 2023

Fishing, Conservation Groups Return to Court to Challenge Latest Failed Plan for Columbia-Snake Salmon

The legal battle continues after latest federal plan approves status quo hydro operations

CONTACTS

Maggie Caldwell, mccaldwell@earthjustice.org, (547) 527-6397 (contact about the litigation)

Brett Vandenberg, bv@columbiankeeper.org, (509) 348-2436 (contact about hot water)

Glen Spain (PCFFA), fishlife@aol.com, (541) 689-2000

[Legal document](#)

PORTLAND, OR — Today, Earthjustice on behalf of a coalition of fishing and conservation groups returned to court to challenge the latest federal plan for hydropower operations on the Snake and Columbia Rivers. This latest plan was developed in a rush by the outgoing Trump administration and it green-lights essentially the same operations the courts have consistently rejected for more than two decades and through a half dozen different failed efforts. This is the eighth incarnation of this long legal fight to restore endangered salmon and steelhead.

Some \$15 billion has been spent on the multiple inadequate federal efforts to protect salmon under the previous illegal plans and not one species has



Stay Informed

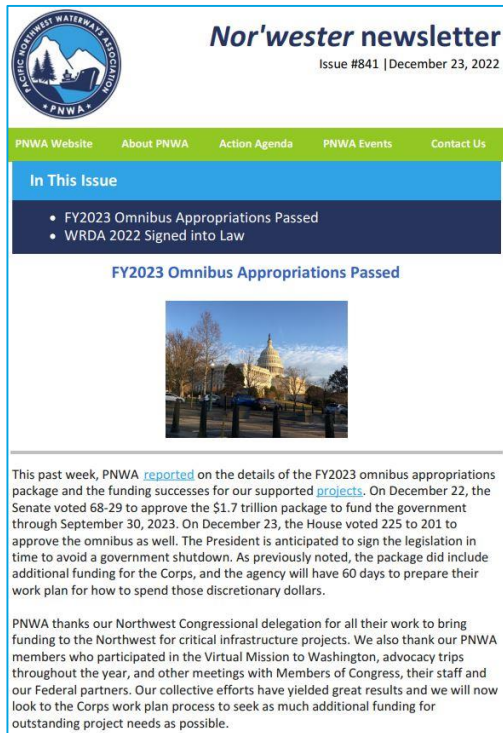
Website www.pnwa.net

Nor'Wester Newsletters

Facebook, Instagram, and LinkedIn

Upcoming Member Events:

- PNWA Summer Conference – June 21-23, Everett, WA
- PNWA Annual Convention – October 11-12, Vancouver, WA



The screenshot shows the cover of the 'Nor'wester newsletter'. At the top left is the PNWA logo. To its right, the text reads 'Nor'wester newsletter' and 'Issue #841 | December 23, 2022'. Below this is a navigation bar with links: 'PNWA Website', 'About PNWA', 'Action Agenda', 'PNWA Events', and 'Contact Us'. A blue section titled 'In This Issue' contains two bullet points: 'FY2023 Omnibus Appropriations Passed' and 'WRDA 2022 Signed into Law'. Below this is a section titled 'FY2023 Omnibus Appropriations Passed' with a photograph of the Washington State Capitol building. At the bottom, there is a paragraph of text and a thank-you message from PNWA.

