Federal Issues Overview

Neil Maunu, Executive Director
Pacific Northwest Waterways Association (PNWA)

Pacific Northwest Waterways Association

- **Non-profit trade association that advocates for federal policies & funding in support of regional economic development**

- **Over 150 members in WA, OR, and ID:**

  Public ports
  Utilities
  Pilots
  Terminal Operators & Grain Elevators
  Agriculture & forest products producers
  Towboaters & steamship operators
  Union labor

Advocating for federal navigation infrastructure

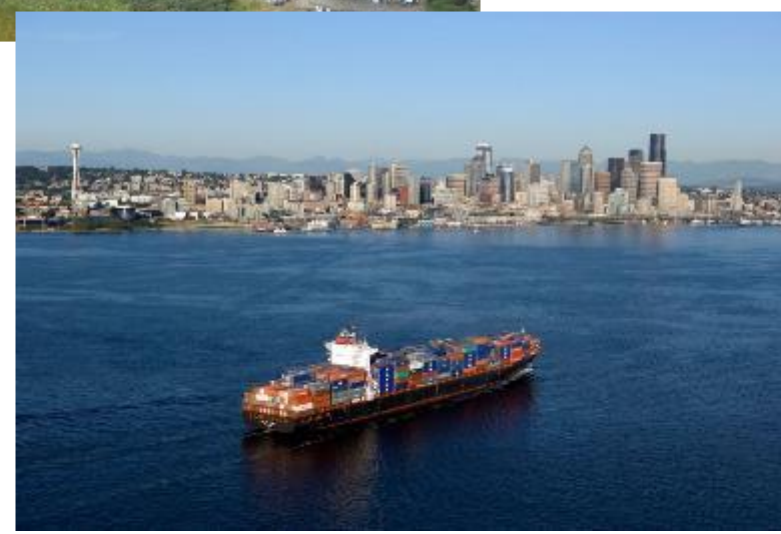
- **U.S. Army Corps of Engineers:**
  - Portland, Walla Walla, Seattle Districts
  - Northwestern Division
  - Headquarters in DC
  - Assistant Secretary of the Army (Civil Works) – Pentagon

- **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
  - State Department

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**
- **WA state has 75 Public Ports**



Oregon's Coastal Ports

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

Columbia Snake River System

River System Overview

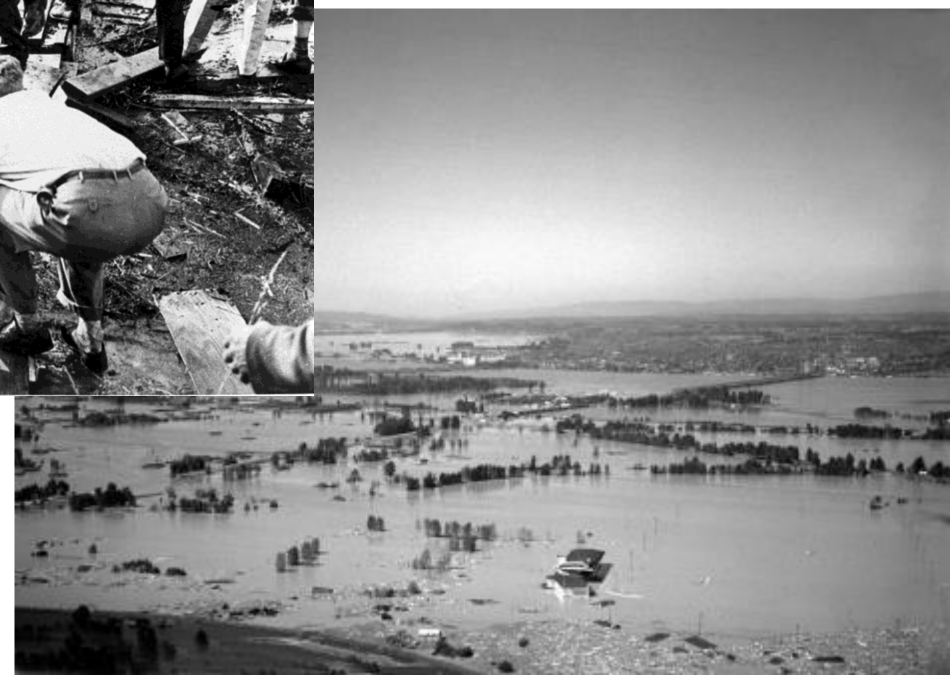
What Moves on the River?

