

## Pacific Northwest Waterways Association



Since 1934, PNWA has been the regional leader in working with the U.S. Congress, federal agencies and decision makers on navigation, transportation, trade, tourism, energy and environmental policy to enhance economic and environmental sustainability in the Pacific Northwest.

PNWA represents over 135 organizations in the public and private sectors in Washington, Oregon, and Idaho. Members include public ports, navigation, transportation, international trade, tourism, agriculture, forest products, energy and governmental interests.

Beginning in 1934, PNWA led the way for Congressional authorization and funding to build the locks and dams on the Columbia and Snake Rivers to provide for navigation, hydropower and irrigation. In 1971 we expanded, adding Puget Sound and Oregon and Washington coastal members to provide a comprehensive regional perspective.

### PNWA MISSION

PNWA strengthens the regional economy by increasing economic and environmental sustainability, while providing a cooperative, regional approach to addressing public policy.

**Transportation.** Develop the region's navigation, rail, highway, pipeline and air transportation to provide safe, secure, efficient, competitive links to domestic and world markets.

**Trade and Tourism.** Expand international and domestic trade and tourism opportunities.

**Energy.** Ensure adequate, reliable, reasonably priced energy for the region.

**Environment.** Encourage environmental sustainability while maintaining and improving regional economic vitality.

**Infrastructure.** Support infrastructure projects that advance the region's economic health and competitive position in world markets.

### PNWA CONTACTS

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## **PNWA Priority Action Agenda**

PNWA works to strengthen the regional economy by increasing economic and environmental sustainability.



### **TRANSPORTATION**

#### **Navigation**

- Support increased federal funding to meet operations and maintenance, major rehab, and new construction needs of the region's deep draft, shallow draft, and inland ports, harbors and waterways. *(For specific project appropriations requirements, see "PNWA Supported Corps Projects" document at [www.pnwa.net](http://www.pnwa.net))*
- Support implementation and funding of WRRDA 2014 and WRDA 2016, including hitting the HMT target and WRRDA 2014 Sections 2102 and 2106.
- Protect Harbor Maintenance Trust Fund and Inland Waterways Trust Fund to ensure that all transportation user fees collected are used for their stated transportation infrastructure maintenance and development purposes.
- Support legislation that would result in comprehensive Harbor Maintenance Tax (HMT) reform to ensure:
  - Full expenditure of HMT collections to maintain the nation's ports, waterways and harbors;
  - Certain amounts from the HMTF are available for specific categories of ports;
  - U.S. tax code does not disadvantage U.S. jobs and goods movement, and;
  - All cargo benefits from fees assessed via the HMT.
- Support continued national dialogue to address ability of Inland Waterways Trust Fund to meet current and future inland construction and major rehab needs. Support regional distribution of IWTF and oppose lockage fees.

**Freight mobility.** Support projects, policies and planning that enhance navigation, multi-modal connections and efficient freight mobility for ports, waterways, rail and roads. Federal planning and infrastructure development activities should be conducted within a national context. When considering the development of new freight and port capacity, adequate consideration should be given to state/local road corridors, the military, and existing freight networks, including those on the West Coast that already serve as trade gateways and corridors for inland U.S. markets.

### **ENERGY**

#### **Ensure that the Northwest hydropower system remains efficient, reliable and cost competitive:**

- Maintain a robust Federal Columbia River Power System to ensure system reliability, meet customer load requirements, and keep power rates as low as possible.
- Federal agencies, Congress and the states should recognize hydropower as a "qualifying" renewable energy, specifically as an eligible renewable resource that is used to integrate other renewable resources into the transmission system.
- Maintain and enhance regional hydropower capabilities to reduce greenhouse gas emissions.
- Prioritize and incentivize the use of conservation to help offset load growth and reduce the need for additional generation.
- Support energy policies and projects that address a balanced domestic energy portfolio and support U.S. energy independence.
- Work to ensure permitting and oversight of Northwest energy facilities is timely and consistent with current federal agency practices.

## **WATER**

**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. Partner with Columbia River Treaty Power Group.

**Columbia Basin Project.** Continue developing the Project, including replacement of groundwater in the Odessa Groundwater Management Sub Area and Walla Walla Basin area.

## **ENVIRONMENT**

### **Protect the environment while preserving regional economic vitality:**

- Support development of updated Columbia River System Operation (CRSO) Environmental Impact Statement (EIS).
- Oppose dam breaching, reservoir drawdown, excessive flow augmentation and excessive spill.
- Support continued funding for Columbia River Fish Mitigation.
- Support strict delineation of state and federal agency roles in evaluating permit requests, and ensure agencies do not expand or modify scope of permit reviews based on commodity.
- Continue to streamline permitting processes and coordination among agencies to ensure fair and timely review.
- Support development of programmatic permits for non-federal interests, to streamline review of individual projects and address agency backlogs.
- Support federal funding for diesel emissions reductions in DERA (Diesel Emissions Reduction Act) at the authorized level of \$100M annually.
- Support consistency and practicability of EIS rules for large marine and overland transportation projects and oppose new scope and study precedents that endanger the future economic development of the region.

