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LOBBYING REPORT

Lobbying Disclosure Act of 1995 (Section 5) - **All Filers Are Required To Complete This Page**

1. Registrant Name
Pacific Northwest Waterways Association (PNWA)

2. Address ☐ Check if different than previously reported
P.O. Box 6473

3. Principal Place of Business (if different from line 2)
City: Vancouver State/Zip (or Country) WA 98666-1473

4. Contact Name	Telephone	E-mail (optional)	5. Senate ID #
Dan James	360-699-5164	PNWAmail@aol.com	30564-12

7. Client Name ☐ Self	6. House ID #
	30112000

TYPE OF REPORT 8. Year 1999 Midyear (January 1-June 30) ☐ **OR** Year End (July 1-December 31) ☒

9. Check if this filing amends a previously filed version of this report ☒

10. Check if this is a Termination Report ☐ ⇨ Termination Date _____ 11. No Lobbying Activity ☐

INCOME OR EXPENSES - Complete Either Line 12 **OR** Line 13

12. Lobbying Firms

INCOME relating to lobbying activities for this reporting period was:

Less than $10,000 ☐

$10,000 or more ☐ ⇨ $ _____
Income (nearest $20,000)

Provide a good faith estimate, rounded to the nearest $20,000, of all lobbying related income from the client (including all payments to the registrant by any other entity for lobbying activities on behalf of the client).

13. Organizations

EXPENSES relating to lobbying activities for this reporting period were:

Less than $10,000 ☐

$10,000 or more ☒ ⇨ $ 20,000
Expenses (nearest $20,000)

14. REPORTING METHOD. Check box to indicate expense accounting method. See instructions for description of options.

☐ **Method A.** Reporting amounts using LDA definitions only

☐ **Method B.** Reporting amounts under section 6033(b)(8) of the Internal Revenue Code

☒ **Method C.** Reporting amounts under section 162(e) of the Internal Revenue Code

INITIAL

Signature Glenn Vanselow

Printed Name and Title Glenn Vanselow, Executive Director

LD-2 (REV. 6/98)

PAGE 1 of 19

Registrant Name PNWA Client Name

LOBBYING ACTIVITY. Select as many codes as necessary to reflect the general issue areas in which the registrant engaged in lobbying on behalf of the client during the reporting period. **Using a separate page for each code,** provide information as requested. Attach additional page(s) as needed.

15. General issue area code AGR (one per page)

16. Specific lobbying issues

PNWA expressed general support for export credit and loan guarantee programs, and overseas market depreciation programs.

17. House(s) of Congress and Federal agencies contacted ☐ Check if None

None EDA USDA
Senate EPA
TBIA NMFS
CEQ
DOC NOAA
DOE OMB
DOI USACE
DOT

18. Name of each individual who acted as a lobbyist in this issue area

Name	Covered Official Position (if applicable)	New
Dan James		☐
Sharon Vanselow		☐
		☐
		☐
		☐
		☐
		☐
		☐

19. Interest of each foreign entity in the specific issues listed on line 16 above ☐ Check if None

Signature [signature] Date 2-14-00

Printed Name and Title Daniel M James, Federal Affairs Representative

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Registrant Name PNWA Client Name

LOBBYING ACTIVITY. Select as many codes as necessary to reflect the general issue areas in which the registrant engaged in lobbying on behalf of the client during the reporting period. **Using a separate page for each code,** provide information as requested. Attach additional page(s) as needed.

15. General issue area code BUD (one per page)

16. Specific lobbying issues

H.R 2605: FY 2000 Energy and Water Appropriations Bill
S 1156, " " " "

All provisions related to the USACE, BPA, Hanford and Columbia River fish mitigation

H. Con. Res. 68 FY 2001-2009 Budget Resolution
Allocations relating to the USACE's Civil Works budget

17. House(s) of Congress and Federal agencies contacted ☐ Check if None

House DOC EPA USACE
Senate DOE NMFS USDA
FSA ~~DOI~~ NOAA
CEQ ~~EPA~~ OMB

18. Name of each individual who acted as a lobbyist in this issue area

Name	Covered Official Position (if applicable)	New
Dan James		☐
Glenn Vanskiver		☐
		☐
		☐
		☐
		☐
		☐
		☐

19. Interest of each foreign entity in the specific issues listed on line 16 above ☐ Check if None

Signature [signature] Date 2-14-00

Printed Name and Title Daniel M. James, Federal Affairs Representative

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Registrant Name PNWA Client Name

LOBBYING ACTIVITY. Select as many codes as necessary to reflect the general issue areas in which the registrant engaged in lobbying on behalf of the client during the reporting period. **Using a separate page for each code**, provide information as requested. Attach additional page(s) as needed.

15. General issue area code ECN (one per page)

16. Specific lobbying issues

PNWA expressed general support for continued funding for and grants by the Economic Development Administration.

17. House(s) of Congress and Federal agencies contacted ☐ Check if None

House	DOC	EPA	USACE
Senate	DOE	NMFS	USDA
BPA	DOI	NOAA	
CEQ	~~EDA~~	OMB	

18. Name of each individual who acted as a lobbyist in this issue area

Name	Covered Official Position (if applicable)	New
Dan James		☐
Glenn Vanselow		☐
		☐
		☐
		☐
		☐
		☐
		☐

19. Interest of each foreign entity in the specific issues listed on line 16 above ☐ Check if None

Signature [signature] Date 2-14-08

Printed Name and Title Daniel M. James, Federal Affairs Representative

Registrant Name PNWFA Client Name

LOBBYING ACTIVITY. Select as many codes as necessary to reflect the general issue areas in which the registrant engaged in lobbying on behalf of the client during the reporting period. **Using a separate page for each code,** provide information as requested. Attach additional page(s) as needed.

15. General issue area code CAW (one per page)

16. Specific lobbying issues

All issues relating to wetlands policy, hydroelectricity and navigation dredging

S.746/HR 2535 Hydroelectric Licensing Process Improvement Act of 1999

17. House(s) of Congress and Federal agencies contacted ☐ Check if None

House DOC EPA USACE
Senate DOE NMFS USDA
FERC DOI NOAA
CEQ EDA OMB

18. Name of each individual who acted as a lobbyist in this issue area

Name	Covered Official Position (if applicable)	New
Dan James		☐
Glenn Vanselow		☐
		☐
		☐
		☐
		☐
		☐
		☐

19. Interest of each foreign entity in the specific issues listed on line 16 above ☐ Check if None

Signature [signature] Date 2-14-00

Printed Name and Title Daniel M. James, Federal Affairs Representative

Registrant Name PNWA Client Name

LOBBYING ACTIVITY. Select as many codes as necessary to reflect the general issue areas in which the registrant engaged in lobbying on behalf of the client during the reporting period. **Using a separate page for each code,** provide information as requested. Attach additional page(s) as needed.