Infrastructure Projects

Fish and the Environment

The Northwest in the early 1900's

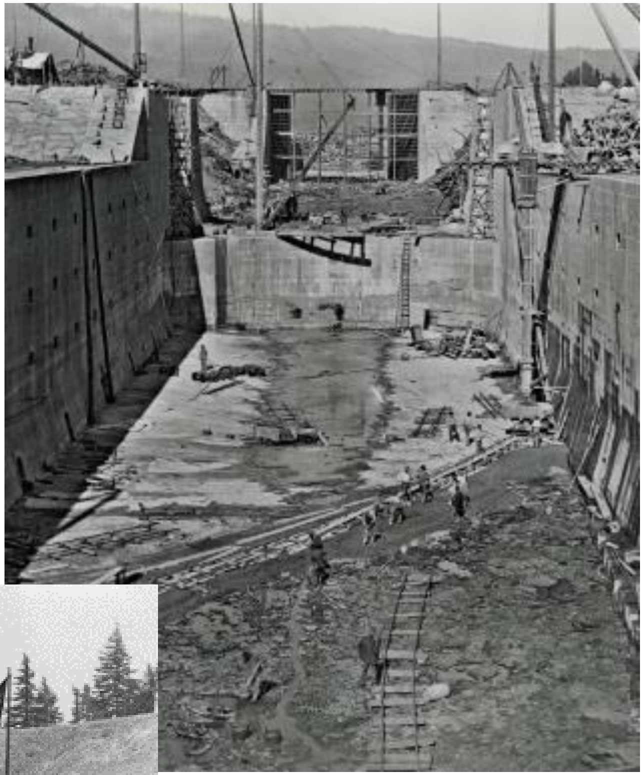
Protect from flooding



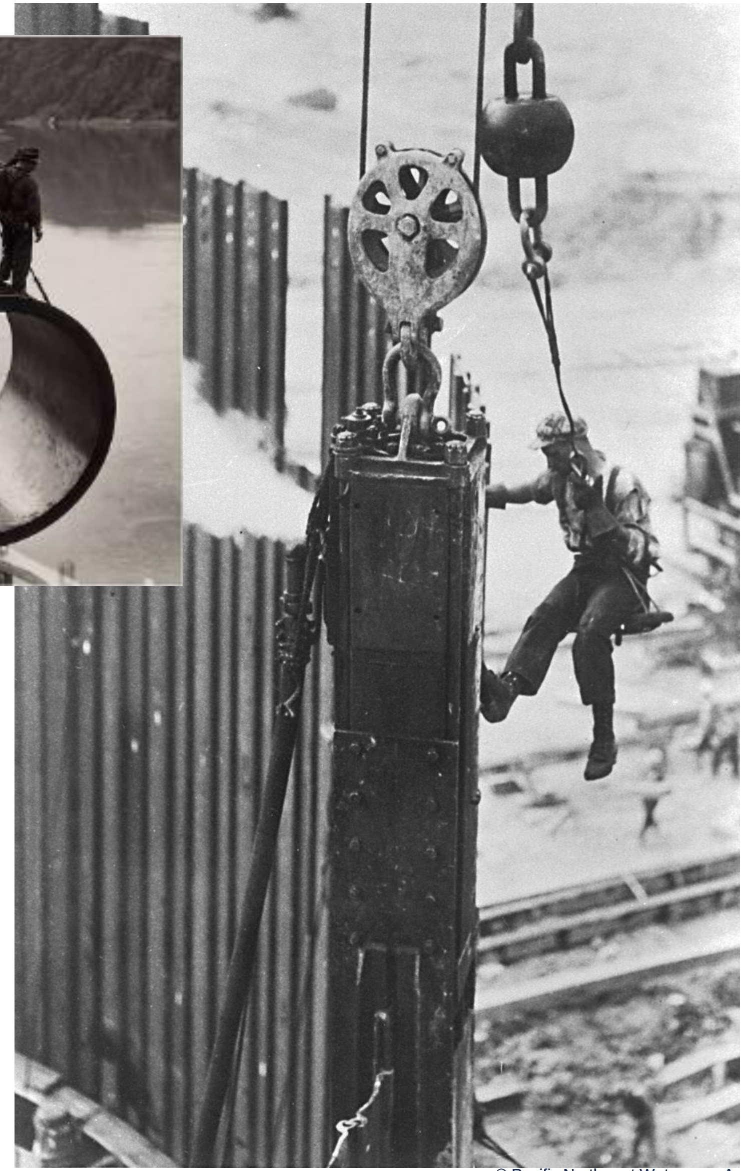
Vanport Flood – June 15, 1948

Rural electrification

Get goods to market



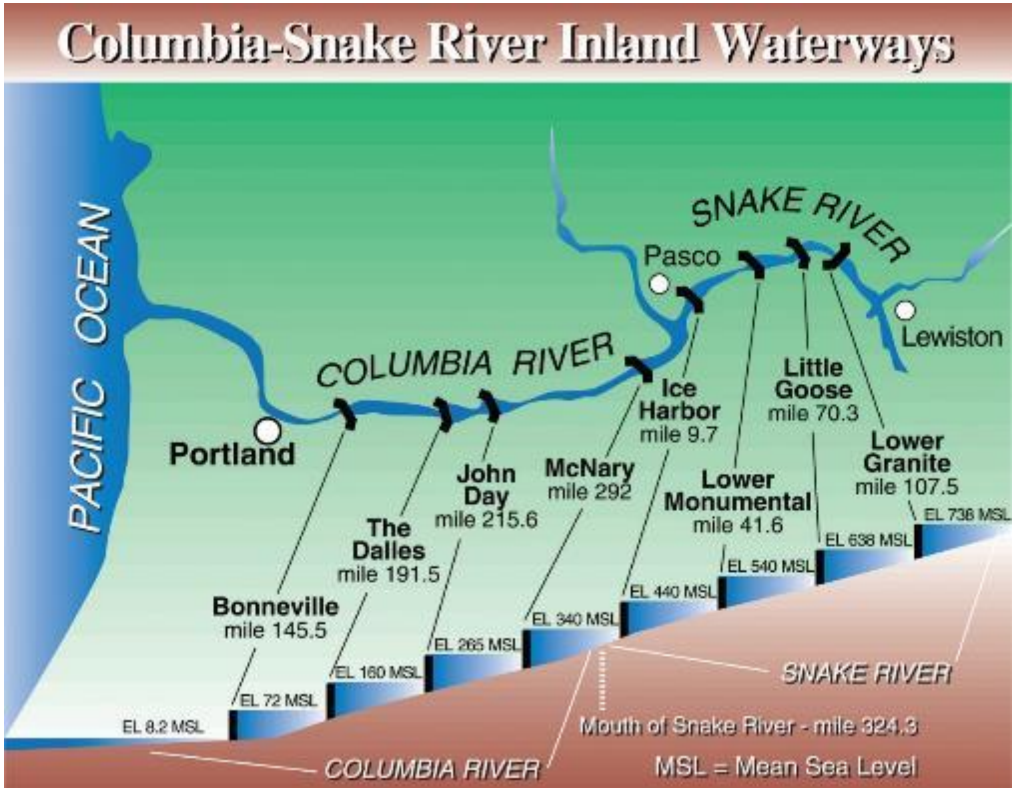
Our future was built …

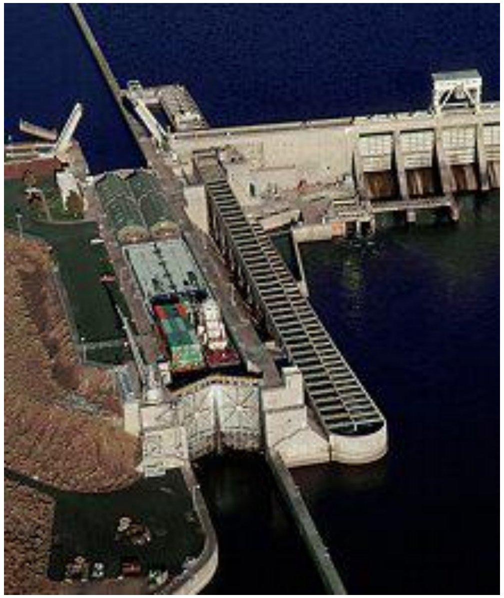


Lower Columbia River

- 43' channel (Deepening project in 2010)
- Over 54 million tons of cargo in 2022
- $21 billion in cargo value
- 40,000 jobs depend on the channel

Inland Columbia-Snake River System

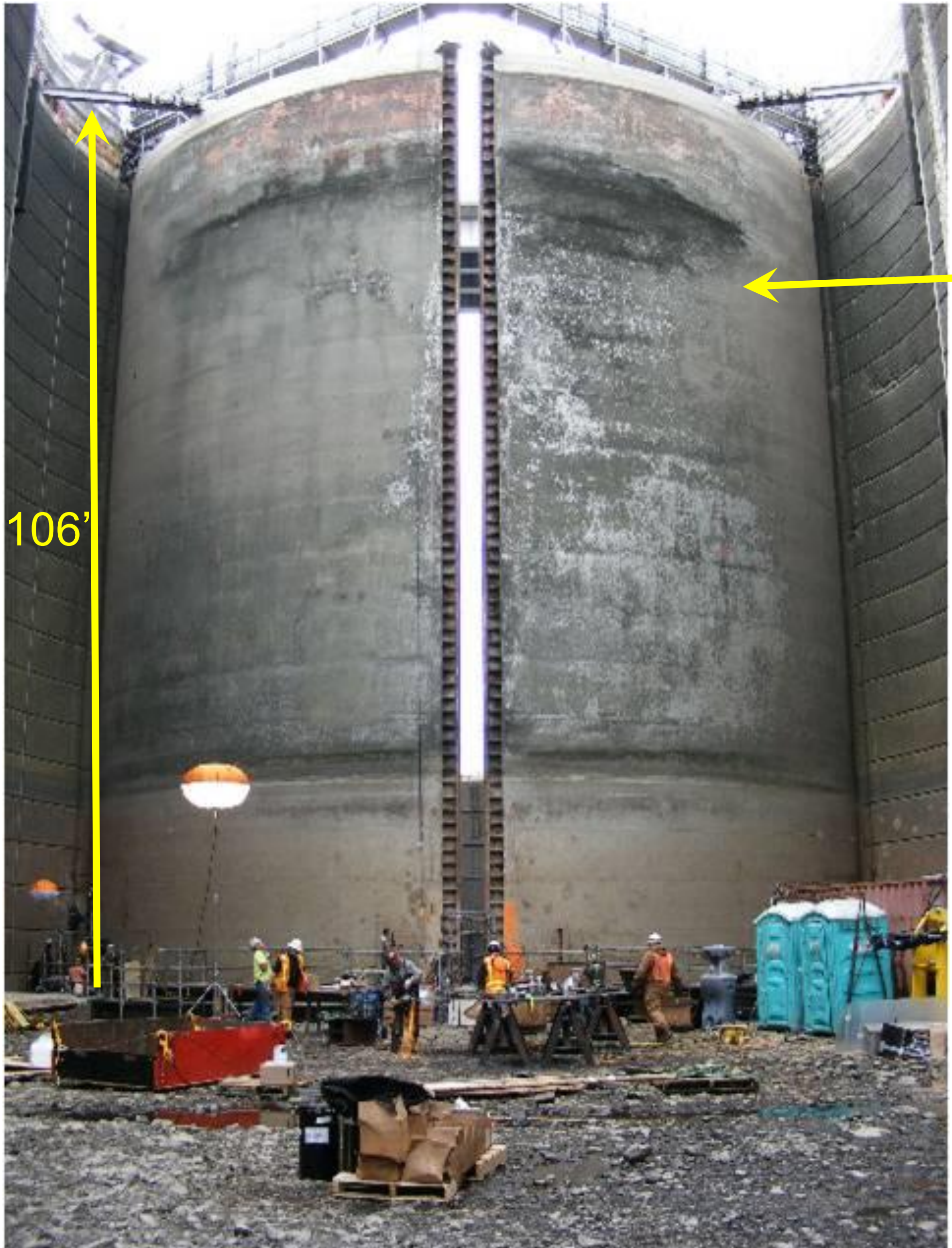




- 14’ channel depth
- Extends 365 miles inland
- Eight locks

Virtual Tour: The Dalles navigation lock

Virtual Tour: The Dalles navigation lock



The Dalles navigation lock

- downstream gate -

The locks on the Columbia Snake River System have the highest lift in the United States

