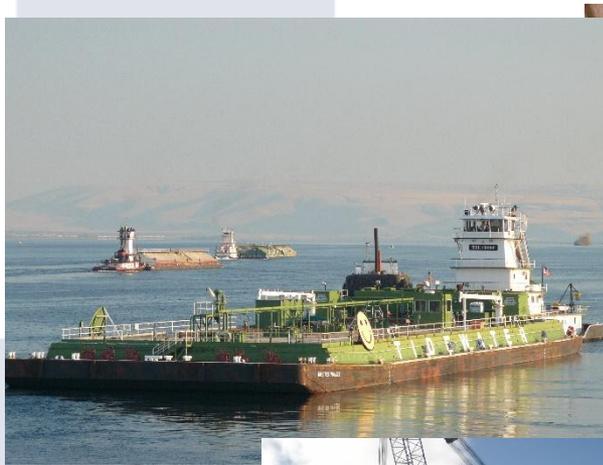


Columbia Snake River System

- Policies, Projects Partnerships -



**Joint Meeting of
WA Transportation Commission
&
ID Transportation Board**

**Pullman, WA
April 16, 2014**

The Columbia Snake River System

Projects & Partnerships

- 🏞️ **River system overview**
- 🏞️ **Recent completed projects**
- 🏞️ **Current & future challenges**

Pacific Northwest Waterways Association (PNWA) is:

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

🏰 Over 130 members in WA, OR, ID, and CA, including:

- 🏰 Public ports and municipalities
- 🏰 Agriculture and forest products producers
- 🏰 Utilities
- 🏰 Towboaters, steamship operators, river pilots and bar pilots





Deep draft navigation

- Puget Sound
- Lower Columbia River



Inland navigation

- Columbia Snake River System



Small ports

- Puget Sound
- Lower Columbia River
- Oregon Coast

Northwest Ports

...

A Microcosm of the National Ports Community



Columbia Snake River System



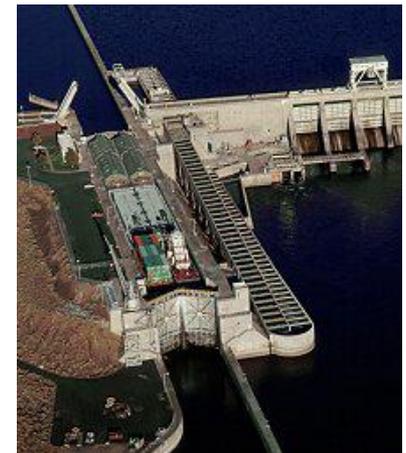
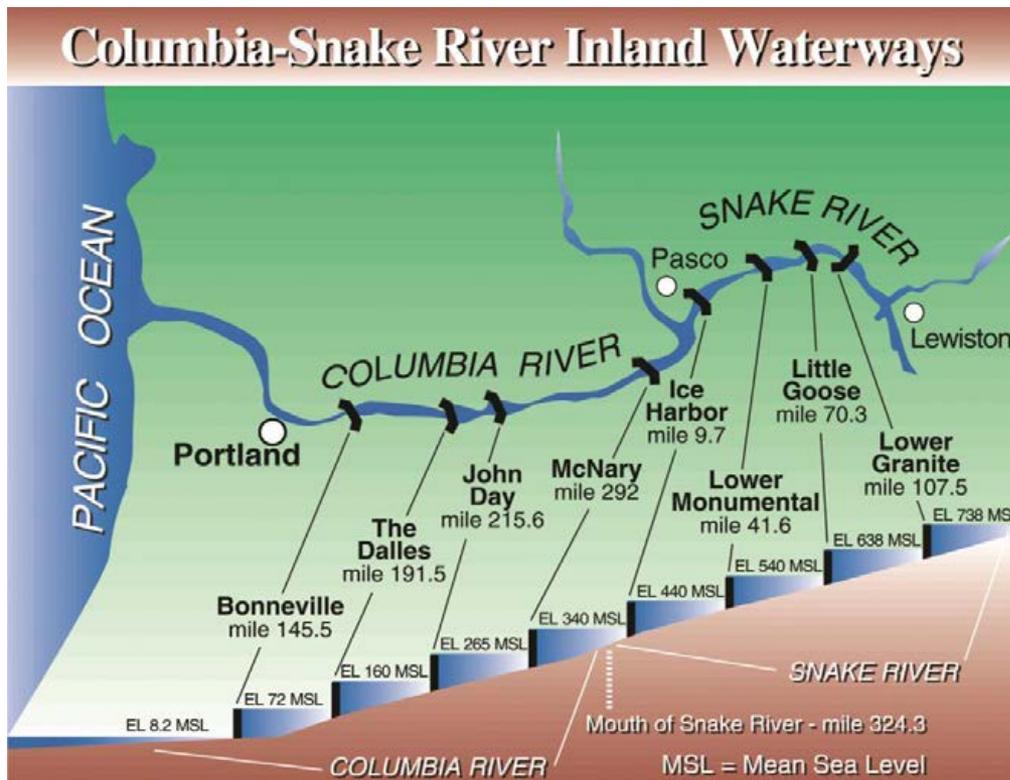
Lower Columbia River Channel