15. General issue area code ENG (one per page)

16. Specific lobbying issues

S 710/H.R. 2335 Hydroelectric Licensing Process Improvement Act of 1999.
PNWA expressed general statements about river governance, energy deregulation, the federal hydropower system, transmission and relicensing.

17. House(s) of Congress and Federal agencies contacted ☐ Check if None

House	DOC	EPA	USACE
Senate	DOE	NMFS	USDA
BPA	~~DOI~~	NOAA	
CEQ	~~EPA~~	OMB	

18. Name of each individual who acted as a lobbyist in this issue area

Name	Covered Official Position (if applicable)	New
Dan James		☐
Brian Lovelend		☐
		☐
		☐
		☐
		☐
		☐
		☐

19. Interest of each foreign entity in the specific issues listed on line 16 above ☐ Check if None

Signature [signature] Date 2-19-00

Printed Name and Title Daniel M. James, Federal Affairs Representative

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Registrant Name PNWA Client Name

LOBBYING ACTIVITY. Select as many codes as necessary to reflect the general issue areas in which the registrant engaged in lobbying on behalf of the client during the reporting period. **Using a separate page for each code,** provide information as requested. Attach additional page(s) as needed.

15. General issue area code ENV (one per page)

16. Specific lobbying issues

PNWA expressed positions on a range of environmental issues, see attached "1999 PNWA Programs and Policies" and "2000 PNWA Programs and Policies."

17. House(s) of Congress and Federal agencies contacted ☐ Check if None

House	DOC	EPA	USACE
Senate	DOE	NMFS	USDA
BIA	DOI	NOAA	
CEQ	DOT	OMB	
	FDA		

18. Name of each individual who acted as a lobbyist in this issue area

Name	Covered Official Position (if applicable)	New
Dan James		☐
Glenn Vanselow		☐
		☐
		☐
		☐
		☐
		☐
		☐

19. Interest of each foreign entity in the specific issues listed on line 16 above ☐ Check if None

Signature [signature] Date 2-14-00

Printed Name and Title Daniel M. James, Federal Affairs Representative

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Registrant Name Pfizer Client Name

LOBBYING ACTIVITY. Select as many codes as necessary to reflect the general issue areas in which the registrant engaged in lobbying on behalf of the client during the reporting period. **Using a separate page for each code**, provide information as requested. Attach additional page(s) as needed.

15. General issue area code FOR (one per page)

16. Specific lobbying issues

No specific issues were raised.

17. House(s) of Congress and Federal agencies contacted ☐ Check if None

18. Name of each individual who acted as a lobbyist in this issue area

Name	Covered Official Position (if applicable)	New
		☐
		☐
		☐
		☐
		☐
		☐
		☐
		☐

19. Interest of each foreign entity in the specific issues listed on line 16 above ☐ Check if None

Signature [signature] Date 2-14-08

Printed Name and Title Daniel M. Jones, Federal Affairs Representative

Registrant Name PJWA Client Name

LOBBYING ACTIVITY. Select as many codes as necessary to reflect the general issue areas in which the registrant engaged in lobbying on behalf of the client during the reporting period. **Using a separate page for each code,** provide information as requested. Attach additional page(s) as needed.

15. General issue area code FOR (one per page)

16. Specific lobbying issues

No specific issues this period.

17. House(s) of Congress and Federal agencies contacted ☐ Check if None

18. Name of each individual who acted as a lobbyist in this issue area

Name	Covered Official Position (if applicable)	New
		☐
		☐
		☐
		☐
		☐
		☐
		☐
		☐

19. Interest of each foreign entity in the specific issues listed on line 16 above ☐ Check if None

Signature [signature] Date 2-14-08

Printed Name and Title Daniel M. Jones, Federal Affairs Representative

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Registrant Name PNUSA Client Name

LOBBYING ACTIVITY. Select as many codes as necessary to reflect the general issue areas in which the registrant engaged in lobbying on behalf of the client during the reporting period. **Using a separate page for each code**, provide information as requested. Attach additional page(s) as needed.

15. General issue area code MAN (one per page)

16. Specific lobbying issues

No specific issues this period

17. House(s) of Congress and Federal agencies contacted ☐ Check if None

18. Name of each individual who acted as a lobbyist in this issue area

Name	Covered Official Position (if applicable)	New
		☐
		☐
		☐
		☐
		☐
		☐
		☐
		☐

19. Interest of each foreign entity in the specific issues listed on line 16 above ☐ Check if None

Signature [signature] Date 2-14-08

Printed Name and Title Daniel M. Jones, Federal Affairs Representative

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Registrant Name PNWA Client Name

LOBBYING ACTIVITY. Select as many codes as necessary to reflect the general issue areas in which the registrant engaged in lobbying on behalf of the client during the reporting period. **Using a separate page for each code**, provide information as requested. Attach additional page(s) as needed.

15. General issue area code MAR (one per page)

16. Specific lobbying issues

PNWA expressed general positions on a range of marine, maritime and fisheries issues. These are outlined in the attached "1999 PNWA Programs and Policies" and "2000 PNWA Programs and Policies."

17. House(s) of Congress and Federal agencies contacted ☐ Check if None

House DOC EPA USACE
Senate DOE NMFS USDA
BPA DOI NOAA
CEQ DOT OMB
EPA

18. Name of each individual who acted as a lobbyist in this issue area

Name	Covered Official Position (if applicable)	New
Dan James		☐
Glenn Vonseggern		☐
		☐
		☐
		☐
		☐
		☐
		☐

19. Interest of each foreign entity in the specific issues listed on line 16 above ☐ Check if None

Signature [signature] Date 2-14-00

Printed Name and Title Daniel M. James, Federal Affairs Representative

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Registrant Name PNWA Client Name

LOBBYING ACTIVITY. Select as many codes as necessary to reflect the general issue areas in which the registrant engaged in lobbying on behalf of the client during the reporting period. **Using a separate page for each code,** provide information as requested. Attach additional page(s) as needed.

15. General issue area code NAT (one per page)

16. Specific lobbying issues

PNWA expressed general positions on a range of natural resource issues. Those positions are outlined in the attached "1999 PNWA Programs and Policies" and "2000 PNWA Programs and Policies."