Columbia Snake River System

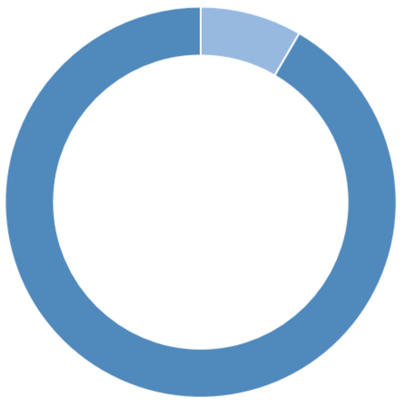
River System Overview

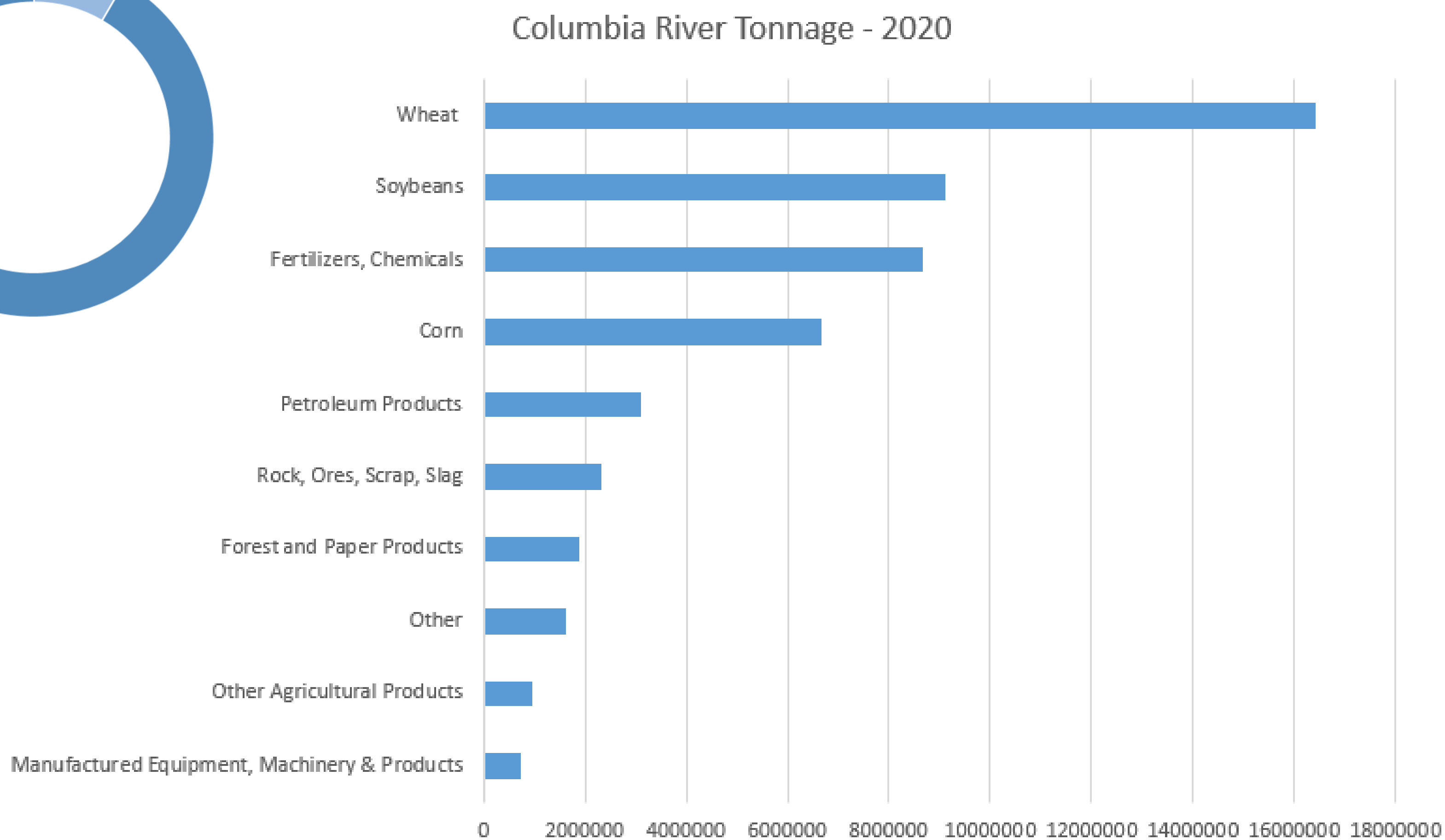
<u>What Moves on the River?</u>

Infrastructure Projects

Our Fish

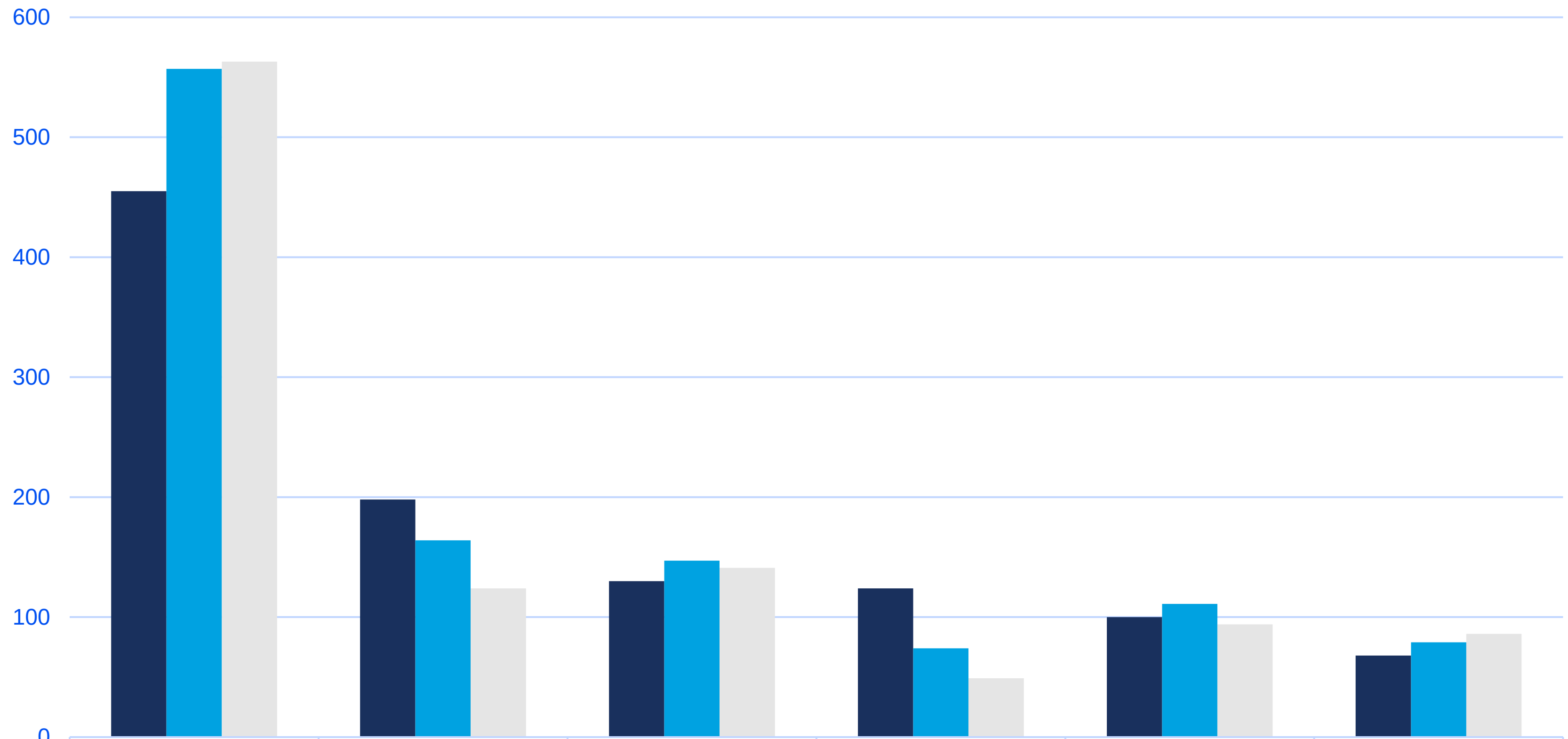
What Moves on the Columbia & Snake?





