Strengthening Partnerships for Project Success

Kristin Meira
Government Relations Director
PNWA
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!

Kristin Meira
kristin.meira@pnwa.net
www.pnwa.net