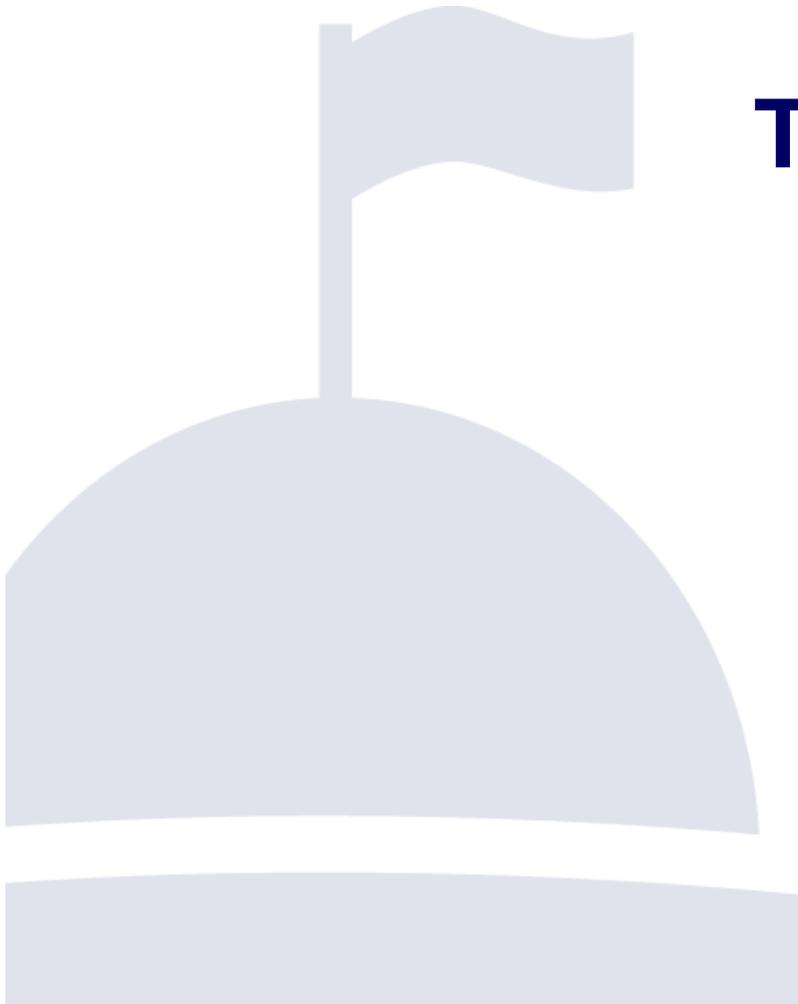


Project vs. System Funding Challenges: The Partner Perspective

Glenn Vanselow

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Coastal Engineering Research Board
Portland, Oregon



**Who
is
PNWA?**



Pacific Northwest Waterways Association (PNWA) is:

- 🏠 Non-profit 501(c)6 trade association**
- 🏠 Advocate for federal policies & funding in support of regional economic development**
- 🏠 Over 100 members in OR, WA, ID, and CA, including:**
 - 🏠 Public ports and municipalities**
 - 🏠 Towboaters, steamship operators, river pilots and bar pilots**
 - 🏠 Agriculture and forest products producers**
 - 🏠 Utilities**
 - 🏠 States of Washington and Oregon**
- 🏠 Work every angle of the navigation funding process:**
 - 🏠 U.S. Army Corps of Engineers**
 - 🏠 Northwest House & Senate delegations**
 - 🏠 House & Senate appropriations and authorizing committees**
 - 🏠 Office of Management & Budget (OMB) and White House**



PNWA: Development of the modern Columbia Snake River System

- 🏰 **PNWA founded in 1934**
- 🏰 **First issue, 1934–1938: Provide for navigation at Bonneville Dam**
- 🏰 **1938–1976: Authorize and fund seven locks and dams:**
 - 🏰 **Green the desert to bring food to a hungry nation**
 - 🏰 **Electrify the rural Northwest**
 - 🏰 **Complete the navigation system to Idaho**
- 🏰 **1976–present: Maintain system benefits:**
 - 🏰 **Corps navigation O&M appropriations**
 - 🏰 **Maintain benefits of low-cost hydro in the region**
 - 🏰 **Represent navigation in “salmon wars”**
 - 🏰 **Federal policies and processes**