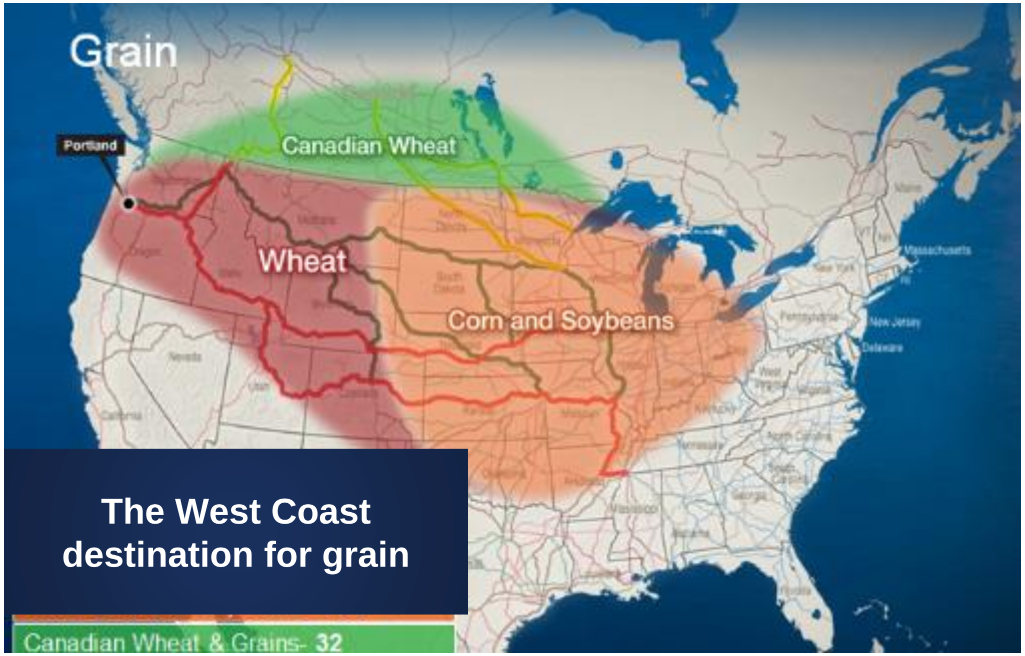
What Moves on the Columbia & Snake?

Top 6 Cargo Type by Vessel Calls



	Grain	Petroleum Barge	Autos	Containers	Soda Ash	Potash
2022	455	198	130	124	100	68
2021	557	164	147	74	111	79
2020	563	124	141	49	94	86

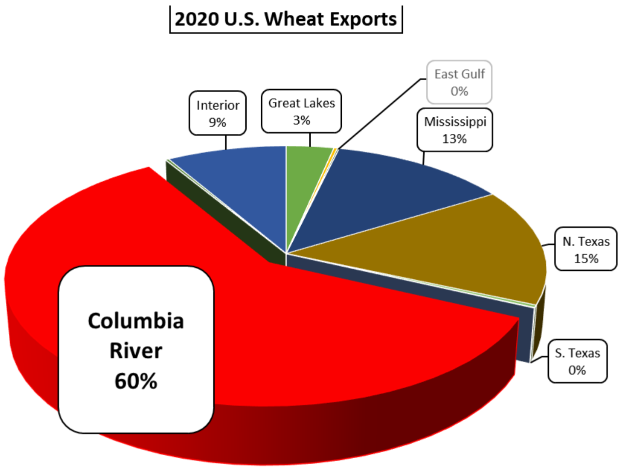
Third largest grain export gateway in the world



The West Coast destination for grain

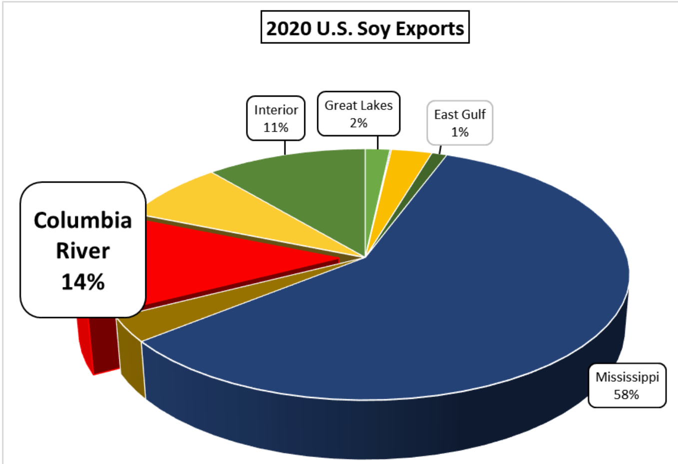
WHEAT

#1 in U.S. exports



SOYBEANS

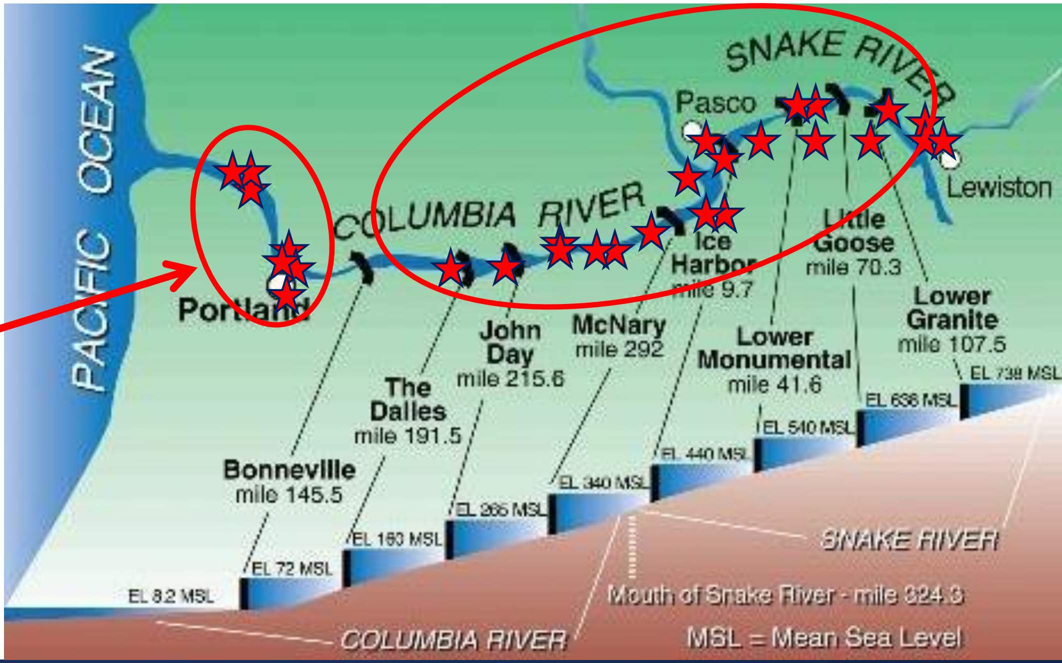
#2 in U.S. exports



Grain on the River

Arriving by Rail

Arriving by Barge



Six major grain export facilities

The Columbian

Clark County | Sports | Politics | Life | Opinion | Obituaries | Homes | Jobs

Vancouver port hails ‘world-class’ soda ash shipping facility planned at Terminal 2