H.Con Res. 63, Expressing the sense of the Congress regarding removal of dams on the Lower Snake River for fishery restoration purposes

17. House(s) of Congress and Federal agencies contacted ☐ Check if None

House	DOC	EPA	USACE
Senate	DOE	NMFS	USDA
BPA	DOI	NOAA	
CEQ	DOT	OMB	
	EDA		

18. Name of each individual who acted as a lobbyist in this issue area

Name	Covered Official Position (if applicable)	New
Dan James		☐
Glenn Vanselow		☐
		☐
		☐
		☐
		☐
		☐
		☐

19. Interest of each foreign entity in the specific issues listed on line 16 above ☐ Check if None

Signature Daniel M. James Date 2-14-00

Printed Name and Title Daniel M. James, Federal Affairs Representative

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Registrant Name PNWA Client Name

LOBBYING ACTIVITY. Select as many codes as necessary to reflect the general issue areas in which the registrant engaged in lobbying on behalf of the client during the reporting period. **Using a separate page for each code,** provide information as requested. Attach additional page(s) as needed.

15. General issue area code ENV (one per page)

16. Specific lobbying issues

Issues related to land use and transfer for ports. Those positions are outlined in the attached "1999 PNWA Programs and Policies" and "2000 PNWA Programs and Policies."
S 507/H.R. 1480, the Water Resources Development Act of 1999.

17. House(s) of Congress and Federal agencies contacted ☐ Check if None

HNSC	DOC	EPA	USACE
SCWRC	DOE	NMFS	USDA
FERC	DOE DOT	NOAA	
CEQ	EDA	OMB	

18. Name of each individual who acted as a lobbyist in this issue area

Name	Covered Official Position (if applicable)	New
Dan James		☐
Sunia VanSciver		☐
		☐
		☐
		☐
		☐
		☐
		☐

19. Interest of each foreign entity in the specific issues listed on line 16 above ☐ Check if None

Signature Daniel M. James Date 2-14-00

Printed Name and Title Daniel M. James, Federal Affairs Representative

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Registrant Name PNWA Client Name

LOBBYING ACTIVITY. Select as many codes as necessary to reflect the general issue areas in which the registrant engaged in lobbying on behalf of the client during the reporting period. **Using a separate page for each code,** provide information as requested. Attach additional page(s) as needed.

15. General issue area code ENV (one per page)

16. Specific lobbying issues

Issues related to foreign relations. These positions are outlined in the attached "1999 PNWA Programs and Policies" and "2000 PNWA Programs and Policies."

17. House(s) of Congress and Federal agencies contacted ☐ Check if None

House	DOC	EDA	OMB
Senate	DOE	EPA	USACE
BPA	DOI	NMFS	USDA
CEQ	DOT	NOAA	

18. Name of each individual who acted as a lobbyist in this issue area

Name	Covered Official Position (if applicable)	New
Dan James		☐
Glenn Vanselow		☐
		☐
		☐
		☐
		☐
		☐
		☐

19. Interest of each foreign entity in the specific issues listed on line 16 above ☐ Check if None

Signature Daniel M. James Date 2-14-00

Printed Name and Title Daniel M. James, Federal Affairs Representative

Registrant Name PNWA Client Name

LOBBYING ACTIVITY. Select as many codes as necessary to reflect the general issue areas in which the registrant engaged in lobbying on behalf of the client during the reporting period. **Using a separate page for each code,** provide information as requested. Attach additional page(s) as needed.

15. General issue area code TAX (one per page)

16. Specific lobbying issues

PNWA expressed support for a wide range of transportation issues and projects. These are outlined in the attached "1999 PNWA Programs and Policies" and "2000 PNWA Programs and Policies."

H.R. 1960, Support for Harbor Maintenance Program Act

17. House(s) of Congress and Federal agencies contacted ☐ Check if None

House	DOC	EDA	OMB
Senate	DOE	EPA	USACE
BPA	DOI	NMFS	USDA
CEQ	DOT	NOAA	

18. Name of each individual who acted as a lobbyist in this issue area

Name	Covered Official Position (if applicable)	New
Dan James		☐
Glenn Jamieson		☐
		☐
		☐
		☐
		☐
		☐
		☐

19. Interest of each foreign entity in the specific issues listed on line 16 above ☐ Check if None

Signature Daniel M. James Date 2-14-00

Printed Name and Title Daniel M. James, Federal Affairs Representative

Registrant Name PNWA Client Name

LOBBYING ACTIVITY. Select as many codes as necessary to reflect the general issue areas in which the registrant engaged in lobbying on behalf of the client during the reporting period. **Using a separate page for each code**, provide information as requested. Attach additional page(s) as needed.

15. General issue area code TRD (one per page)

16. Specific lobbying issues

PNWA expressed positions on a range of issues. These positions are outlined in the attached "1999 PNWA Programs and Policies" and "2000 PNWA Programs and Policies."

H.R. Res 57 - Normal trade relations with the PRC

17. House(s) of Congress and Federal agencies contacted ☐ Check if None

House	DOC	EPA	OMB
Senate	DOE	EPA	USACE
FAA	DOI	NMFS	USDA
CEQ	DOT	NOAA	

18. Name of each individual who acted as a lobbyist in this issue area

Name	Covered Official Position (if applicable)	New
Dan James		☐
Glenn Vonsellowd		☐
		☐
		☐
		☐
		☐
		☐
		☐

19. Interest of each foreign entity in the specific issues listed on line 16 above ☐ Check if None

Signature Daniel M. James Date 2-14-00

Printed Name and Title Daniel M. James, Federal Affairs Representative

Form LD-2 (Rev. 6/98) Page 16 of 19

Registrant Name PNWA Client Name

LOBBYING ACTIVITY. Select as many codes as necessary to reflect the general issue areas in which the registrant engaged in lobbying on behalf of the client during the reporting period. **Using a separate page for each code,** provide information as requested. Attach additional page(s) as needed.

15. General issue area code TRA (one per page)

16. Specific lobbying issues

PNWA expressed support for a wide range of transportation issues and projects. These are outlined in the attached "1999 PNWA Programs and Policies" and "2000 PNWA Programs and Policies."