## **PNWA Federal Policy Positions**

### **NAVIGATION POLICY**

- Support increased federal funding to meet operations and maintenance, major rehab, and new construction needs of the region’s deep draft, shallow draft, and inland ports, harbors and waterways. *(For specific project appropriations requirements, see “PNWA Supported Corps Projects” document at [www.pnwa.net](http://www.pnwa.net))*
- Maintain authorized depth in Snake River navigation channel.
- Support implementation and funding of WRRDA 2014 and WRDA 2016, including hitting the HMT target and WRRDA 2014 Sections 2102 and 2106.
- Protect Harbor Maintenance Trust Fund and Inland Waterways Trust Fund to ensure that all transportation user fees collected are dedicated and used for their stated transportation infrastructure maintenance and development purposes.
- Support legislation that would result in comprehensive reform of the Harbor Maintenance Tax (HMT) through measures that ensure:
  - Full expenditure of HMT collections to maintain the nation’s ports, waterways and harbors;
  - Certain amounts from the HMTF are available for specific categories of ports;
  - U.S. tax code does not disadvantage U.S. jobs and goods movement, and;
  - All cargo benefits from fees assessed via the HMT.

**Inland Waterways Trust Fund.** Support continued national dialogue to address ability of the Fund to meet current and future inland construction and major rehab needs. Support regional distribution of IWTF funds and oppose lockage fees.

**Essential Coast Guard Services.** Maintain the authorized depth of navigation channels and basic lifeboat services for all U.S. Coast Guard stations and facilities serving navigable waterways with commercial vessel operations. Maintain USCG Air Stations and Air Facilities at full strength. Support funding to maintain all Aids to Navigation (ATON) structures and devices.

#### **Principles and Guidelines for Water Resources Projects:**

- Include regional economic development, tourism, commercial fish landings and Endangered Species Act benefits in calculating project benefits and in setting project and funding priorities.
- Implement peer review early in process to ensure projects move forward in a timely manner.

**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.

**Marine Highway Corridors.** Support marine highway corridor designations to enhance all types of cargo/freight movement. Support funding for the M-5 and M-84 Marine Highway Corridors, as designated by MARAD. Support marine corridor designation for the Swinomish Channel and the Puget Sound.

### **SURFACE TRANSPORTATION POLICY**

**Freight Policy.** Support projects, policies and planning that enhance navigation and multi-modal freight mobility for ports, waterways, rail and roads. Federal planning and infrastructure development activities should be conducted within a national context. When evaluating the development of new freight and port capacity, consideration should be given to existing freight networks, including those on West Coast that already serve as trade gateways and corridors for inland U.S. markets.

**Freight Funding.** Support the creation of dedicated multi-modal freight funds—both formula and competitive grants—that support the implementation of a national freight strategy. Funding should prioritize those navigation, rail, roadway, and pipeline projects to allow cargo to move efficiently, without interruption, from farm and factory along surface transportation and through ports. Support the creation of national multimodal freight funding tools to meet port intermodal, rail and highway needs.

## **SURFACE TRANSPORTATION POLICY (continued)**

**Rail Corridor and Capacity Improvements.** Support tax credits, including the 45G Short Line Railroad Tax Credit, for investments in capacity-enhancing rail infrastructure, and the Railroad Rehabilitation and Improvement Financing (RRIF) loan program.

**Rail Access Improvements.** Encourage Class I railroads, in cooperation with short line railroads, to improve access for underserved communities and shippers in the Pacific Northwest. Encourage development of adequate rail infrastructure to increase capacity for cargoes in the Northwest. Support improvements of at-grade rail crossings to limit impacts on local communities.

**TIGER.** Support federal funding for TIGER grants, to focus on transportation projects and port infrastructure with direct economic development and job retention benefits.

### **Port Security:**

- Support annual funding for the federal port security grant program.
- 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 AIS/VTIS coverage.

## **TRADE AND TOURISM POLICY**

**Agricultural Marketing.** Support full and increased funding for the Market Access Program (MAP) and Foreign Market Development (FMD) programs to support exports.

**Asia-Pacific Trade.** Support continued discussion and development of trade agreements between the U.S. and Asia-Pacific nations.

**Export-Import Bank.** Support efforts to ensure that loans above the \$10M threshold remain allowable with the current board structure.

**Farm Bill.** Support timely re-authorization of the Farm Bill to support U.S. agricultural farmers.

**FAA Reauthorization.** Support long-term reauthorization of the Federal Aviation Administration, to include maximizing security and efficiency, and modernizing the Passenger Facility Charge (PFC) and Airport Improvement Program (AIP).

**Payments in Lieu of Taxes (PILT).** Support full funding of the PILT program to provide public lands counties critical services such as education, solid waste disposal, law enforcement, search and rescue, health care, environmental compliance, firefighting, parks and recreation and other important community services.

**South and Central America Trade.** Support continued discussion and development of trade agreements between the U.S. and South and Central American nations.

**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, and for our working waterfronts.

**Trade Enforcement.** Support enforcement actions that promote free trade and economic growth, and oppose those that negatively impact foreign trade and international commercial relations.

## **ENERGY POLICY**

### **Federal Columbia River Power System (FCRPS):**

- Ensure that the benefits of the federal hydropower system continue to accrue to the Pacific Northwest region.
- Maintain cost-based rates and regional public preference of the federal hydropower system to the Northwest.
- Support scientifically proven, cost-effective efforts to aid salmon recovery.

- Support development of updated Columbia River System Operations (CRSO) Environmental Impact Statement (EIS).

### **ENERGY POLICY (continued)**

#### **Federal Columbia River Power System (FCRPS):**

- 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 entire federal system.
- Oppose the privatization of Bonneville Power Administration.
- Fish and Wildlife programs funded by the customers of the Bonneville Power System must have a nexus to the construction and operation of the FCRPS.
- Maintain a robust Northwest hydropower system that provides carbon-free, economical and reliable energy.
- BPA transmission projects for serving power needs of entities in the Northwest should have priority over projects designed to export energy to other regions.