Vancouver Bulk Terminal partnering with Solvay on project

By Sarah Wolf, Columbian staff writer
Published: October 12, 2023, 6:02am

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MINERAL BULKS

#1 on West Coast

AUTO IMPORTS & EXPORTS

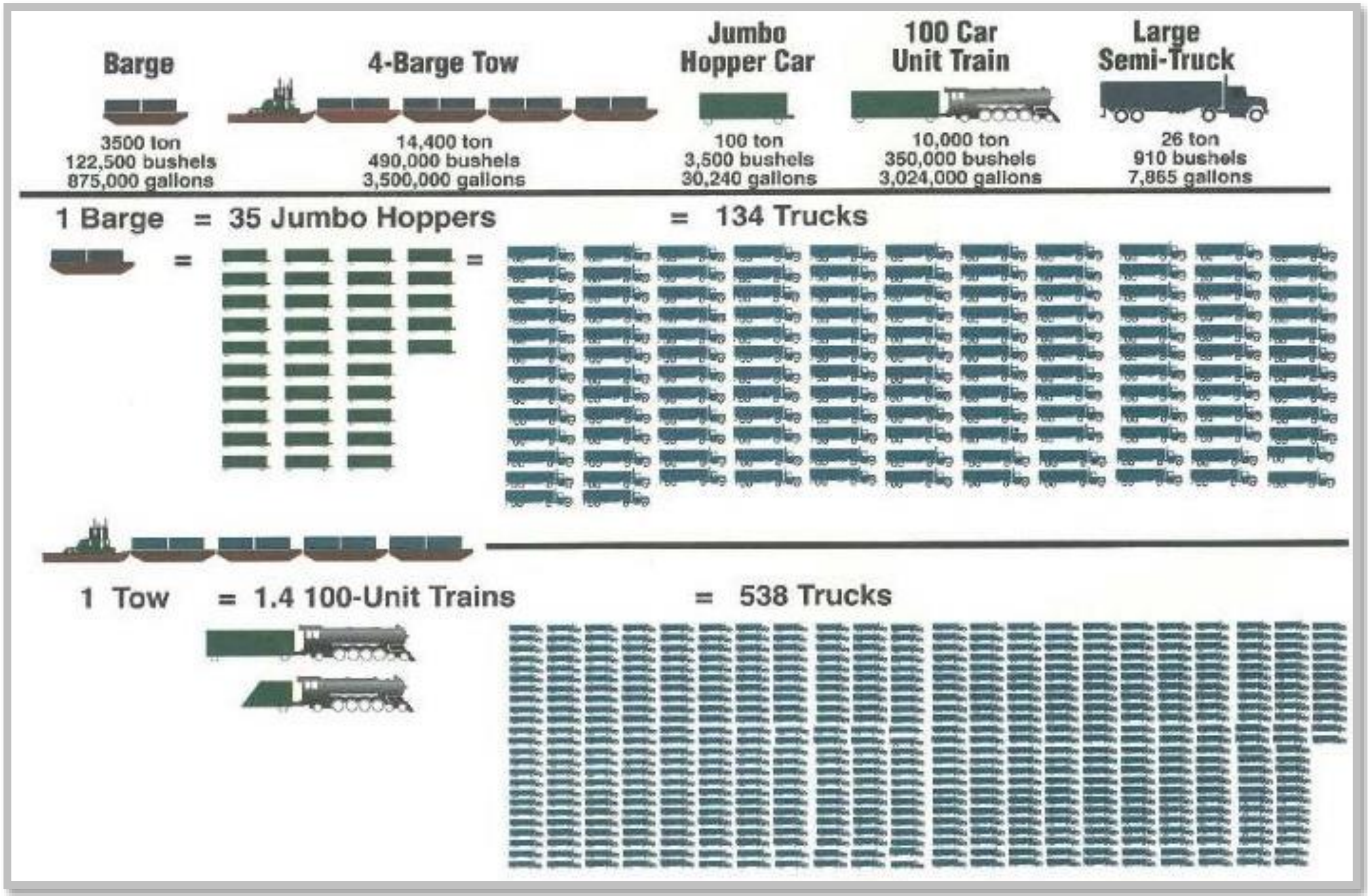
Major West Coast gateway

WOOD EXPORTS

#1 on West Coast

Other Columbia/Snake Cargo

Barging on the Columbia Snake River System



8,488,000 tons of cargo moved by barge in 2020

Equals

690 4-barge tows
- or -
84,880 rail cars
- or -
326,462 semi-trucks

Columbia Snake River System

River System Overview

What Moves on the River?

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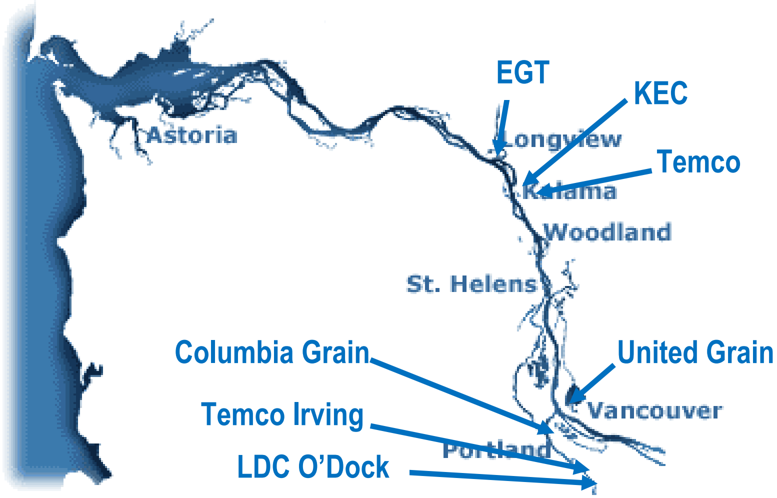
Our Fish

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

Columbia River Channel Deepening COMPLETED

- 20 year project
- Completed November 2010
- 110 mile channel deepened to 43’
- 6K tons added capacity per ship
- $1-2M worth of cargo added per ship call
- Private industry developments > $1B



RESULT: Over $1B in new investment

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: $79,226,000 – MORE?

Lower Columbia River Infrastructure Planning
ADDITIONAL NEEDS

Stern buoys

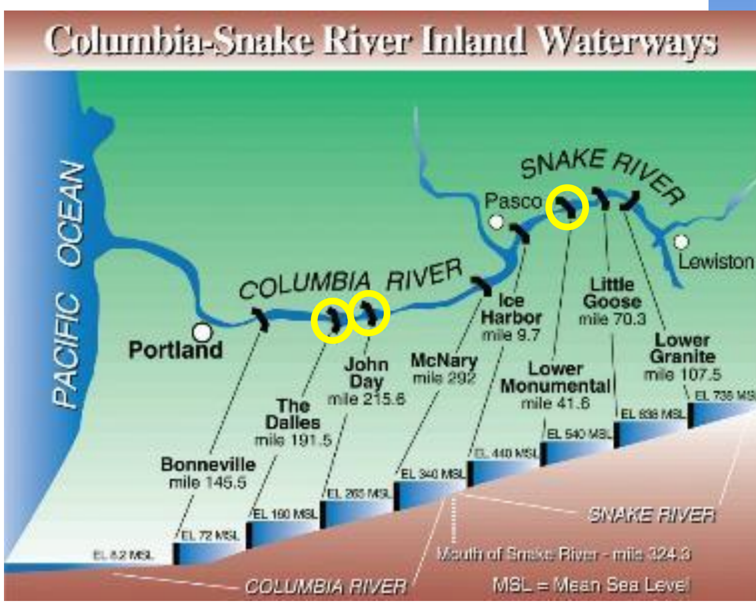
Pile dikes

Anchorages & Turning Basins

Weather buoys

Columbia Snake River Locks Major Repairs – 2010/11 COMPLETED

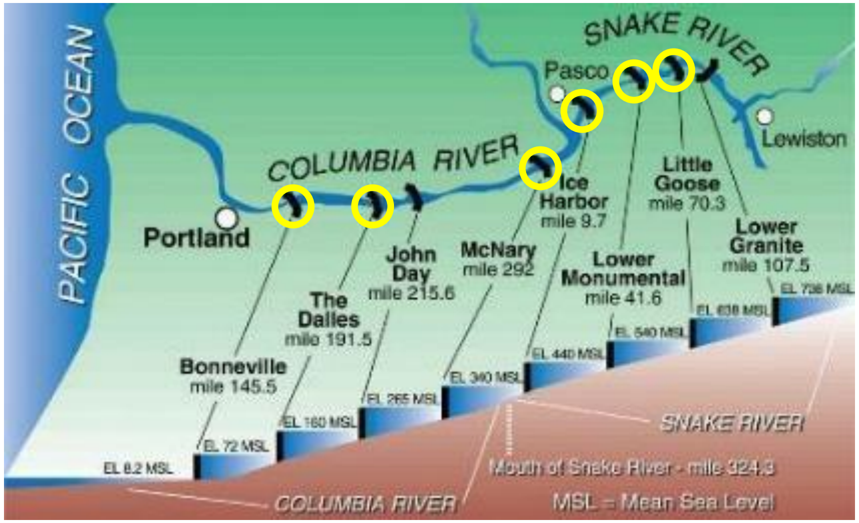
- New gates at 3 locks, major repairs at 3 others in one closure
- Ensures safe operation