PNWA today: The regional leader protecting federal infrastructure investments in the Northwest

- 🚢 PNWA serves Puget Sound, Northern California, Oregon Coast and the Columbia Snake River System**
- 🚢 PNWA is the voice of the Northwest for all inland, deep-draft, and coastal navigation issues**
- 🚢 For decades, PNWA has been a voice of moderation when it comes to conflicts pitting hydropower vs. fish, environment vs. economy**
- 🚢 PNWA members balance preservation of navigation infrastructure with cost-effective conservation of iconic fish runs in the Northwest**



PNWA navigation interests



Deep draft navigation:

- Puget Sound (Seattle, Tacoma)
- Columbia River (Portland, Vancouver, Kalama, Longview)
- Coastal Ports (Humboldt Bay, Coos Bay, Newport)
- 60 million tons
- \$36 billion in value



Inland navigation

- Columbia Snake River System
- 365 miles, 14' deep, from Portland/Vancouver to Lewiston
- 10 million tons
- \$2-2.5 billion value annually



Shallow ports:

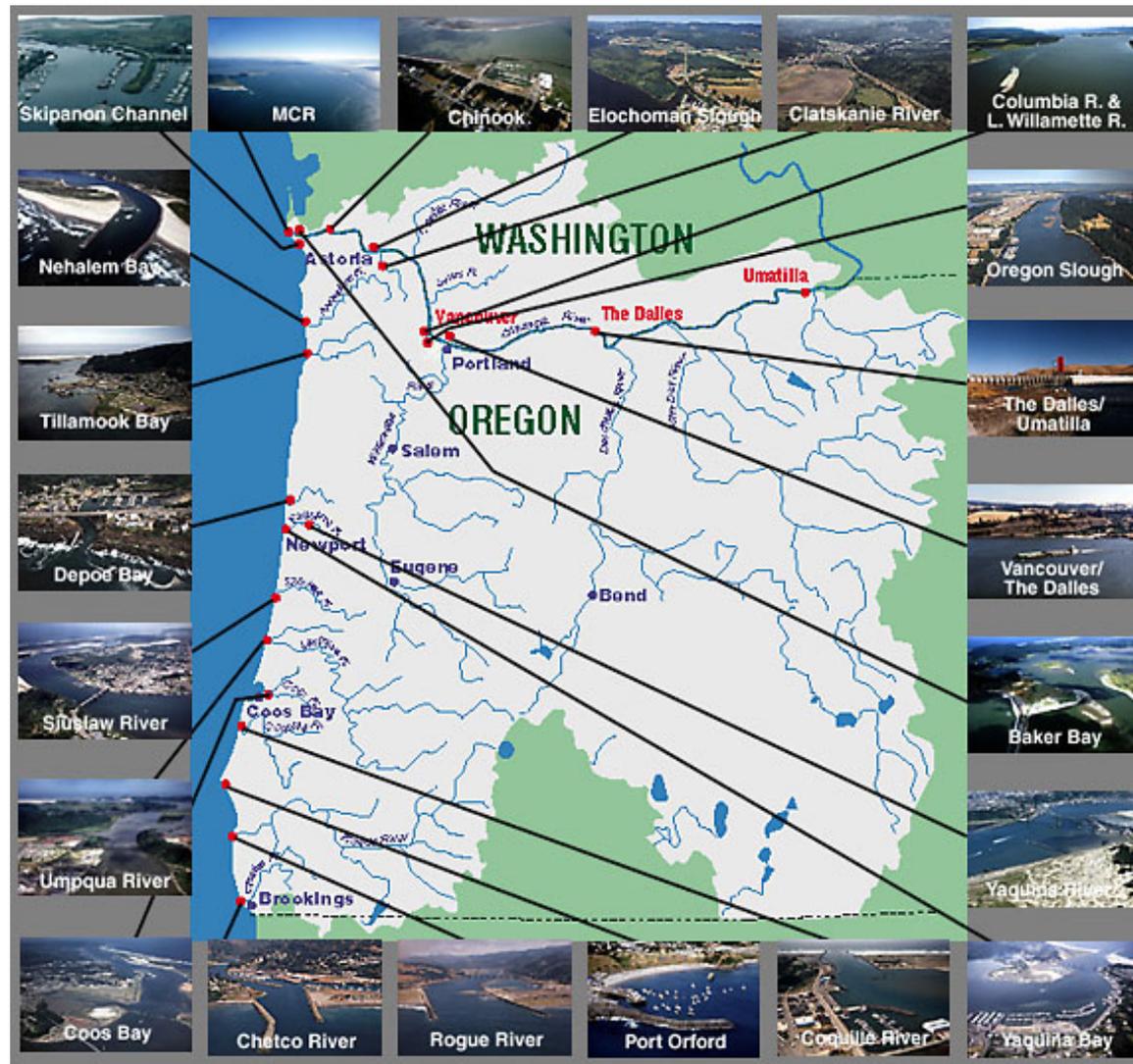
- Oregon coast
- Lower Columbia River
- Puget Sound