S. 507 / H.R. 1480, the Water Resources Development Act of 1999
S. 1359 / H.R. 2605, FY 2000 Energy and Water Appropriations Bill

17. House(s) of Congress and Federal agencies contacted ☐ Check if None

HansC	DOC	EDA	OMB
Senate	DOE	EPA	USACE
BPA	DOI	NMFS	USDA
CEQ	DOT	NOAA	

18. Name of each individual who acted as a lobbyist in this issue area

Name	Covered Official Position (if applicable)	New
Dan Jones		☐
Glenn Jonasson		☐
		☐
		☐
		☐
		☐
		☐
		☐

19. Interest of each foreign entity in the specific issues listed on line 16 above ☐ Check if None

Signature [signature] Date 2-14-00

Printed Name and Title Daniel M. Jones, Federal Affairs Representative

Registrant Name PNWA Client Name

LOBBYING ACTIVITY. Select as many codes as necessary to reflect the general issue areas in which the registrant engaged in lobbying on behalf of the client during the reporting period. **Using a separate page for each code,** provide information as requested. Attach additional page(s) as needed.

15. General issue area code TRD (one per page)

16. Specific lobbying issues

PNWA expressed support for a wide range of trade issues. These are outlined in the attached "1999 PNWA Programs and Policies" and "2000 PNWA Programs and Policies."

17. House(s) of Congress and Federal agencies contacted ☐ Check if None

House	DOC	EDA	OMB
Senate	DOE	EPA	USACE
BPA	DOI	NMFS	USDA
CEQ	DOT	NOAA	

18. Name of each individual who acted as a lobbyist in this issue area

Name	Covered Official Position (if applicable)	New
Dan James		☐
Glenn Vanselow		☐
		☐
		☐
		☐
		☐
		☐
		☐

19. Interest of each foreign entity in the specific issues listed on line 16 above ☐ Check if None

Signature [signature] Date 2-19-00

Printed Name and Title Daniel M. James Federal Affairs Representative

Registrant Name [redacted] Client Name [redacted]

LOBBYING ACTIVITY. Select as many codes as necessary to reflect the general issue areas in which the registrant engaged in lobbying on behalf of the client during the reporting period. **Using a separate page for each code**, provide information as requested. Attach additional page(s) as needed.

15. General issue area code ENV (one per page)

16. Specific lobbying issues

See ENG

17. House(s) of Congress and Federal agencies contacted ☐ Check if None

House	DOC	EDA	OMB
Senate	DOE	EPA	USACE
EPA	DOI	NMFS	USDA
CEQ	DOT	NOAA	

18. Name of each individual who acted as a lobbyist in this issue area

Name	Covered Official Position (if applicable)	New
Dan James		☐
Glenn Vanselow		☐
		☐
		☐
		☐
		☐
		☐
		☐

19. Interest of each foreign entity in the specific issues listed on line 16 above ☐ Check if None

Signature [redacted] Date 2-14-08

Printed Name and Title Daniel M James, Federal Affairs Representative

Form LD-2 (Rev.6/08) Page 12 of 19

PACIFIC NORTHWEST WATERWAYS ASSOCIATION

PNWA: A cooperative approach to addressing federal and regional policy issues

The Pacific Northwest Waterways Association actively works to increase the economic vitality of the region. PNWA membership includes ports, transportation providers, agricultural and forest products producers, public and investor owned utilities and others interested in economic development. Through PNWA, our members develop a cooperative, regional approach to addressing public policy regarding resource use; transportation; trade; energy; and infrastructure development.

PNWA Federal Policy Goals

RESOURCE USE

Gain maximum economic value from the region's natural resource base while conserving and enhancing the environment.

TRANSPORTATION

Maintain and continue development of the region's multimodal transportation system, including water, rail, highway and air, to provide the most efficient and competitive links possible to domestic and world markets for both people and products.

TRADE

Expand domestic and international trade opportunities for the benefit of the Pacific Northwest and the Nation.

ENERGY

Ensure the continued adequate, reliable and reasonably priced supply of energy to the people and industries of the Pacific Northwest.

INFRASTRUCTURE DEVELOPMENT

Continue developing necessary economic infrastructure to maintain and enhance the region's economic vitality and its competitive position in world markets.

1999 PNWA Priority Issues

RESOURCE USE

Regional Governance. PNWA believes that effective fish and wildlife programs can be implemented without a new governance body. Federal, state and tribal agencies and regional stakeholders should work cooperatively to develop appropriate solutions that retain existing state and Congressional authorities, including Congressional authority over navigation and the other Congressionally authorized purposes of the federal Columbia and Snake River System projects and state authority over water. PNWA does not support the ceding of existing Congressional authority over the Columbia/Snake River System.

Columbia and Snake River Salmon. The Columbia/Snake River System is a multiple purpose system authorized by Congress for navigation, hydropower, irrigation, recreation and flood control. PNWA supports the development of effective salmon recovery measures that also preserve the ability of the waterway to serve the multiple-purpose public benefits authorized by Congress. Any salmon recovery measures designed for the navigable portions of the Columbia and Snake Rivers must at all times maintain the Congressionally mandated navigation channel depths of at least 40 feet on the deep draft channel and 14 feet at minimum regulated flow on the inland waterway between Portland/Vancouver and Lewiston, Idaho.

Puget Sound Salmon. PNWA supports collaborative efforts including ports and other economic interests to develop effective salmon recovery measures that maintain economic vitality along Puget Sound and its tributaries.

Lower Columbia River Estuary Program. PNWA is seeking long term water quality management that ensures a healthy and productive environment for fish and wildlife, Northwest citizens and the business community.

Northwest Straits Initiative. PNWA supports the bi-partisan Northwest Straits initiative as a promising way to protect and restore the marine ecosystem of north Puget Sound and complement upland efforts to restore salmon. PNWA is encouraged that this effort relies heavily on county-based Marine Resource Committees to develop scientifically sound, broadly supported solutions.

TRANSPORTATION

Navigation Funding. The maintenance of channels and harbors serving all currently authorized Pacific Northwest deep draft and coastal ports is a top priority of PNWA. PNWA seeks a dependable federal funding mechanism to pay for the dredging necessary to accomplish this objective. Congressionally appropriated funding form the general treasury is needed to meet both routine maintenance and unexpected dredging needs. PNWA will work to ensure that any new funding mechanism does not undermine the competitiveness of Northwest ports or their customers.

Inland Waterways. PNWA supports continued federal funding for operation, maintenance and improvement of the region's inland waterways under the cost share provisions in WRDA 1986. We oppose additional user fees.

WRDA. PNWA supports the passage of a Water Resources Development Act in 1999 to support Northwest projects and policies that benefit the region and the nation.

Public Dredge Fleet. PNWA supports continued operation all four of the federal hopper dredges with a sufficient volume of work to provide for efficient operations. This includes continued operation of the Northwestern Division-based dredges ESSAYONS and YAQUINA.

Freight Mobility. PNWA supports implementation of the projects funded in the Transportation Efficiency Act for the 21st Century. We continue to support infrastructure projects that improve freight mobility and increase transportation efficiencies. Special priority should be given to improving access to ports, industrial areas and agricultural production areas and improving the safety and efficiency of railroad crossings.