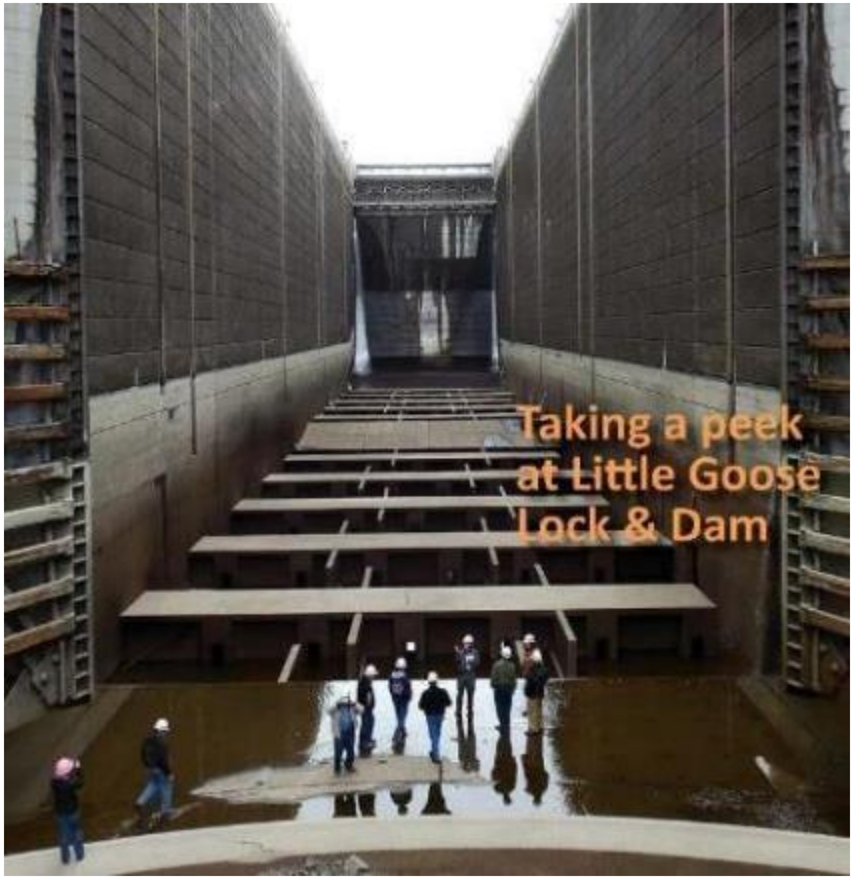


Lower Monumental lock

Columbia Snake River Locks Major Repairs – 2016/17 COMPLETED

- Components and systems to be installed at six of the eight locks
- 14 weeks
- December 2016 – March 2017





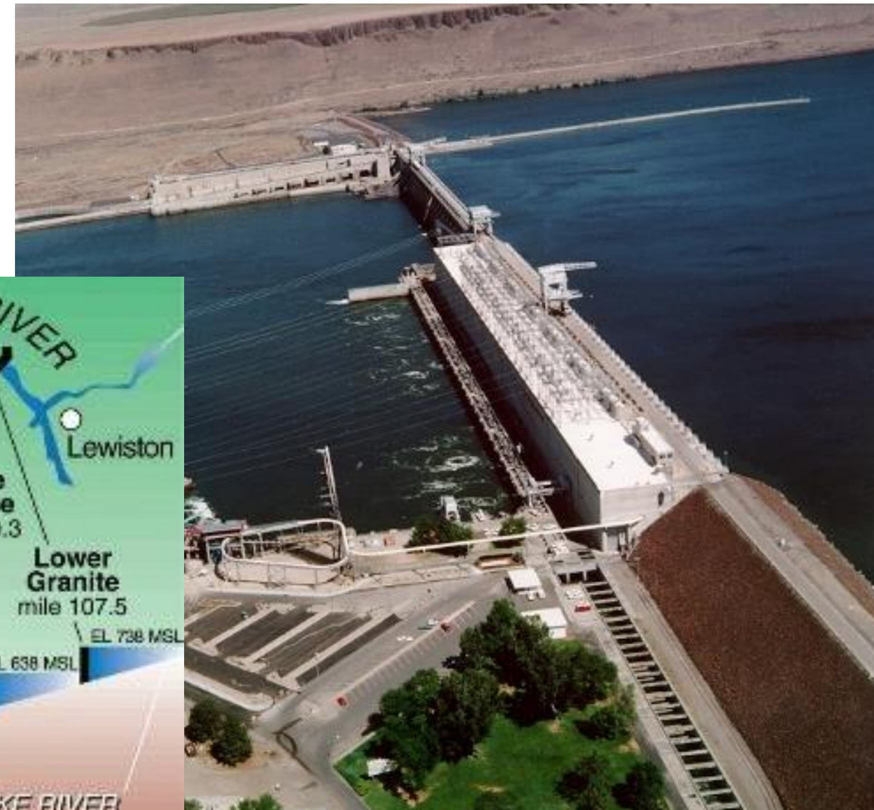
Little Goose lock

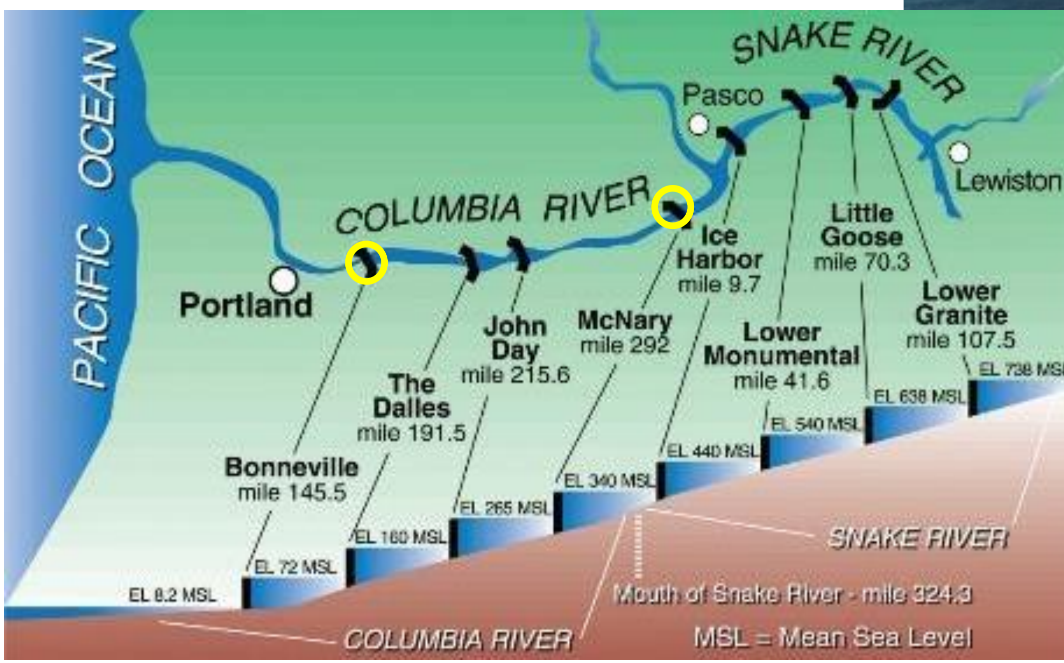
Columbia Snake River Locks Major Repairs
2024 & 2030 - UPCOMING

2024 – 12-14 weeks, McNary gudgeon anchor replacement (14 Jan – 29 Mar ‘24)