- 43' channel extends 105 miles inland
- 42 million tons of international trade in 2010
- \$20 billion in cargo value for 2010
- 40,000 jobs depend on the channel

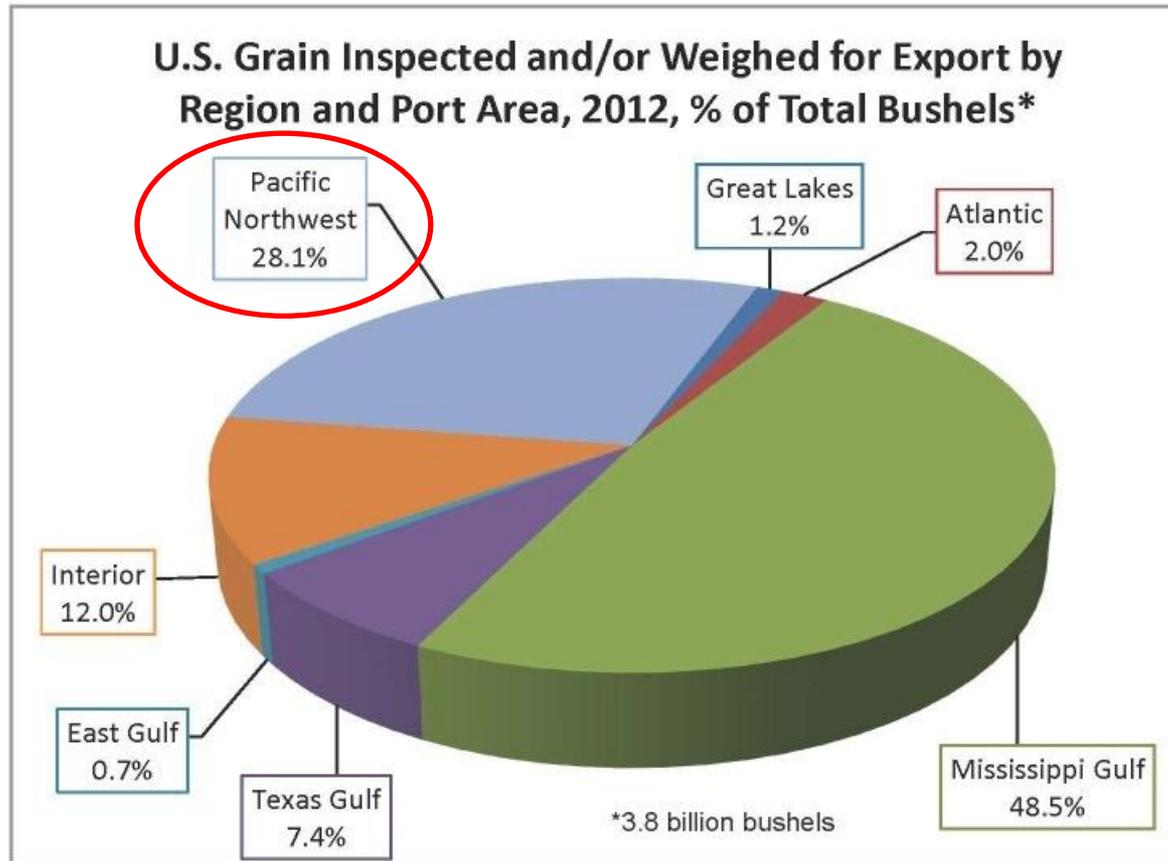


Inland Columbia/Snake River Channel

- 🚢 14' channel depth; extends 365 miles inland - 8 locks
- 🚢 10M tons of cargo annually
- 🚢 Average annual value of \$3B
- 🚢 Keeps 700,000 trucks off highways that run through Columbia River Gorge



Pacific Northwest ports accounted for over 28% of U.S. grain exports in 2012 -- over 1.1 billion bushels



Source: USDA Market News, *Grain Inspected and/or Weighed for Export by Region and Port Area*, January 9, 2013