INFRASTRUCTURE DEVELOPMENT

Columbia River Channel Improvement. PNWA supports deepening the Columbia River channel to 43 feet, including completion of the feasibility study and expedited construction of the project upon completion of the feasibility study.

Puget Sound Improvements. PNWA supports continued improvement of navigation channels, harbors and landside access at Puget Sound ports.

PNWA ■ PO Box 61473, Vancouver WA 98666-1473 ■ Phone: 360-699-4666, Fax: 360-699-5121 ■ PNWAmail@aol.com

PACIFIC NORTHWEST WATERWAYS ASSOCIATION

1999 PNWA Programs and Policies

RESOURCE USE

Regional Governance. PNWA believes that effective fish and wildlife programs can be implemented without a new governance body. Federal, state and tribal agencies and regional stakeholders should work cooperatively to develop appropriate solutions that retain existing state and Congressional authorities, including Congressional authority over navigation and the other Congressionally authorized purposes of the federal Columbia and Snake River System projects and state authority over water. PNWA does not support the ceding of existing Congressional authority over the Columbia/Snake River System.

Endangered Species Act. PNWA supports amending the Act to provide biologically sound, cost effective measures to protect endangered species in a manner that maintains strong national and regional economies.

Columbia and Snake River Salmon. The Columbia/Snake River System is a multiple purpose system authorized by Congress for navigation, hydropower, irrigation, recreation and flood control. PNWA supports the development of effective salmon recovery measures that also preserve the ability of the waterway to serve the multiple-purpose public benefits authorized by Congress. Any salmon recovery measures designed for the navigable portions of the Columbia and Snake Rivers must at all times maintain the Congressionally mandated navigation channel depths of at least 40 feet on the deep draft channel and 14 feet at minimum regulated flow on the inland waterway between Portland/Vancouver and Lewiston, Idaho.

Corps' Fish Mitigation Program. PNWA supports Congressional funding for the US Army Corps of Engineers' Snake River fish mitigation programs. These programs provide benefits for fish while supporting the operation of the projects for multiple-purpose public benefits.

Oregon Coastal Salmon. PNWA supports continuing the collaborative effort in implementing Oregon's coastal salmon plan.

Puget Sound Salmon. PNWA supports collaborative efforts including ports and other economic interests to develop effective salmon recovery measures that maintain economic vitality along Puget Sound and its tributaries.

Lower Columbia River Estuary Program. PNWA is seeking long term water quality management that ensures a healthy and productive environment for fish and wildlife, Northwest citizens and the business community.

Northwest Straits Initiative. PNWA supports the bi-partisan Northwest Straits initiative as a promising way to protect and restore the marine ecosystem of north Puget Sound and complement upland efforts to restore salmon. PNWA is encouraged that this effort relies heavily on county-based Marine Resource Committees to develop scientifically sound, broadly supported solutions.

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National Wetlands Policy. PNWA believes that a sound wetlands protection policy must permit responsible public and private commercial and industrial activity. PNWA is seeking to: allow local jurisdictions to initiate the federal regulatory process, including sequencing and alternatives analysis, as a part of their local land use planning process; broaden the authority to use Programmatic General Permits to include activities consistent with approved state or local land use plans; increase the flexibility in the permitting process to adjust regulatory requirements based upon differences in wetlands functions and values; and promote mitigation banking as a form of advanced compensation for development.

Hanford Reach. PNWA supports the continued multiple use of the Hanford Reach area and a management plan that ensures the continued economic viability of the Reach as long as the Reach is protected.

Superfund Reform. PNWA supports Superfund reform. The goals of Superfund reform should include predictability of cleanup costs and remedies for land owners and prospective purchasers, the recognition of the value of restoring old or abandoned industrial sites to full use, clarification of cleanup standards, the implementation of approved independent action alternatives, and clarification of liability issues. PNWA is concerned about the potential economic impact of collecting natural resource damages in addition to restoration costs.

Water Use and Transfers. PNWA supports the continuation of irrigation project development to support an agricultural economy around which future growth and diversification can occur. The Bureau of Reclamation should maximize local input in decision making and refrain from expanding the definition of waterspreading as it seeks to enforce regulations governing the use of irrigation water from northwest irrigation projects.

TRANSPORTATION

Corps' Mission. PNWA supports maintaining the federal role for planning, construction, operation, maintenance and funding of navigation on the inland waterways, deep draft ports and harbors, and coastal ports.

Navigation Funding. The maintenance to authorized depths of channels and harbors serving all currently authorized Pacific Northwest deep draft and coastal ports is a top priority of PNWA. PNWA seeks a dependable federal funding mechanism to pay for the dredging necessary to accomplish this objective. Congressionally appropriated funding form the general treasury is needed to meet both routine maintenance and unexpected dredging needs. PNWA will work to ensure that any new funding mechanism does not undermine the competitiveness of Northwest ports or their customers.

Navigation Dredging. PNWA supports amending the Clean Water Act to direct the Corps and the EPA to provide for construction of suitable disposal sites and removal of contaminated sediments where they limit the maintenance and enhancement of commercial navigation. The Act should not restrict the disposal of suitable dredged material in open water. We oppose any new restrictions on mixing zones as they apply to dredged material disposal operations. Requirements of Comprehensive Watershed Management Plans should be expanded to ensure the preservation of navigation, to include long term plans for disposal of dredged material and to provide for the remediation of highly contaminated in-place sediments. PNWA supports development of scientifically justifiable sediment quality criteria to protect human health and the environment.

Public Dredge Fleet. PNWA supports continued operation of all four of the federal hopper dredges with a sufficient volume of work to provide for efficient operations. This includes continued operation of the Northwestern Division-based dredges ESSAYONS and YAQUINA.

Coastal Harbor Navigation. PNWA supports continued federal funding for operations and maintenance to present authorized depths of federally authorized navigation channels at shallow coastal harbors in Oregon and Washington.

PNWA ■ PO Box 61473, Vancouver WA 98666-1473 ■ Phone: 360-699-4666, Fax: 360-699-5121 ■ PNWAmail@aol.com

Inland Waterways. PNWA supports continued federal funding for operation, maintenance and improvement of the region's inland waterways under the cost share provisions in WRDA 1986. We oppose additional user fees.

Corps' Organizational Structure. PNWA supports maintaining the Division office in Portland and consolidating major Corps works by river basin/water system to maintain three viable and efficient Northwest District offices in Walla Walla, Seattle and Portland.