#### **Renewable/Green Energy:**

- Federal agencies, Congress and the states should recognize hydropower as a “qualifying” renewable energy, specifically as an eligible renewable resource that is used to integrate other renewable resources into the transmission system.

#### **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 hydro, are appropriately reflected in any carbon emission reduction plan.

#### **New Energy Facilities:**

- Support federal energy policies, innovative permitting processes and federal funding to expedite new nonfederal energy projects that are compatible with existing economic activities, environmental needs in the region, and system reliability standards. Such facilities include solar development, wind generation, hydrokinetic energy, gas-fired turbines, transportation fuels, biofuels, and other fuel sources, to supplement hydropower and other existing capacity in meeting increasing regional demand. Coordinate offshore energy development with existing and future navigation trade routes and commercial fishing grounds.
- Support development of liquefied natural gas facilities and pipelines to meet regional energy demand while minimizing impacts on navigation, safety of other river users and the environment.
- Support federal energy policies and projects that address a balanced U.S. energy portfolio 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.

### **WATER POLICY**

**Columbia River Treaty.** Work with U.S. Entity (Corps and BPA) and Department of State to ensure that navigation, hydropower, irrigation and flood control are protected during treaty review and negotiations. Include modeling of river flow impacts to sediment management and ship maneuverability on the Columbia River.

**Columbia Basin Project.** Continue developing the Project, including replacement of groundwater in the Odessa Groundwater Management Sub Area and Walla Walla Basin area.

**Clean Water Act.** Ensure that any expansion or new interpretation of the Clean Water Act navigable waters definition does not negatively impact economic development, job growth, or agricultural production.

## ENVIRONMENT POLICY

### **Columbia and Snake River Salmon:**

- Support development of updated Columbia River System Operations (CRSO) Environmental Impact Statement (EIS).
- Support cost-effective salmon recovery measures with demonstrable benefits that also preserve the multiple-purpose public benefits authorized by Congress.
- Maintain the integrity of the Federal Columbia River Power System.
- Maintain all navigation channels at authorized depth via dredging and/or adjusting pool levels.
- Oppose dam breaching and excessive spill and flow augmentation.

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

### **Permitting:**

- Encourage the Corps and the federal and state resource agencies to continue working with ports and other applicants to streamline the permitting process.
- Encourage cooperation/coordination by state and federal permit agencies to expedite and provide regulatory consistency in the handling of all permit processing, including designation of dredged material disposal sites.
- Support development of programmatic permits for non-federal interests, to streamline review of individual projects and address agency backlogs.
- Monitor the Sediment Evaluation Framework to ensure environmental protections while maintaining economically efficient water-dependent economic activity.
- Establish reasonable policies for mitigation requirements. For example, no net gain in dock length within a pool is neither reasonable nor practicable, given growth in population, cargo, and recreational activity.
- Expand the list of beneficial uses of dredge material associated with federal projects to include environmental enhancement, commercial reuse and beach nourishment.
- Congress and the Administration should provide direction and sufficient resources to ensure that the Corps, NMFS and other resource agencies process permits in a fair and timely fashion.
- Support strict delineation of state and federal agency roles in evaluating permit requests, and ensure agencies do not expand or modify scope of permit reviews based on commodity.

### **Levees and floodplains:**

- Support PNWA members addressing levee certification and floodplain designation challenges.
- Continue to assist entities impacted by changes to the NFIP.
- FEMA and NMFS should work with ports and other affected parties to ensure that floodplain requirements allow for current and future waterfront maritime and industrial facilities and activities.
- Ensure that levees are protected in Columbia River Treaty negotiations.

### **Climate Change:**

- Maximize navigation capabilities to gain fuel efficiency and emissions benefits.
- Improve rural and intermodal rail connections to maximize fuel efficiencies.
- Maintain and enhance regional hydropower capabilities to reduce greenhouse gas emissions.
- Recognize hydropower as a qualifying and eligible renewable energy, including for the purposes of renewable energy credits (RECs).
- Support development of alternative and renewable energy resources but do not require utilities to purchase it instead of existing resources and/or before need.
- Support federal funding for diesel emissions reductions in DERA, the Diesel Emissions Reduction Act, at the authorized level of \$100M annually.

**Toxic Contaminants.** Support funding to address known toxics hotspots, including for voluntary grant programs supported by the Columbia River Basin Restoration Act.

## **ENVIRONMENT POLICY (continued)**

**Air Emissions.** Ensure full funding for federal energy grant programs. Fund EPA's National Clean Diesel Campaign grant program at the Congressionally-authorized level of \$100M annually. 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.

**Ballast Water Management.** Support 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.

**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.

**Forest Fire Prevention.** Support legislation to adequately fund wild fire prevention, suppression and economic recovery for communities impacted by wild fires. In addition, support policies that help prevent future wildfires.

**Mitchell Act.** Support increased funding for Mitchell Act hatcheries, to increase salmon populations in the Columbia River Basin and support fishing jobs throughout the Northwest.



## PNWA Infrastructure Projects



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

### NAVIGATION PROJECTS

**Corps funding.** Support inclusion of robust "additional funding" pots for the Construction, General Investigations and Operations & Maintenance accounts of the Corps budget, to provide monies to underfunded navigation projects.

**Small ports.** Support additional funding in FY2018 to maintain projects moving less than 1M tons of commercial cargo. Support funding of projects that benefit maritime activities of regional significance, including harbors with Coast Guard and vessel haul out capabilities. Support full implementation of WRRDA 2014 Section 2102 authorizing a 10% set aside of annual HMTF funds for this purpose.

