

Strengthening Partnerships for Project Success

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Lower Columbia River Channel

- 43' channel extends 105 miles inland
- 40 million tons of cargo annually
- 14-16 million tons grain
- \$17B in cargo value in 2009
- 40,000 jobs depend on the channel



Columbia River Channel Deepening - COMPLETED

- 🚢 20 year project
- 🚢 Completed November 2010
- 🚢 110 mile channel deepened to 43 feet
- 🚢 6,000 tons added capacity per ship call
- 🚢 \$1-2M worth of cargo added per ship call



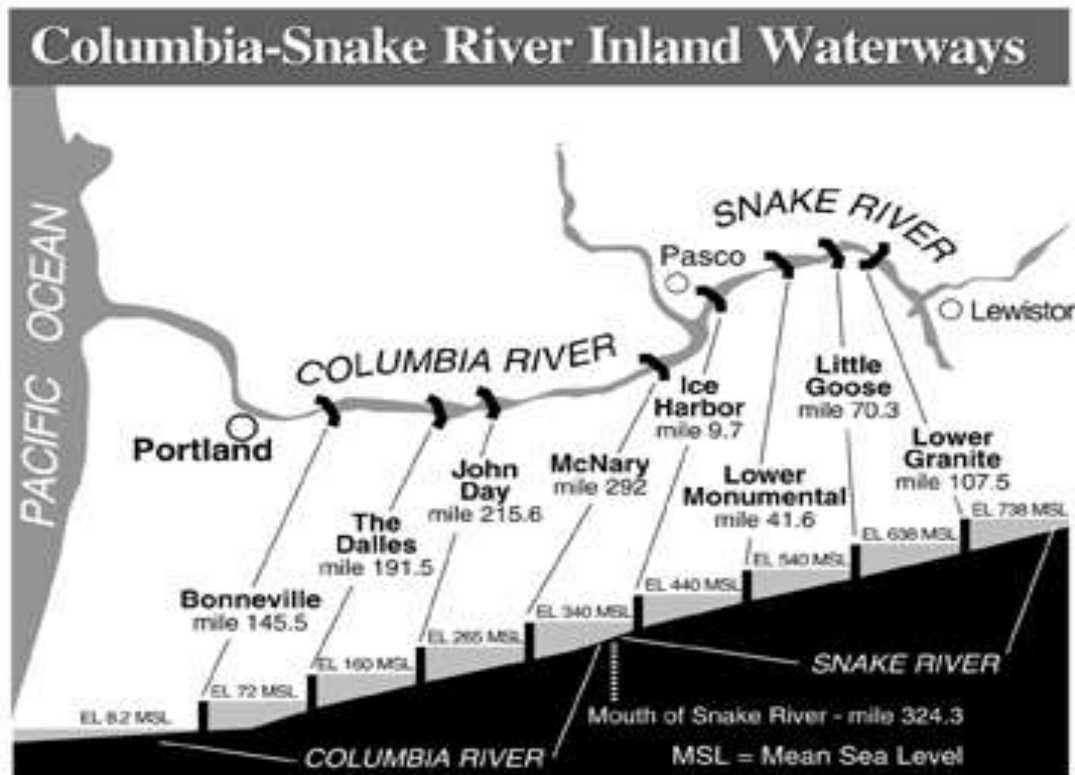
Channel Deepening: \$900M in Benefits to Date

- 🏰 **Longview**: \$200M export grain terminal, first in North American in 25 years
- 🏰 **Kalama**: \$136M in grain terminal improvements
- 🏰 **Vancouver**: \$450M in rail freight access, grain elevator and terminal improvements
- 🏰 **Portland**: \$3.2M in terminal berth deepening, \$120.5M in long-term terminal lease
- 🏰 **New ship calls**: Westwood Shipping service from Port of Portland to Japan & Korea
- 🏰 **257 acres of habitat restoration, 11 tide gates retrofitted to allow fish passage**



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



Planning & Executing Columbia Snake River Major Repairs



Who Controls Navigation Funding?

- 🏛️ **History of Congressionally-directed project funding**
- 🏛️ **Work plans**
- 🏛️ **Congressional earmarks vs. “President’s earmarks”**
- 🏛️ **“Additional funding” in House bill**

Advocacy in the new age

- 👤 **Approps forms → fact sheets**
- 👤 **Diversify relationships:**
 - 👤 **Corps**
 - 👤 **OMB**
 - 👤 **Congress**
- 👤 **Pursue programmatic language**
- 👤 **Be proactive with permitting**
- 👤 **Discuss consequences of “no earmarks”**

Thank You!

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