Cruise Ship Industry. PNWA supports efforts to increase opportunities for Northwest participation in the projected growth of the cruise ship and passenger vessel transportation industry. PNWA supports legislation that would grant waivers for foreign flagged passenger vessels to operate between US ports where there is no US flag service.

Transportation Safety and Environmental Regulations. PNWA supports the development of equitable regulatory requirements for all modes of transportation. Safety and environmental regulations should fairly address the risks associated with all modes of transportation. They should not be designed to give any one mode a competitive advantage over other modes.

Marine and Waterway Spills. PNWA supports measures to reduce the risks of hazardous materials spills, and supports the US Coast Guard as the sole legal and responsible regulatory body.

Rescue Tugs in Puget Sound. PNWA is concerned that proposals for a dedicated rescue tug in northern Puget Sound would cost far more than its benefits would justify. We support investigation of an International Tug of Opportunity System to use the existing fleet of deployed tugs to provide continuous coverage for the protection of Puget Sound waters.

Columbia/Snake River Towboat Safety. As a major waterway serving international commerce, the Columbia/Snake River System has unique features which deserve the attention of the US Coast Guard Advisory Committee. PNWA urges the participation of at least one representative of the Columbia River towboat industry on the Advisory Committee.

Freight Mobility . PNWA supports implementation of the projects funded in the Transportation Efficiency Act for the 21st Century. We continue to support infrastructure projects that improve freight mobility and increase transportation efficiencies. Special priority should be given to improving access to ports, industrial areas and agricultural production areas and improving the safety and efficiency of railroad crossings.

Transportation Trust Funds. PNWA urges the Administration to release all transportation trust funds for use for their authorized purposes. In addition, the Association seeks Congressional action to shift all transportation trust funds off budget and to ensure that all transportation user fees collected are dedicated and actually used for transportation infrastructure maintenance and development purposes.

Rail Abandonment. PNWA supports the maintenance of cost effective transportation options for rural producers to move products to domestic and foreign markets. All private and public sector social and economic impacts should be considered before allowing the abandonment of branch lines linking rural communities with national and international markets.

Regional Airport Control Towers. FAA privatized level one air traffic control towers in the Pacific Northwest have been cost effective and are providing vital air traffic control services. PNWA supports the continued federal funding of these privatized towers.

Small Airport Landing Systems. PNWA encourages full federal funding for installation of Transponder Landing Systems at small commercial airports.

TRADE

Fast Track Authority. PNWA supports granting Fast Track Authority to the President for negotiating international trade agreements.

Trade and Infrastructure. Northwest exports, both in raw and value added form, constitute a major cargo opportunity for ports large and small. These exports demand highly efficient, cost effective transportation to be competitive in the world marketplace. PNWA recognizes that its primary mission continues to be to assure an inland and deep water navigation system and efficient landside infrastructure to meet these needs. Efficiency demands a supportive regulatory structure, avoidance of burdensome user fees, and infrastructure capacity in the form of deep draft channels, modern locks, bridges and landside access to ports which facilitate the flow of cargo without delay.

Agricultural Exports. PNWA encourages Congress to extend export credits and loan guarantee programs. We also encourage support of overseas market development programs.

World Disaster Relief and Food Aid. PNWA supports use of Pacific Northwest Ports for the distribution of disaster relief destined for Pacific Rim nations. And, we urge the use of Northwest Products and Ports in the proposed Russian Food Aid Program this year.

Embargoes and Economic Boycotts. PNWA opposes embargoes or economic boycotts on the sale or export of agricultural products. Such actions serve no purpose other than to damage our own agricultural industry.

Export of Forest Products. PNWA believes that a total ban on the export of any individual forest commodity could threaten the economic health of many communities, the entire timber industry, the financial health of the Washington State school system and Oregon counties, long-term trade relationships, and further deteriorate the federal deficit.

International Ocean Shipping Regulation. PNWA recognizes that the newly enacted Ocean Shipping Reform Act of 1998, regulating international liner trades, could have a significant impact on Northwest trade when it becomes effective on May 1, 1999. PNWA will monitor implementation of the Act and support regional needs.

Jones Act. PNWA recognizes the substantial impacts that the various proposals for Jones Act reform could have on Northwest cargo and passenger movements as well as on the vessels and ports that serve them. PNWA will monitor the progress of legislative efforts to amend the Jones Act.

ENERGY

Federal Hydropower System. The generation, transmission and distribution of competitively priced energy is fundamental to a sound Northwest economy. The federal hydropower system should continue to be operated for the economic benefit of Northwest energy consumers.

Transmission. PNWA supports the formation of one or more independent grid operators to manage the Northwest high-voltage transmission system, only if benefits can be demonstrated for all parties concerned, including consumers of federal, public and investor-owned systems. This support is consistent with FERC's recently approved rules designed to allow equitable and open access to wholesale transmission. BPA transmission should provide for FERC regulation over access, terms, conditions and rates that is equivalent to FERC's regulation of IOU's.

Hydro Relicensing. PNWA supports Congressional and regulatory efforts to repeal or modify mandatory conditioning authority and reestablish FERC as the sole authority to balance environmental, energy and economic factors. The Federal Power Act of 1935 granted FERC the final decision making authority to establish terms and conditions for hydropower licensing. Since then, its powers have been eroded by mandatory conditioning authority by other federal agencies resulting in a process that is expensive and cumbersome. This process has led to a loss of clean, renewable hydropower energy and higher operating costs.

PNWA
PACIFIC NORTHWEST WATERWAYS ASSOCIATION

1999 PNWA Infrastructure Development Priorities

NAVIGATION IMPROVEMENTS

Columbia River Channel Improvement. PNWA supports deepening the Columbia River channel to 43 feet, including completion of the feasibility study and expedited construction of the project upon completion of the feasibility study.

Lower Columbia River Turns. PNWA urges the Corps of Engineers to expend appropriated funds and Congress to appropriate additional funds to complete the safety improvements currently underway at turns on the lower Columbia River.

Columbia/Snake River Projects. Due to the age of the Corps of Engineers and Bureau of Reclamation projects on the Columbia/Snake River System, PNWA urges the allocation of funds in a timely manner for necessary maintenance, overhaul, and rehabilitation as the need arises for projects such as the navigation locks. Specifically, we are seeking a schedule for replacement of the lock gates at John Day, Lower Granite and Lower Monumental, and raising the side wall at The Dalles, and dredging to maintain full use of the 14-foot navigation channel.

US Coast Guard Navigation Aids. PNWA supports maintaining existing light capacities, buoy size, sinker weights and positioning as minimum safety standards for navigation aids on the Columbia/Snake River System.