**Mouth of the Columbia River Jetties - major rehabilitation.** Support \$22M in FY2018 for long-term needs of the three jetties at the Mouth of the Columbia River.

**Mouth of the Columbia River – maintenance dredging and jetty repair.** Support a total of \$27.531M in FY2018 for annual maintenance dredging and a detailed design report for the Sand Island Pile Dikes.

**Columbia & Lower Willamette River.** Support \$46.767M in the President's FY2018 budget request to maintain the Lower Columbia River to -43'. Request an additional \$14.947M for critical maintenance dredging, pile dike improvements and the Regional Sediment Management Plan.

**Columbia River Channel Maintenance Project.** Support development, implementation and funding of the 20-year plan to manage sediment on the Lower Columbia River.

**Columbia River navigation improvements.** Support deepening of designated turning basins and anchorages on the lower river as needed, including deepening the Longview Turning Basin to -43'. Support establishment of a federally authorized turning basin at river mile 77.

**Columbia River pile dike system.** Support rehabilitation of the pile dike system between the Mouth of the Columbia River and Bonneville dam, to assist in reduced dredging requirements, increase channel stabilization, create/maintain beneficial fish habitat, and increase bank protection.

**Columbia River anchorages.** Work with Corps to ensure that federal anchorages are properly maintained. Work with Corps and Coast Guard to support designation of additional anchorage locations as needed.

**Columbia River side channels.** Support dredging of Westport Slough, the Astoria Turning Basin, and Lake River to their federally authorized depths.

**Albina Turning Basin.** Support future maintenance dredging for the Albina Turning Basin on the Willamette River.

**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. See PNWA's "[Supported Corps Projects](#)" document.

**Snake River navigation.** Maintain the navigation channel, river flows, and minimum operating pool as needed for safe and efficient navigation.

**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.

## NAVIGATION PROJECTS (continued)

**NOAA Weather Buoys.** Support funding for repair and replacement of NOAA weather buoys to provide accurate data to improve the safety of mariners.

**U.S. Moorings.** Request funding to address sedimentation and structural repairs at the U.S. Moorings in Portland, home port of the federal hopper dredges *Essayons* and *Yaquina*.

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

**Lake Washington Ship Canal, Seattle.** Support \$9.870M in the FY2018 budget request for continued O&M. Request an additional \$10.415M in FY2018 funding for critical repairs.

**Northwest Seaport Alliance.** Request \$389K in FY2018 for project management and condition surveys in Seattle Harbor. Request \$464K in FY2018 for the Port of Tacoma's Hylebos Waterway sediment characterization condition surveys.

**Northwest Seaport Alliance.** Request \$500K in FY2018 to begin the study phase relating to the alteration and modernization of the Port of Tacoma's federal navigation channels to serve the requirements of modern vessels.

**Port of Anacortes.** Support dredging of Pier 2 to -46 MLLW for terminal operation enhancement.

**Port of Anacortes.** Support the Pier 2 Export Initiative, including funding from the INFRA and TIGER grant programs, for bulkhead wall repairs (\$2.8M) and berth deepening (\$4.7M).

**Port of Anacortes.** Support \$3M for corrosion repairs, cathodic protection and an improved fendering system at Curtis Wharf.

**Port of Astoria.** Support dredging of North Tongue Point channel and turning basin, the turning basin at Tansy Point Range, central waterfront facilities and the east mooring basin.

**Port of Astoria.** Support redevelopment of marine terminal facilities at Pier 3.

**Port of Astoria.** Support USCG efforts to site Fast Response Craft on the Lower Columbia River.

**Port of Bandon (Coquille River).** Request a total of \$453K in FY2018 for critical maintenance dredging.

**Port of Bellingham.** Request \$1.2M in FY2018 for maintenance dredging of the Squalicum Waterway.

**Port of Bellingham.** Request federal infrastructure funding for Aerated Stabilization Basin.

**Port of Clarkston.** Support upgrades to infrastructure to slow sediment accumulation around port dock facilities to allow for better movement of cruise ships and tugs.

**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 Coos Bay.** Widen and deepen the lower Coos Bay navigation channel and construct the lower bay turning basin in the deep draft channel.

**Port of Coos Bay.** Support full-length repair and long-term rehabilitation of the North Jetty and refurbishment of the bay-side erosion area. Request a total of \$10.071M in FY2018 for maintenance dredging, jetty plans & specs, and additional work at the Coos Bay project.

**Port of Everett.** Support grant and loan project requests for dock and rail modernization, acquisition and expansion efforts to prepare the Seaport for larger cargo ships.

**Port of Everett.** Support \$2.281M in the Administration's FY2018 budget request and robust funding in FY2019 for maintenance dredging in the Everett Harbor and Snohomish River to support maritime commerce and Naval Station Everett operations.

## NAVIGATION PROJECTS (continued)

**Port of Garibaldi (Tillamook Bay).** Request a total of \$1.375M in FY2018 for south jetty repairs and maintenance dredging at the entrance channel.

**Port of Garibaldi.** Support efforts to fund USCG Waterways Analysis and Management System (WAMS) for Tillamook Bay entrance.

**Port of Garibaldi.** Support efforts to fund Section 204 WRDA feasibility of an aquatic ecosystem restoration project for the Garibaldi Boat Basin.

**Port of Gold Beach (Rogue River, OR).** Request \$809K in FY2018 for critical maintenance dredging.

**Port of Grays Harbor.** Support completion of the construction of the navigation channel to its Congressionally-authorized depth of -38 feet.

**Port of Grays Harbor.** Support \$11.710M in President's FY2018 budget request for federal channel dredging. Request an additional \$5.4350M for inner/outer harbor dredging and Pt. Chehalis Permanent Revetment Repair.