Nor'wester newsletter
Issue #841 | December 23, 2022

PNWA Website About PNWA Action Agenda PNWA Events Contact Us

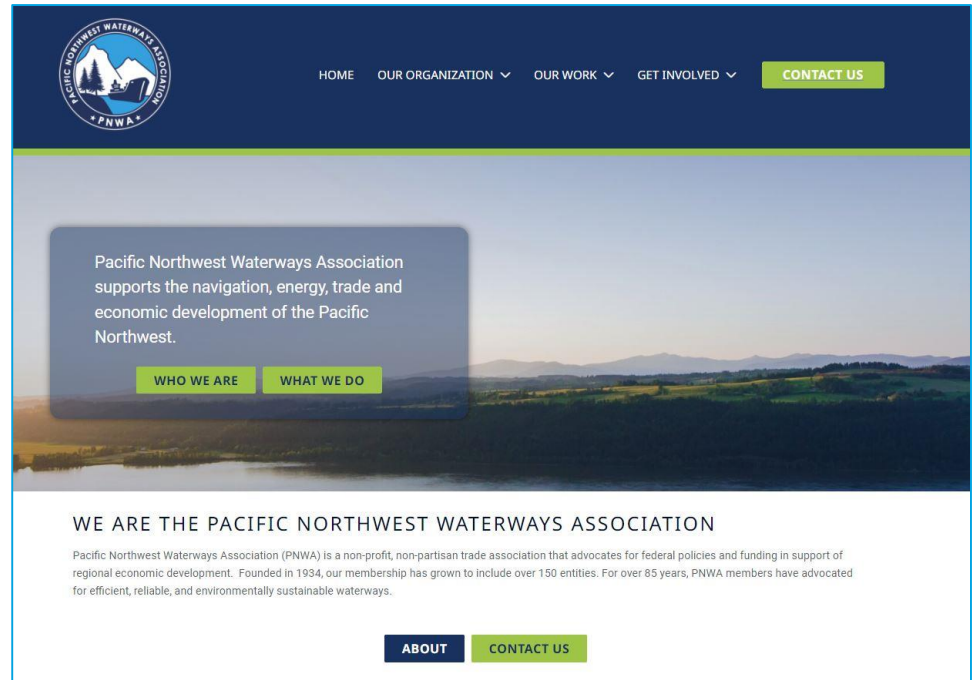
In This Issue

- FY2023 Omnibus Appropriations Passed
- WRDA 2022 Signed into Law

FY2023 Omnibus Appropriations Passed

This past week, PNWA [reported](#) on the details of the FY2023 omnibus appropriations package and the funding successes for our supported [projects](#). On December 22, the Senate voted 68-29 to approve the \$1.7 trillion package to fund the government through September 30, 2023. On December 23, the House voted 225 to 201 to approve the omnibus as well. The President is anticipated to sign the legislation in time to avoid a government shutdown. As previously noted, the package did include additional funding for the Corps, and the agency will have 60 days to prepare their work plan for how to spend those discretionary dollars.

PNWA thanks our Northwest Congressional delegation for all their work to bring funding to the Northwest for critical infrastructure projects. We also thank our PNWA members who participated in the Virtual Mission to Washington, advocacy trips throughout the year, and other meetings with Members of Congress, their staff and our Federal partners. Our collective efforts have yielded great results and we will now look to the Corps work plan process to seek as much additional funding for outstanding project needs as possible.



The screenshot shows the homepage of the Pacific Northwest Waterways Association (PNWA). It features a dark blue header with the PNWA logo on the left and navigation links: 'HOME', 'OUR ORGANIZATION', 'OUR WORK', 'GET INVOLVED', and 'CONTACT US'. Below the header is a large image of a river landscape. A semi-transparent box in the center contains the text: 'Pacific Northwest Waterways Association supports the navigation, energy, trade and economic development of the Pacific Northwest.' Below this text are two buttons: 'WHO WE ARE' and 'WHAT WE DO'. At the bottom of the page, there is a section titled 'WE ARE THE PACIFIC NORTHWEST WATERWAYS ASSOCIATION' with a paragraph of text and two buttons: 'ABOUT' and 'CONTACT US'.

Pacific Northwest Waterways Association supports the navigation, energy, trade and economic development of the Pacific Northwest.

WHO WE ARE WHAT WE DO

WE ARE THE PACIFIC NORTHWEST WATERWAYS ASSOCIATION

Pacific Northwest Waterways Association (PNWA) is a non-profit, non-partisan trade association that advocates for federal policies and funding in support of regional economic development. Founded in 1934, our membership has grown to include over 150 entities. For over 85 years, PNWA members have advocated for efficient, reliable, and environmentally sustainable waterways.

ABOUT CONTACT US





Thank You – Questions?

dena.horton@pnwa.net