2025 & 2026 – 5 week closures

2030 - 15 weeks, McNary gate and Bonneville gate





Columbia Snake River System

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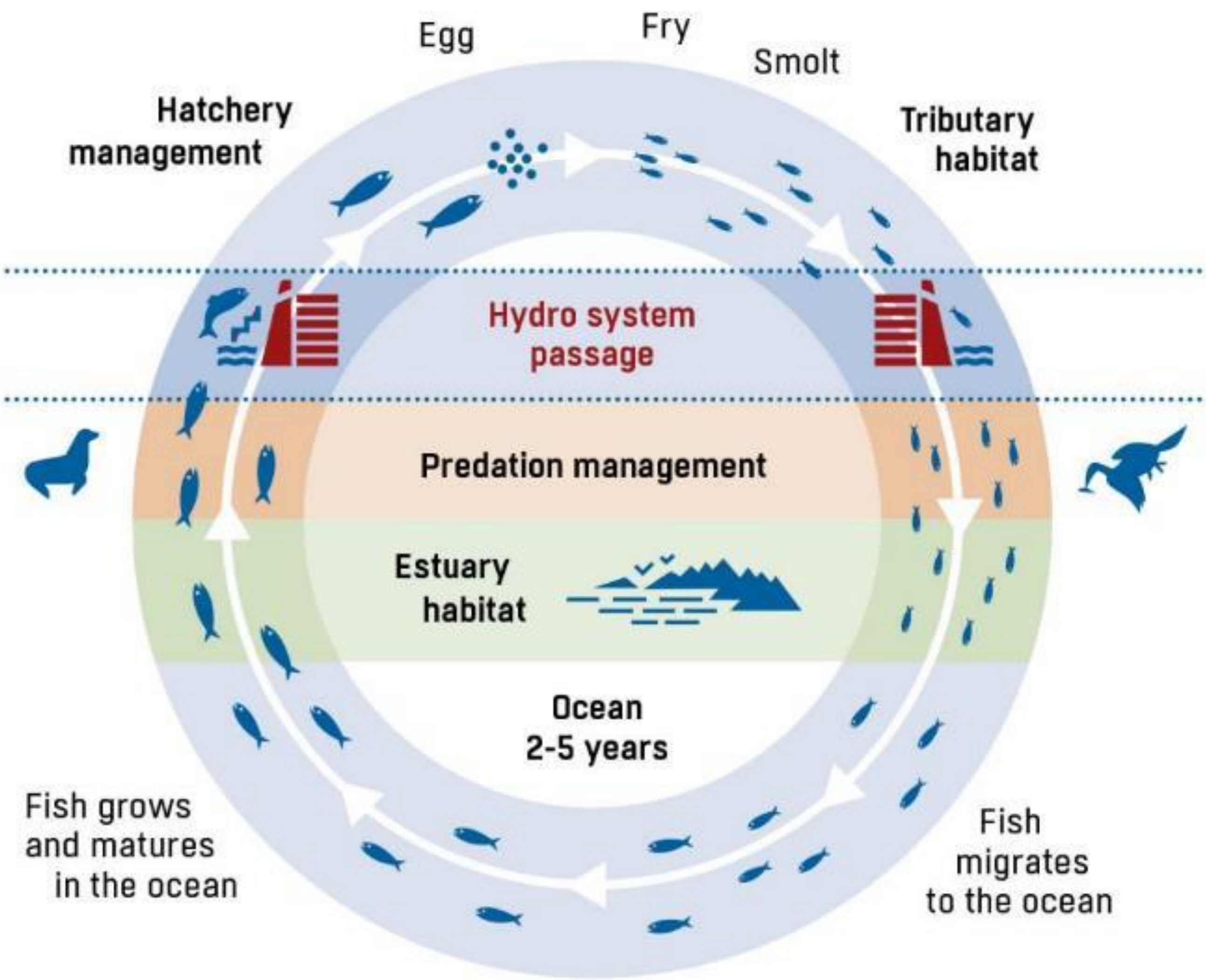
Our Fish & the Environment