WHEAT - #1 in U.S. exports

SOY - #2 in U.S. exports

Third largest grain export gateway in world



Additional Commodities on Inland System

- 🚚 Petroleum products
- 🚚 Containerized ag products
- 🚚 Containerized municipal solid waste
- 🚚 Oversized project cargo



The Columbia Snake River System

Projects & Partnerships

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Columbia River Channel Deepening COMPLETED

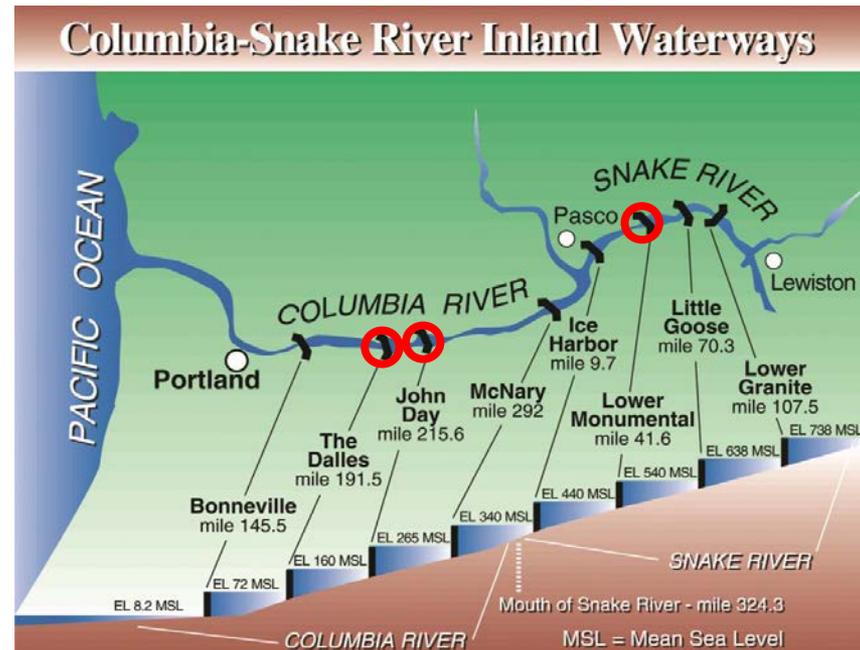
- 🏗️ 20 year project
- 🏗️ Completed November 2010
- 🏗️ 110 mile channel deepened to 43'
- 🏗️ 6K tons added capacity per ship
- 🏗️ \$1-2M worth of cargo added per ship call



Columbia Snake River Major Repairs COMPLETED

- 🏗️ Corps/PNWA collaborative planning since 2006
- 🏗️ 2007: Identified high priority repairs, funding estimates, and timeline
- 🏗️ 2009: American Recovery & Reinvestment Act (ARRA) provided ability to move forward with projects

**GOAL: minimize
planned and
unplanned system
closures**

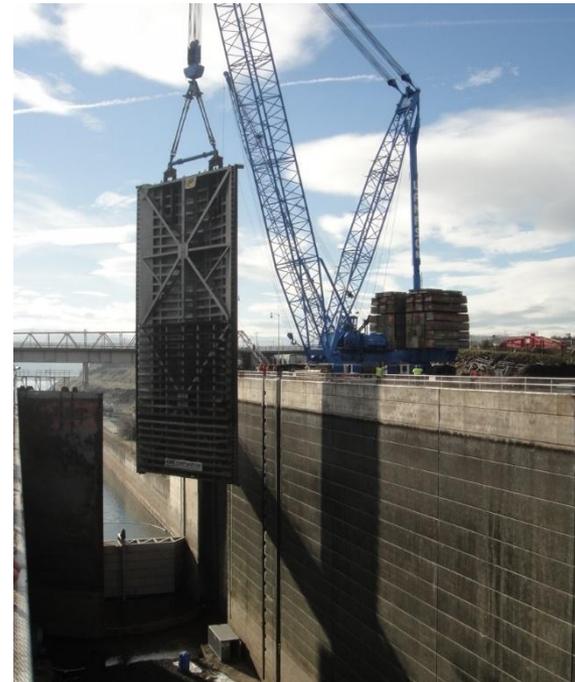


2010-2011 extended lock closure provided benefits ...