Port of Morrow Turning Basin. PNWA supports the Corps of Engineers completing the feasibility study for and construction of the turning basin at the Port of Morrow County, Oregon.

Ports of Lewiston and Clarkston Dredging. PNWA supports continued Corps of Engineers maintenance dredging in the Lower Granite Reservoir, particularly the navigation channel and turning basin at the confluence of the Clearwater and Snake Rivers at Snake River Mile 137 and Clearwater River Mile 2.0.

Port of Walla Walla, Wallula. PNWA supports expanding the federal navigation channel in the Columbia River near Wallula, Washington. Existing navigation in this area is threatened by sediment and silt deposited by the Walla Walla River.

Puget Sound Improvements. PNWA supports continued improvement of navigation channels, harbors and landside access at Puget Sound ports.

East Waterway, Seattle. PNWA supports an expedited process to complete improvements at the East Waterway at the Port of Seattle.

Blair Waterway, Tacoma. PNWA supports the feasibility study for improvements to the Blair Waterway at the Port of Tacoma.

Puget Sound Dredge Disposal. PNWA supports the development of an environmentally safe, publicly acceptable Puget Sound confined disposal site for contaminated dredge materials.

Yaquina Bay Deep Draft Terminal Facility. PNWA supports renovation and/or rehabilitation of the Port of Newport's deep draft terminal facility at Yaquina Bay, Oregon.

Yaquina Bay Jetty. PNWA supports the full length repair option to the North Ocean Jetty at the Mouth of Yaquina River entrance to Yaquina Bay, at the Port of Newport, Oregon.

Brookings Harbor Boat Basin. PNWA supports the renovation and replacement of Boat Basins I and II at the Port of Brookings Harbor.

Brookings Harbor Surge Suppression Study. PNWA supports the Surge Suppression Study at the Port of Brookings Harbor under the Corps of Engineers' continuing authorities program.

BN & SF Railroad Bridge. PNWA supports federal funding for improvements to the BN & SF Railroad bridge at Vancouver to promote vessel safety and freight mobility.

LANDSIDE RAIL FREIGHT MOBILITY IMPROVEMENTS

Rail Freight Capacity. PNWA supports increasing rail freight capacity to serve Northwest ports and producers.

Puget Sound FAST Corridor. PNWA supports federal funding for the Puget Sound Freight Action Strategy (FAST) for the Seattle-Tacoma Corridor Grade Separations project to improve freight mobility.

Longview Rail Corridor. PNWA supports the alternate rail corridor project and grade separation to the Longview industrial area.

Port of Woodland Rail Spur. PNWA supports funding for the Port of Woodland's rail spur project.

Port of Morrow Rail Spur. PNWA supports funding for the Port of Morrow's rail spur project off the main UP line.

Coos Bay Rail Bridge. PNWA supports federal funding assistance to refurbish the swing bridge connecting the marine terminals and manufacturers to the nation's rail system at Coos bay, Oregon.

Stampede Pass. PNWA supports reestablishing the Lind to Ellensburg east-west rail capacity and other improvements to ease congestion in eastern Washington communities to improve efficiencies associated with rail service through Stampede Pass.

LANDSIDE HIGHWAY FREIGHT MOBILITY IMPROVEMENTS

I-5 Corridor. PNWA supports construction of transportation projects improving the efficiency of freight movement along the I-5 Corridor as a high priority for maintaining the Northwest gateway to the Pacific Rim.

South Rivergate Entrance. PNWA supports the highway improvements and overpass project at the South Rivergate entrance at the Port of Portland to alleviate highway congestion and promote safety and freight mobility at one of the region's busiest marine terminals.

Lewis and Clark Bridge. PNWA supports renovation or replacement of the Lewis and Clark Bridge across the Columbia River connecting Longview, Washington and Rainier, Oregon to improve freight mobility.

Port of Kalama Access. PNWA supports the Port of Kalama's construction of a bridge over the Kalama River to preserve marine terminal property and improve access to the industrial park.

Port of Vancouver Access. PNWA supports full funding for completion of the Mill Plain extension to improve multi-modal access from I-5 to the Port of Vancouver.

Port of Everett Access. PNWA supports the building of the Everett Avenue overpass to improve safety and access to the Port of Everett shipping corridor and industrial waterfront.

I-5 Interchange at Centralia. PNWA supports building an interchange off Interstate 5 to improve access to the Ports of Centralia.

I-5 Interchange at Chehalis. PNWA supports funding for a new interchange off Interstate 5 to improve access to the Port of Chehalis.

Ione Road. PNWA supports the efforts of Morrow County and the Port of Morrow to develop a farm-to-market road from Ione to Boardman in Morrow County Oregon.

Punkin Center Road and Bridge. PNWA support the City of Hermiston,

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Umatilla County and the Port of Umatilla in developing an improved freight mobility corridor between the I-82, Powerline Road interchange and US 395 via West Pumkin Center Road.

Port of Whitman County Access. PNWA supports an EDA grant to assist the Port of Whitman County in building infrastructure improvements at the Port of Wilma, the Colfax Industrial Park and Rosalia.

Wawawai Road. PNWA supports the construction of Wawawai Road from Wawawai Bay to Lower Granite Dam to complete the river grade level road link between Lewiston and Almota.

US Highway 12 Widening in Washington. To provide for a safe and efficient transportation system, PNWA supports expanding to four lanes Highway 12 from the Snake River bridge to Walla Walla.

US Highways 12 and 95 in Idaho. PNWA supports the continued maintenance and development of US Highway 12 and improvements to US Highway 95 as major domestic and international commercial transportation corridors from Idaho, Montana and the interior states of the Columbia/Snake River System.

AIRPORT IMPROVEMENTS

Airport Expansion at Sea-Tac. PNWA supports federal funding of proposals sponsored by the Port of Seattle to increase freight and passenger capacity, efficiency and safety at Sea-Tac International Airport.

Pullman-Moscow Landing System. PNWA supports installation of and full federal funding for a Transponder Landing System at the Pullman-Moscow Regional Airport to increase the safety and dependability of air service and related support facilities.

Port of Chelan County/Port of Douglas County Pangborn Memorial Airport. PNWA supports an appropriation from the FAA for construction of a contract control tower at Pangborn Memorial Airport to enhance the safety of airport operations, given increasing volume of aviation activity.

ECONOMIC DEVELOPMENT PROJECTS

EDA Funding. PNWA supports continued funding for the Economic Development Administration to assist local jurisdictions in supporting economic development improvements.