**Port of Grays Harbor.** Support repair/replacement of Westport marina breakwater to protect marina infrastructure and minimize sedimentation.

**Port of Hood River.** Fund replacement of the Transient Vessel Dock at the Hood River Marina.

**Port of Ilwaco (Columbia River at Baker Bay).** Support \$1.809M in Administration's FY2018 budget and request an additional \$305K for the Baker Bay Pile Dike detailed design report.

**Port of Ilwaco/Port of Chinook.** Fund the WRDA-authorized Baker Bay study to determine root cause of siltation.

**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.

**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 in the Columbia River at Baker Bay navigation project.

**Port of Longview.** Support dredging of docks to match depth of the Federal navigation channel.

**Port of Longview.** Support the redevelopment of the Multi-Cargo Modernization project.

**Port of Longview.** Support the redevelopment of the Bridgeview Terminal project.

**Port of Morrow Terminal 1 Transloading Facility.** Multi-modal freight mobility with river, rail and Interstate freeway project includes dredging, turning cell, breakwater, building, crane, roadway, bridge and barge slip improvements.

**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 \$3.096M in Administration's FY2018 budget request for maintenance dredging of Yaquina Bay.

**Port of Newport.** Support for an international shipping facility to be built to handle mid-Willamette Valley agricultural products and products into central Oregon.

**Port of Ridgefield.** Request funding in FY2018 for sediment testing at Lake River, to support eventual dredging of existing federally authorized navigation channel at confluence with the Columbia River.

**Port of Siuslaw.** Request \$837K in FY2018 for maintenance dredging of the Siuslaw River.

**Port of Siuslaw.** Support federal funding to repair the jetties at the mouth of the Siuslaw River.

**Port of Skagit/Port of Anacortes.** Support \$1.528M in FY2018 President's budget for maintenance dredging at the south entrance of the Swinomish Channel. Request an additional \$4.840M for design and repairs of the south jetty and additional maintenance dredging.

## NAVIGATION PROJECTS (continued)

**Port of St. Helens.** Support funding for Port Westward Industrial Park facilities and docks that would enhance port's freight mobility system.

**Port of Toledo.** Support continued funding to ensure adequate width and depth of the Yaquina River navigation project.

**Port of Umatilla.** Support funding for Short Sea Shipping utilizing Marine Highway 5 and Marine Highway 84.

**Port of Umpqua.** Support \$921K in FY2018 President's budget and request an additional \$405K for critical minimum maintenance dredging of the Umpqua River navigation project.

**Port of Walla Walla.** Support dredging at Boise Paper Barge slip and navigation channel within McNary Pool.

**Port of Willapa Harbor.** Request \$1.445M in FY2018 for maintenance dredging.

**Willamette Falls Locks.** Support funding for operation of the locks on caretaker basis. Work to ensure the study is consistent with Section 1165 of the WIN Act calling for a Disposition Study to consider economic, cultural, historic or recreational impacts of national, state or local significance. Support funding for evaluation of dam safety concerns, and development of a plan to address safety needs. Ensure implementation of commitments by USACE outlined in the National Historic Preservation Act Section 106 Memorandum of Agreement signed by the Corps of Engineers to inform future mitigation actions including operational repairs and potential transfer of ownership.

**Upper Willamette Port study.** Support study to determine how upper Willamette River can be utilized to create economic advantage for this segment of the river.

## RAIL FREIGHT MOBILITY PROJECTS

**Palouse-Coulee City Rail Line.** Support WSDOT and Palouse-Coulee City Rail Board grant requests for TIGER funding. Funding is critical to rehabilitate the line to maintain freight capacity.

**Port of Astoria.** Support construction of a siding and spur track for industrial development at North Tongue Point Rail Terminal.

**Port of Astoria.** Support 286,000 pound upgrades between Wauna Mill to North and South Tongue Point of the Astoria Railroad.

**Port of Astoria.** Support funding to develop rail access to the Port of Astoria, including facilities at North Tongue Point.

**Port of Benton.** Fund and support Richland Short Haul option, expanding Inland Seaport Facilities on dually served Class 1 rail by upgrading and extending rail infrastructure.

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

**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 Wallulla. Current revenue does not support a level of maintenance that allows efficient operation.

**Port of Coos Bay.** Fund rehabilitation of the bridges and tunnels and replacement of the rail on the Coos Bay rail line between end of track in Coos County and the Class 1 and regional shortline railroads in the I-5 corridor at Eugene.

**Port of Everett.** Support the Seaport modernization efforts to prepare for larger cargo vessels and efficient and reliable marina dredging to support tourism and recreation at the Port's 2,300 slip marina.

**Port of Grays Harbor.** Support funding for the construction of safety and mobility improvements to the commercial core and entrance of Aberdeen. Increased rail traffic currently produces at-grade gridlock causing backups on U.S. 12, stopping vehicle, freight and pedestrian movement.

**Port of Klickitat.** Support extension of the Dallesport Industrial Park west spur to Dow road.

## RAIL FREIGHT MOBILITY PROJECTS (continued)

**Port of Klickitat.** Support extension of BNSF south siding at Dallesport Industrial Park east to dock/wharf.

**Port of Klickitat.** Support development of a road/rail transload facility at Dallesport Industrial Park.

**Port of Longview.** Support Industrial Rail Corridor expansion to add an additional through track and multiple sidings.

**Port of Moses Lake.** Support completion of the Northern Columbia Basin Rail Project (NCBRP) to restore vital rail service to Moses Lake, the Grant County International Airport (GCIA), the Wheeler Corridor, and 1,250 acres of industrial lands available for development in the GCIA Employment Center.