- 🏗️ Significant federal investment (\$65M+)
- 🏗️ New gates at 3 locks, major repairs at 3 others in one closure
- 🏗️ Ensures long term viability of the river system
- 🏗️ Avoid emergency, one year closure from catastrophic failure

... with short-term impact

- 🏗️ 15-week closure of inland system



The Columbia Snake River System

Projects & Partnerships

- 🏰 **River system overview**
- 🏰 **Recent completed projects**
- 🏰 **Current & future challenges**

Jetties at the Mouth of the Columbia River (MCR)

- 🏰 Help maintain depth & orientation of the navigation channel
- 🏰 Provide protection for ships entering and leaving the estuary
- 🏰 Jetty breach would lead to a silted-in bar – “cork in the bottle” of our river system



Funding Highlights

\$1 million in FY2014 to begin project
\$1 million proposed for FY2015

Lower Columbia River infrastructure planning

Working group meeting every two months to identify current and future needs:

- 🚢 Maintenance dredging
- 🚢 Anchorages
- 🚢 Stern buoys



Corps dredge
Essayons



Stern buoy, Vancouver WA

Long term planning for inland system repairs

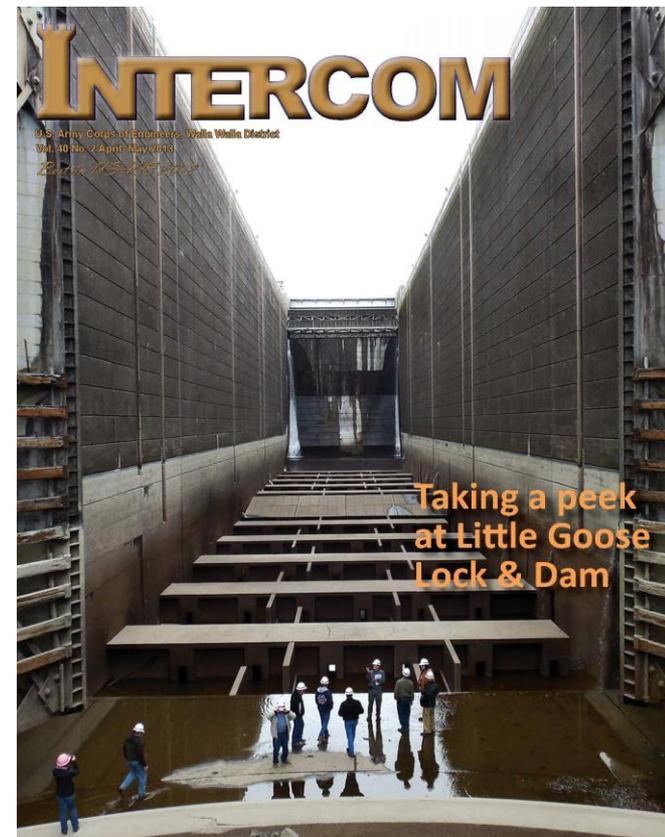
- 🏰 Corps & PNWA – working together
- 🏰 Continues collaboration that led to success with ARRA funds

Strategy:

- 🏰 Identify future major maintenance needs
- 🏰 Predict and plan for system closures years in advance
- 🏰 Provide funding vision for Corps HQ and Congress

Next long-term closure:

- 🏰 Approximately 12 weeks
- 🏰 Target: FY2017
- 🏰 Funding dependent
- 🏰 Protect the reliability of our system



Taking a peek
at Little Goose
Lock & Dam

Snake River channel shoaling

- 🏰 Channel was dredged in 1999
- 🏰 Corps finalized dredged material management plan & EIS in 2002
- 🏰 Litigation ensued (NWF v. NMFS)
- 🏰 Lower Granite Navigation Coalition an intervener
- 🏰 Snake River dredging lawsuit settled late in 2005
- 🏰 Dredging occurred early 2006, but ...



*Port of
Lewiston*

Snake River channel shoaling - PSMP

- 🏠 Lawsuit settlement required Programmatic Sediment Management Plan (PSMP)
- 🏠 Long-term (20+ year) plan for managing sediment while maintaining authorized project purposes
- 🏠 PSMP slated for completion in 2014
- 🏠 Pool elevation changes in interim
- 🏠 Potential channel maintenance on the horizon



Federal Columbia River Power System (FCRPS) Biological Opinion (“The BiOp”)

- 🏠 13 runs listed
- 🏠 BiOps in 1995, 2000, 2005 - all remanded
- 🏠 May 2008 – new collaborative BiOp released
- 🏠 May 2010 - Supplemental BiOp w/AMIP released - supported by Admin, three states, six Tribes, many stakeholders
- 🏠 August 2011 - Judge Redden orders “partial” remand
- 🏠 January 2014 - Supplemental BiOp delivered by federal agencies
- 🏠 PNWA’s “Inland Ports & Navigation Group” (IPNG) – intervener status