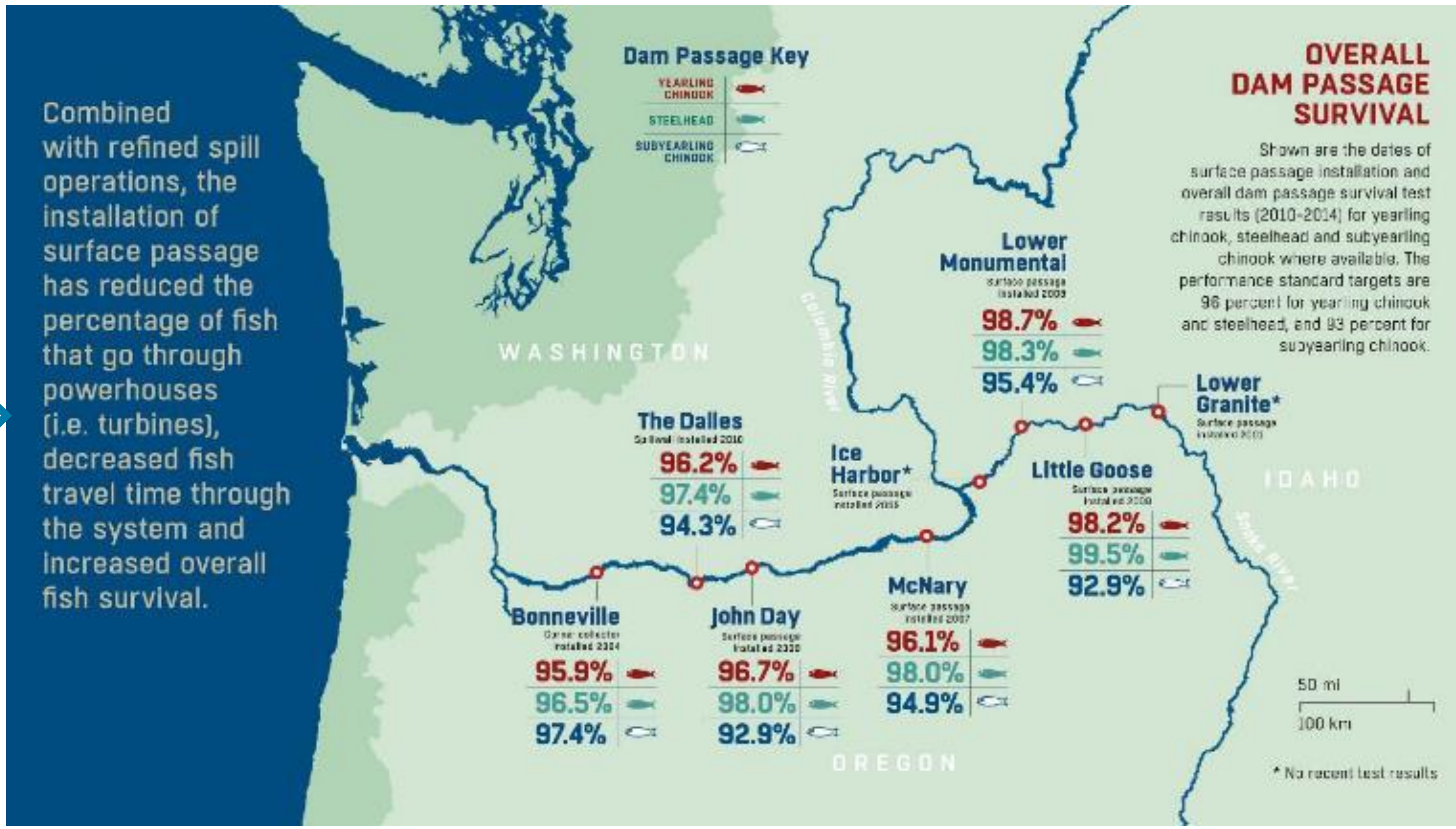
Sharing Our Rivers with Anadramous Fish



Fish Survival at the Dams

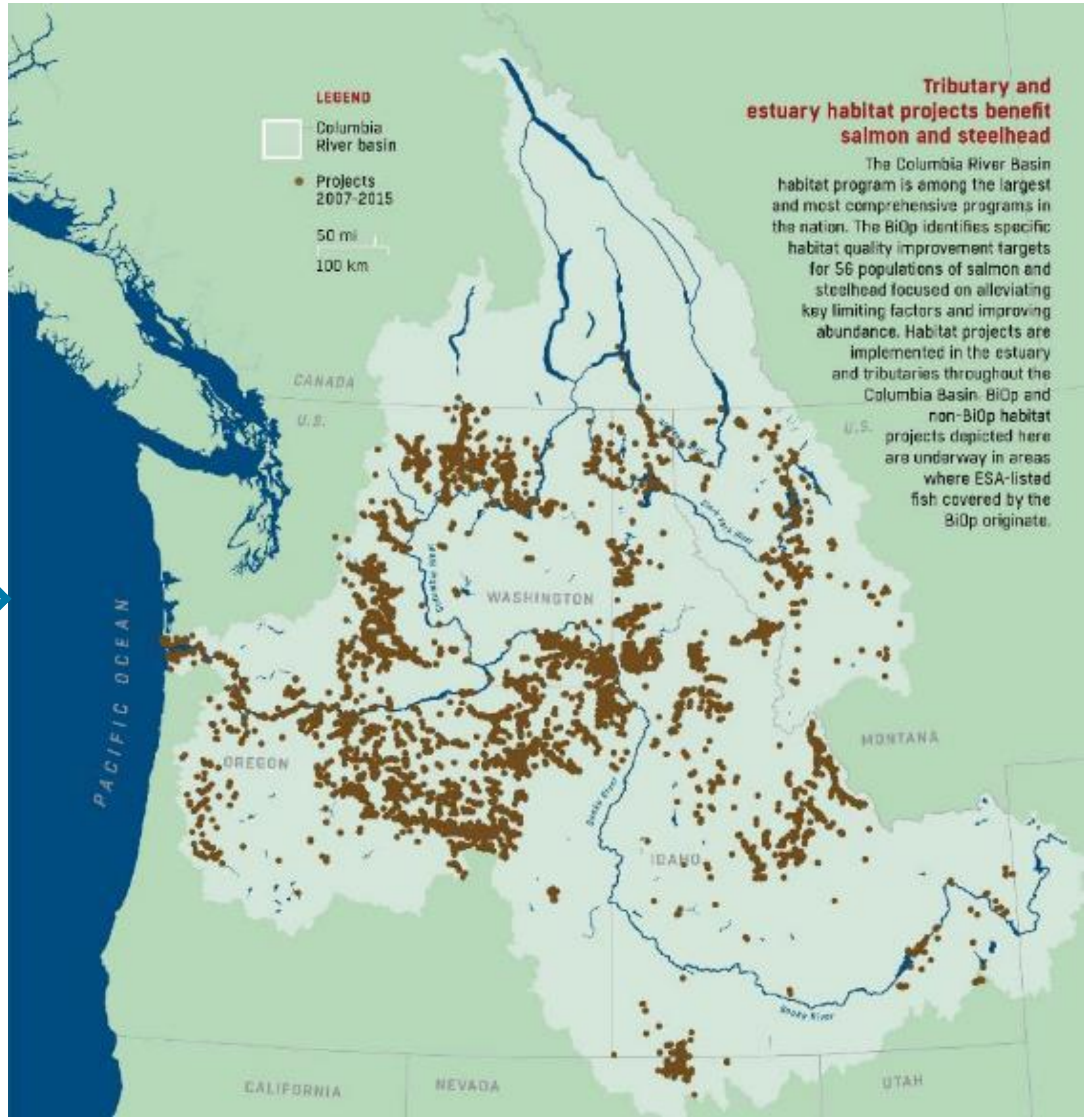
- Juvenile survival at the dams now averages 95-97%
- NOAA: survival rates through the hydro system are approaching levels in rivers without dams

Click here for more



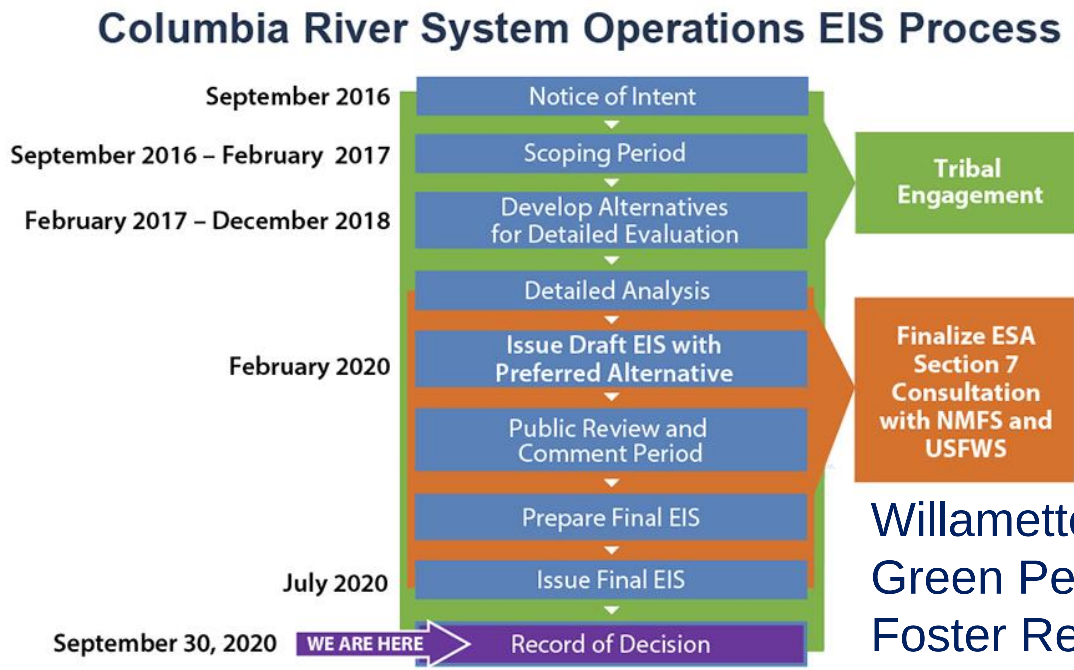
Regional Effort to Improve Habitat

Click here for more



www.salmonrecovery.gov

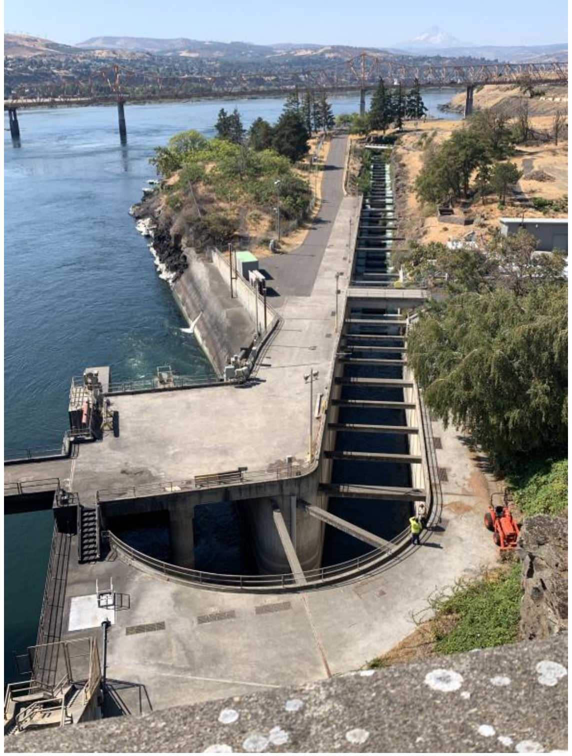
CRSO EIS – New Plan for Basin Dams



Willamette River Green Peter Dam – Foster Reservoir

- Columbia River Systems Operations (CRSO) Environmental Impact Statement (EIS) started in 2016
- Final EIS released July 31, 2020
- ROD issued September 30, 2020
- On-going Mediation & Stay to end Oct 31, 2023

Other Salmon Recovery Efforts



- NOAA led Columbia Basin Partnership Task Force
- Significant increases in federal/state funding

New and controversial proposals:

- Columbia Basin Collaborative
- Congressman Simpson's concepts
- Senator Murray & Governor Inslee Effort
- White House CEQ and Mediation Process
- White House Policy Memo on "Restoring Healthy and Abundant and Harvestable"

Thank You!

Neil Maunu, Executive Director

Pacific Northwest Waterways Association

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