**Port of Morrow.** Construction of rail improvements in the East Beach Industrial Park.

**Port of Pasco.** Connell interchange to support 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 Portland.** Rail improvements in the Columbia Intermodal Corridor.

**Port of Royal Slope.** Support efforts for additional rail infrastructure to create a more efficient line.

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

**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.

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

**Port of Camas-Washougal.** Fund preliminary engineering for improved access at 27<sup>th</sup> and 32<sup>nd</sup> 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 \$41M INFRA Grant application for phased upgrades to the Bridge of the Gods to include redecking, seismic retrofits, bicycle and pedestrian lane, and toll collection technology enhancements, for bi-state regional freight, commerce, tourism, and multi-modal safety between Oregon's Interstate-84 and Washington's SR-14.

**Port of Cascade Locks.** Support \$13.5M FLAP Grant application for construction of bicycle and pedestrian lane on the Bridge of the Gods to enhance safety and bi-state tourism between Oregon and Washington.

**Port of Cascade Locks.** Support proposed interchange enhancements at I-84 Exit 47 to improve freight access to Highway 30 and I-84 from the Port's Business Park.

**Port of Cascade Locks.** Support funding for the National Scenic Area Transportation Master Plan.

**Port of Cascade Locks.** Support waiving the match fund requirement for communities within the National Scenic Area that are applying for federally funded transportation projects.

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

**Port of Hood River.** Support funding for rehabilitation of the mechanical and electrical systems and seismic upgrade to the Hood River Interstate Bridge lift span.

## HIGHWAY FREIGHT MOBILITY PROJECTS (continued)

**Port of Hood River.** Support federal matching funds of \$180 million for completion of the FEIS, engineering and construction, for replacement of the Hood River Interstate Bridge.

**Port of Hood River.** Support funds for expansion of I-84's Exit #63 interchange to facilitate light industrial expansion in Hood River.

**Port of Klickitat.** Support construction of a grade-separated railroad crossing linking Bingen Point with SR-14.

**Port of Longview.** Industrial Way/Oregon Way Intersection Project improvements to address freight congestion and improve access to Barlow Point.

**Port of Morrow.** Fund East Beach Industrial Park access to I-84/730 Highway Interchange, to allow freight access to over 1000 acres of industrial-zoned property. Property currently has marina and rail access.

**Port of Morrow.** Fund I-84 Port of Morrow interchange capital improvements.

**Port of Pasco.** Provide gap funding to complete Lewis Street overpass over BNSF mainline.

**Port of Portland.** Road improvements in the Columbia Intermodal Corridor.

**Port of St. Helens.** Improve highway and rail access at Port Westward for the benefit of Columbia County trade.

**Port of Vancouver USA.** Support construction of the I-5/Mill Plain Boulevard project.

**Port of Vancouver USA.** Support construction of the SR 501/I-5 to Port of Vancouver project.

**Port of Walla Walla.** Support \$146M for Phase 8 four-laning of U.S. Highway 12 between Walla Walla and the Tri-Cities.

**Port of Whitman County.** Wawawai Road construction from Wawawai Bay to Lower Granite Dam to complete the road link between Lewiston and Almota.

**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 wheat and barley.

**Port of Woodland.** Support funding for the Scott Avenue Reconnection Project, linking the Woodland industrial area including the entirety of the port's industrial property, to I-5.

**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.

**Stehekin Road (Port of Chelan County).** Support relocation of Stehekin Road out of the flood plain, and rebuild it south of current location.

**U.S. Highways 95 and 12.** Support state and federal funding for construction improvements.

**U.S. Highway 12.** Support permitting for the transport of oversized cargo on Highway 12 by the Idaho Transportation Department.

**WA Route 2 (Port of Chelan County).** Support development of a freight mobility corridor on Washington State Route 2 from Everett to Spokane.

## AVIATION PROJECTS

**MH-56 USCG Air Facility on Central Oregon Coast.** Maintain U.S. Coast Guard MH-56 Air Facility in Newport, OR to provide historical Search & Rescue readiness on the Central Oregon Coast. Support funding to maintain two MH-56 "Dolphin" helicopters and staff in Newport.

**Port of Astoria.** Support FAA funding for Warrenton-Astoria Regional Airport runway.

## AVIATION PROJECTS (continued)

**Port of Bellingham.** Modernize the Passenger Facility Charge user fee from \$4.50 to \$8.50 to meet construction and maintenance demands at airports for non-Airport Improvement Program eligible expenses including terminal and hangar development.

**Port of Moses Lake.** Support policy that would require the FAA to take into account national security when evaluating Terminal Radar Approach Control (TRACON) facilities under Section 804 of the FAA Modernization and Reform Act of 2012 (P.L. 112-95).

**Port of Pasco.** Support continued TSA funding for major terminal expansion at Tri-Cities Airport to meet growing demand for commercial air service.

**Port of Walla Walla.** Full federal funding for the Walla Walla Regional Airport's contract control tower. Airports with regularly scheduled commercial air service should have fully funded control towers.

## WATER PROJECTS

### Columbia Basin Project

- Continue developing the Project, including replacement of groundwater in the Odessa Groundwater Management Sub Area and Walla Walla Basin 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.
- Support CBP conservation efforts aimed at developing water supplies for Project lands while addressing the aging infrastructure needs of the Project.