Columbia River Treaty

🏰 **US-Canada Treaty signed in 1964 for:**

🏰 **Flood control**

🏰 **Firm energy**

🏰 **Ten year “notice” commences in 2014**

🏰 **New concerns since 1964:**

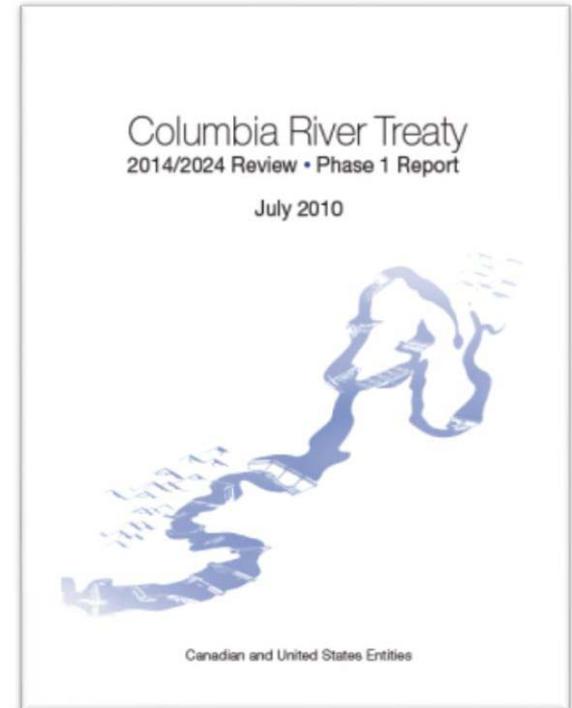
🏰 **Ecosystem health**

🏰 **Climate change**

🏰 **Cost**

🏰 **PNWA engaged with U.S. Entity**

🏰 **Navigation highlighted in December 2013 regional recommendation**



Opportunities to Stay Informed

Website:
www.pnwa.net

Nor'wester newsletter



The screenshot shows the Pacific Northwest Waterways Association (PNWA) website. At the top, there is a navigation bar with links for "About PNWA", "Action Agenda", "Events", and "News". Below this is a banner image with four panels showing different waterway scenes. The main content area features a "Pacific Northwest Waterways Association" heading, followed by a paragraph about the organization's history and mission. There are several "Hot Topics" sections with links to various news items, including "PNWA Annual Meeting Registration is now open for our 2011 event", "Jetties at the Mouth of the Columbia River", "FY2012 Energy & Water Appropriations", "Obama Administration validates the salmon BICs", "Columbia River Channel Deepening - Project is now complete!", "2011 Extended lock closure information", and "Section 214". At the bottom, there is a footer with links for "Contact Us", "Helpful Links", "Become a Member", and "CEDER".



The screenshot shows the "Nor'wester" newsletter, Issue #404, dated September 8, 2011. The header includes a "Visit us on Facebook" link. The main content area features a headline: "Senate committee proposes increased Corps funding in FY2012, recognizes importance of small ports". Below this is a sub-headline: "Yesterday, the Senate Appropriations Committee proposed funding levels for the U.S. Army Corps of Engineers for fiscal year 2012, which begins on October 1, 2011. This builds on the markup by the Senate Energy & Water Appropriations Subcommittee on Tuesday. The next step for the bill is consideration on the Senate floor, which is not yet scheduled." The text continues: "The Senate bill proposes \$4.664B for the Corps of Engineers, which is \$201 million above the Administration's budget level, and \$161 million more than the House bill. Despite the proposed increase over the President's budget, Corps funding continues to be on a downward trend - \$5.4B was appropriated for the Corps by Congress as recently as FY2010." There is also a section titled "PNWA's project funding" which states: "All of PNWA's supported navigation projects included in the President's budget are retained in the Senate bill, at the same funding levels. This marks a shift from the House's approach, where most projects received a slight reduction. To view our updated FY2012 navigation project funding document, with all budget, Senate, and House numbers reflected, please click here." A note mentions: "Earmarks vs. 'additional funding' streams. In a typical year, Congress would have the opportunity to add funding to projects listed in the President's budget, and add projects that were left out of the budget. With the earmark ban in place, this is not possible. Instead, Senate appropriators created additional national funding streams for unfunded or underfunded projects in the General Investigations (studies), Construction, and Operations & Maintenance (O&M) accounts. This is the same approach we saw in the House's bill, though there are some differences in the amounts proposed, and some additional specificity in the Senate bill. Following are the additional funding amounts proposed by the Senate." At the bottom, there is a table of funding amounts: "Additional investigations: \$36,500,000", "Additional construction: \$163,000,000", and "Additional O&M: \$143,000,000".

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