Benefits of system approach



System benefits: Managing O&M funding to need

- System funding planning
- Reprogramming authority is alternative way to meet needs
- Cost-effective financial management



Courtesy: USACE

System benefits: System O&M *plus* major rehab and repair

 **5-10 Year Funding Plan: Manage multiple projects to avoid funding spikes**



**Mouth of the
Columbia River Jetties**



**Tillamook Bay
Jetties**



Coos Bay Jetties



Yaquina Bay Jetties



**John Day
Lock and Dam**



**Lower Monumental
Lock and Dam**

Photos Courtesy: USACE

Benefits of project-by- project approach



Project benefits: Congressional appropriations

PNWA appropriations requests



PNWA FY2009 Energy and Water Appropriations requests

Deep Draft Navigation (continued)

We are pleased to note that the following critical infrastructure item was included in the President's budget:

- \$675K for plans and specs for the Columbia River jetties major rehab (funding is part of the "Columbia River at the Mouth" account)

Operations & Maintenance (O&M)	FY2008	* President's FY2009 Budget Level	Support Additional Funds	Total Request for FY2009	House Draft	Senate Draft
Columbia River at the Mouth (MCR)	14,583,000	14,873,000		15,273,000	14,369,000 **	15,125,000
South jetty beneficial use site study			400,000			
Columbia & Lower Willamette River below Vancouver & Portland (C&LW)	23,461,000	24,973,000		27,469,000	23,164,000 ***	18,052,000
Maintenance dredging on C&WL, at Westport Slough (\$810K) and the Old Mouth of the Cowlitz (\$450K), major maintenance report for pile dikes			2,496,000			
Columbia River between Vancouver & the Dalles	448,000	640,000		814,000	608,000	640,000
Additional maintenance dredging			174,000			
Coos Bay (Port of Coos Bay)	5,609,000	4,769,000		10,852,000	4,939,000	4,769,000
Additional maintenance dredging, North Jetty interim repair, jetty major maintenance report,			6,083,000			
Yaquina Bay & Harbor (Port of Newport)	1,247,000	1,482,000		1,972,000	1,408,000	1,482,000
Maintenance dredging, engineering analysis of north jetty extension			490,000			
Lake Washington Ship Canal	5,506,000	7,554,000		8,154,000	7,176,000	7,554,000
Design for modification to diffuser well (for improved passage of ESA-listed fish)			600,000			
Humboldt Harbor & Bay (Port of Humboldt Bay)	5,181,000	5,144,000		5,600,000	4,887,000	5,144,000
Additional maintenance dredging			456,000			

Project benefits: Congressional action required

- 🏠 **PNWA monitors 32 projects**
- 🏠 **President's FY2009 budget underfunds 29**
- 🏠 **Only three projects are adequately funded**
- 🏠 **Individual Congressional member support is critical**
- 🏠 **Congress retains decision authority over which projects are funded**

Project benefits: PNWA's success in Congress

Total funding secured: (FY2003-2008)	Over \$645 Million in last six years
Total funding increase: (over the President's budget FY2003-2008)	Over \$92 Million in last six years
Annual funding increase: (over the President's budget, FY2003-2008)	Average \$13.6 Million per year
Number of projects increased: (FY2003-2008)	Average 13 projects per year
Number of projects increased from zero: (FY2003-2008)	Average 7 projects per year



Conclusions

🚧 **Both system and project budgeting offer benefits**

🚧 **System approach benefits:**

🚧 **Project planning**

🚧 **Five-year budget planning**

🚧 **Corps/partner coordination**

🚧 **Project-by-project approach benefits:**

🚧 **Final funding decisions**

🚧 **Greater Congressional support**

🚧 **Greater success in appropriations process**

Questions?

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