**Port of Camas-Washougal.** Support Lower Columbia Estuary Partnership's efforts with their study that investigates the feasibility of restoring historic hydrology on Steigerwald Wildlife Refuge's property. This will be done through the breaching and realignment of the current federally authorized U.S. Army Corps of Engineers Washougal Flood Damage Reduction Project levee.

**Port of Klickitat.** Support improvements to aging water service infrastructure at Dallesport Industrial Park including combining fire and potable water mains and separating source and distribution mains.

**Port of Longview.** Support port-wide water infrastructure and system upgrades.

**Port of Morrow Water Storage System.** 2 million gallon water storage tank to provide water storage to the East Beach Industrial Park.

**Port of Morrow Water Distribution.** Funding to develop distribution tie-in from East Beach Fresh Water Wells to Food Processing Park.

**Water Storage, Yakima, and Walla Walla Basins.** Support feasibility studies of additional water storage facilities, including off-channel storage, and aquifer recharge facilities to aid fish and wildlife, hydropower generation, irrigated agriculture and public water supply.

**Water Storage, Upper Columbia River Mainstem.** Support feasibility studies of off-channel storage alternatives to develop new water supplies to meet economic and community development needs, instream needs of fish and to provide an uninterrupted supply of water for holders of uninterrupted water rights.

**Port of Walla Walla.** Inventory and assess the Walla Walla Washington Mill Creek Flood Damage Reduction Project to determine if the project meets current flood damage reduction criteria and opportunities for environmental restoration.

**Port of Walla Walla.** Support \$1.5M in federal funding for the Corps to complete the Mill Creek Flood Control General Investigation Study.

## **WATER PROJECTS (continued)**

**Port of Walla Walla.** Water storage and distribution system to support the Wallula Gap and Dodd Road Business Parks along with businesses located within the industrial urban growth boundary in western Walla Walla County. Additional water storage and distribution lines to support the Burbank Business Park and surrounding Burbank neighborhoods.

## **ECONOMIC DEVELOPMENT AND TOURISM PROJECTS**

**Broadband Services.** Support efforts to extend broadband services to Pacific Northwest residents, including in rural areas of the region.

**Great Northern Corridor Coalition.** Support efforts by regional states, ports and rail carriers to enhance federal funding opportunities for multimodal transportation.

**Hanford Reach National Monument Interpretive Center.** Support funding of the regional center.

**Manhattan Park.** Support the efforts of the Tri-Cities Community along with National Park Service and Department of Energy to implement elements and improvements necessary for the park.

**North Richland Bridge.** Support the efforts to build a North Richland Bridge, phase 1.

**Port of Anacortes.** Support \$3.9M for the redevelopment of the Cap Sante Marina A-Dock which provides moorage for commercial fishing vessels, oil spill response vessels, whale watch tour vessels, and other maritime businesses.

**Port of Anacortes.** Support \$10M for repairs and upgrades to the 600+ slips at the Cap Sante Marina J-Q Dock.

**Port of Anacortes.** Support \$3.65M for reconfiguration and reconstruction of aging "T-Dock" used by local and tribal fishermen.

**Port of Astoria.** Support industry models for biomass population size determination for sardine fishery.

**Port of Astoria.** Support efforts by the Port of Astoria, in conjunction with the City of Warrenton, to redevelop the AMCCO site, a critical infrastructure component on the Skipanon Peninsula which will serve the Pacific Fishing Fleet.

**Port of Benton.** Continue to support removal of MARAD land use restrictions on former 3000 area property.

**Port of Benton.** Support City of Richland funding requests for Duportail Bridge crossing.

**Port of Benton.** Fund and support creation of the U.S.S. Triton Sail Park Interpretation facility.

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

**Port of Cascade Locks.** Request \$5M for the construction of a bike and pedestrian overcrossing from Wa Na Pa Street (HWY 30) into the Port Marine Park, connecting the downtown district to the riverfront.

**Port of Cascade Locks.** Request \$2M for Marine Park Beach & Jetty Expansion project.

**Port of Cascade Locks.** Request \$2M for construction of 25-mile multi-use trail network in partnership with USFS.

**Port of Cascade Locks.** Support federal funding for ODOT's restoration of the 75 mile Historic Columbia River Highway State Trail from Troutdale to The Dalles.

**Port of Chelan County.** Support legislation to implement a minor boundary adjustment within the Stephen Mather Wilderness area to allow for the reconstruction of a road allowing access from the community of Stehekin in Chelan County to North Cascades National Park.

**Port of Clarkston.** Infrastructure improvement projects for economic development, tourism, and an industrial park.

**Port of Clarkston.** Restoration of boat launch, jetty redesign and marina within City of Asotin.

**Port of Coos Bay.** Support legislation providing increased sustainable timber harvest levels from Federally-owned and managed lands to sustain and expand forest products manufacturing operations throughout the Pacific Northwest.

**Port of Coos Bay Charleston Boatyard.** Expansion to support commercial fishing on the Oregon coast.



## **ECONOMIC DEVELOPMENT AND TOURISM PROJECTS (continued)**

**Port of Everett.** Support the dredging and dock realignments and expansion at the Port of Everett Marina to improve access and increase guest moorage availability.

**Port of Hood River.** Federal matching funds for new roads and utilities to support attraction and expansion of light industrial businesses in the Confluence Business Park.

**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 Northwest Innovation Works natural gas to methanol production facility for plastics production.

**Port of Klickitat.** Support construction of commercial vessel dock and long-term recreational boat moorage at Bingen Harbor.

**Port of Klickitat.** Support construction of a second dock/wharf at the Dallesport Industrial Park.

**Port of Klickitat.** Support construction of improved recreation facilities, including restrooms, at Sailboard Park and Marina Park.

**Port of Klickitat.** Support construction of 15,000 to 20,000 sq. ft. of industrial startup space at the Dallesport Industrial Park.

**Port of Klickitat.** Support construction of 15,000 to 20,000 sq. ft. of industrial startup space at the Bingen Point Business Park.

**Port of Longview.** Support the redevelopment of the former Berth 4 Continental Grain facility.

**Port of Longview.** Support master planning and development of Barlow Point property.

**Port of Newport.** Support pier renovation and hoist upgrades to Port hoist dock for transferring commercial fish products at intermodal truck loading facility.

**Port of Morrow West Beach Waterfront Recreation Area.** Funding to develop a 50 acre waterfront recreation area.

**Port of Newport.** Support development of the Yaquina Bay Ocean Technology Center that will provide opportunity for the further development and growth of the marine technology cluster within the Port of Newport District and central Oregon Coast.

**Port of Pasco.** Support infrastructure extension to Snake River Industrial Park to support expansion of large scale food processing.

**Port of Siuslaw, Old Town Florence.** Wharf and waterfront redevelopment for economic revitalization.

**Port of Skagit.** Support economic development related grants for the redevelopment of the former Northern State Hospital Site.

**Port of Skagit.** Support federal funding for value-added agriculture projects in the Skagit Valley.

**Port of Skagit.** Support federal funding for open access, dark fiber, broadband efforts for Ports in the State of Washington.

**Port of St. Helens.** Development of small marine terminal in Columbia City.

**Port of St. Helens.** Support development in-line with Airport Master Plan of property adjacent to the Scappoose Industrial Airpark.



## **ECONOMIC DEVELOPMENT AND TOURISM PROJECTS (continued)**

**Port of Toledo.** Support Phase 4 funding for hard surfacing of the Boatyard, purchase of a 200 ton vessel transporter, and portable work structures. These projects provide critical infrastructure supporting the significant commercial fishing fleet and scientific community.

**Port of Vancouver USA.** Support the development project along Vancouver's historic waterfront, which would be located at the port's Terminal 1 and could host such amenities as an interconnected multi-use trail, public market, hotel, retail, commercial and community space.

**Port of Walla Walla.** Support the reconstruction of the Walla Walla Regional Airport water and sewer infrastructure for the continued development of small to large businesses.

**Port of Walla Walla.** Support economic development related grants for the redevelopment of the vacant Dell Avenue Building into production spaces for new and emerging businesses.

**Port of Woodland.** Support development of Martin Bar North for marine export/freight access to and from site to industrial areas in Woodland, WA.

**Port of Woodland.** Support development of Austin Point for economic development including marine trade opportunities. Support rail development from the BNSF main line to Austin Point for rail/marine export operations.

**Port of Woodland.** Support funding for infrastructure and building construction of Guild Road Industrial Parks I and II.

## **ENVIRONMENTAL PROJECTS**

**Columbia River Fish Mitigation.** Support robust funding in President's FY2018 budget request for continued activities to comply with FCRPS and Willamette River BiOps.

**Ecosystem Restoration.** Support ecosystem restoration projects in the Pacific Northwest to ensure the long-term health of the region's environment and economy. Support robust funding in President's FY2018 budget request for or Lower Columbia River ecosystem restoration projects.

**High Nitrogen Water Redistribution Project.** This project helps to address concerns about high nitrogen groundwater. Project takes fresh water and recharges groundwater that is high nitrogen and reduces the combined flows to a lower nitrogen level to assist in reducing the ground water to levels that will reduce nitrogen levels to more traditional levels for drinking standards. This water will become a benefit to the plantation and clean up the high nitrate area.

**Mitigation projects.** Support federal mitigation policy addressing implementation consistency, private ecosystem restoration investment and a streamlined permitting process. This will support projects in the Northwest such as the Plas Newydd LLC Wapato Valley Conservation and Mitigation Bank serving the Lower Columbia region.

**Mount St. Helens.** Support \$268K in FY2018 for continued sediment management activities.

**Port of Anacortes.** Support the Log Yard cleanup and site restoration, Dakota Creek Industries Upland Site Cleanup, and Quiet Cove Cleanup and Site Restoration.

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

**Port of Bellingham.** Support FY2018 funding to create a salmon hatchery demonstration center at Bellingham Technical College, to highlight best practices in support of ESA-listed species recovery.

**Port of Cascade Locks.** Support \$1M for Herman Creek Cove cold water habitat enhancement project.

**Port of Klickitat.** Support invasive species eradication and habitat restoration at Bingen Lake.

**Port of St. Helens.** Support all ongoing clean-up efforts.

## ENERGY PROJECTS

**LNG marine terminals and storage facilities** and the associated transport (pipelines) at the following locations:

- Port of Coos Bay

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

- Grid-connected wave energy test facility, Pacific Marine Energy Center, in Newport, OR
- Millennium Bulk Terminals Longview coal export facility
- Olympic Composites Corridor to expand alternative energy development
- Off-shore wind energy development off the southern Oregon/northern California coasts
- Port of Hood River solar, wind and biomass projects
- Port of Morrow cellulosic ethanol test facilities
- Port of St. Helens biofuels – ethanol production
- Port of St. Helens – Support all fossil fuels clusters that apply legal and environmental laws
- Port of Vancouver USA wind turbine cargos
- Puget Sound Energy’s (PSE) Tacoma liquefied natural gas (LNG) project

**Port of Grays Harbor.** Support Contanda Terminals LLC and Renewable Energy Group’s (REG) liquid bulk expansion projects.

**Port of St. Helens.** Support development of methanol production for export.