Mukilteo Oil Docks. PNWA supports the cooperative efforts of the Port of Everett and the City of Mukilteo in pursuing the federal surplussing of the Mukilteo government docks.

Corps of Engineers Land Transfers. PNWA supports the transfer of surplus Corps of Engineers controlled land to ports that propose an appropriate use for that land. Examples include the Port of Clarkston, Port of Kennewick at Clover Island, the Port of Morrow County, the Port of Pasco, the Port of Walla Walla at Burbank and the Port of Whitman County. PNWA also supports modifying the definition of "port and industrial uses" as applied in Corps of Engineers' land transfer documents to the definition used in applicable state and local statutes.

Port Angeles Developments. PNWA supports expeditious clean-up and redevelopment of the Rainier Pulp Mill site and the feasibility study of the development of a barge loading/unloading facility in Port Angeles.

Port Angeles Economic Activity. PNWA supports provisions to protect the community and industries in Port Angeles in any potential legislation authorizing removal of one or more dams on the Elwha River.

Passenger Ferry. PNWA supports the dedication of a passenger-only ferry between Bremerton and Everett.

Mount St. Helens. PNWA supports funding for tourist facilities in Cougar, Wash.

Old Corps Walla Walla District Office. PNWA urges Congress to restore funding for demolition and removal of the old Corps of Engineers' Walla Walla District office complex at the Walla Walla Regional Airport.

Clover Island at Kennewick. PNWA supports redevelopment of Clover Island to create new opportunities for compatible economic enhancement and environmental restoration of the Port of Kennewick property.

Columbia Gorge National Scenic Area Act. PNWA urges Congress to appropriate economic development grant funds to communities in the Gorge, as provided in the Columbia River Gorge National Scenic Area Act. The Columbia River Gorge Commission has adopted land use zoning required by the Act and has, therefore, met the intent of the Act. Because of economic constraints placed on the region by imposed land use regulations, PNWA urges Congress to support efforts and appropriate funds necessary to support local and regional economic development efforts for both business development, primary transportation and tourism.

Umatilla Depot. PNWA supports the expeditious demilitarization of the chemical stockpile at the Umatilla Army depot. We encourage the US Army to recognize the social and economic effects on the local communities and agree to a chemical storage fee to help offset these effects.

Portside Civic Center. PNWA supports construction of the Portside Civic Center at the Port of Brookings Harbor.

TELECOMMUNICATION IMPROVEMENTS

Rural Telecommunications. PNWA supports investigation of the appropriate federal role in ensuring that rural areas have access to modern telecommunications at a competitive price.

Port of Whitman County. PNWA supports the Port of Whitman County's high speed data/telecommunications infrastructure study and implementation. This establishes a pilot for a national program integrating rural internet, video, enhanced 911, k-12 education, video teleconferencing and health services.

WATER PROJECT IMPROVEMENTS

Flood Control. PNWA supports the development of public and private partnerships to improve flood control capabilities and response in local communities.

Columbia Basin Project. PNWA supports the continued development of the Columbia Basin Project. PNWA disagrees with the Bureau of Reclamation's suspension of planning for further development. Planning for appropriately timed project development stages should resume. The potential multiple benefits of further development include food production for a growing world population, new jobs and income for rural communities, regional export expansion, reversal of declining groundwater supplies and creation of new fish and wildlife habitat. Columbia Basin Project development can be coordinated with competing demands for regional resources if the coordination is done on a long term basis.

Yakima River Enhancement Project. PNWA urges Congress to fully fund the Yakima River Enhancement legislation passed by Congress in 1994. The legislation represents a broad consensus of a wide range of groups that support the project to sustain agricultural production in the region, and to insure the integrity and viability of the Yakima River watershed's ecosystem.

Water Storage, Yakima and Klamath Basins. PNWA supports investigating the feasibility of additional water storage facilities in the Yakima and Klamath Basins to aid fish and wildlife, hydropower generation and irrigated agriculture.

WSU Irrigated Agriculture Research Center. PNWA supports continued funding for the Washington State University Irrigated Agriculture Research and Extension Center in Prosser, Washington to improve both the quality and quantity of agricultural products and improve farming practices.

ENVIRONMENTAL IMPROVEMENTS

Hanford. PNWA urges Congress to continue to adequately fund the USDOE clean up of 45 years of accumulated defense waste currently stored at the Hanford site. PNWA recognizes defense waste cleanup is a long-term project that will be most cost effective and most rigorously pursued if Hanford is a viable, operating site. PNWA also urges Congress to support a complete, ongoing Hanford scientifically and technologically based research and operations program and ensure long-term funding for waste cleanup. PNWA supports the restart of the Fast Flux Test Facility for medical research and isotope production to meet the demands for more effective cancer treatments.

ENERGY IMPROVEMENTS

Bonneville and The Dalles Powerhouses. PNWA supports full funding for the rehabilitation of Bonneville Dam's first powerhouse and the powerhouse at The Dalles Dam.

PACIFIC NORTHWEST WATERWAYS ASSOCIATION

PNWA: A cooperative approach to addressing federal and regional policy issues

The Pacific Northwest Waterways Association actively works to increase the economic vitality of the region. PNWA membership includes ports, transportation providers, agricultural and forest products producers, public and investor owned utilities and others interested in economic development. Through PNWA, our members develop a cooperative, regional approach to addressing public policy regarding resource use; transportation; trade; energy; and infrastructure development.

PNWA Federal Policy Goals

RESOURCE USE

Gain maximum economic value from the region's natural resource base while conserving and enhancing the environment.

TRANSPORTATION

Maintain and continue development of the region's multimodal transportation system, including water, rail, highway and air, to provide the most efficient and competitive links possible to domestic and world markets for both people and products.

TRADE

Expand domestic and international trade opportunities for the benefit of the Pacific Northwest and the Nation.

ENERGY

Ensure the continued adequate, reliable and reasonably priced supply of energy to the people and industries of the Pacific Northwest.

INFRASTRUCTURE DEVELOPMENT

Continue developing necessary economic infrastructure to maintain and enhance the region's economic vitality and its competitive position in world markets.

2000 PNWA Priority Issues

RESOURCE USE

Regional Governance. PNWA believes that effective fish and wildlife programs can be implemented without a new governance body. Federal, state and tribal agencies and regional stakeholders should work cooperatively to develop appropriate solutions that retain existing state and Congressional authorities, including Congressional authority over navigation and the other Congressionally authorized purposes of the federal Columbia and Snake River System projects and state authority over water. PNWA does not support the ceding of existing Congressional authority over the Columbia/Snake River System.

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Nationwide Permit Program. PNWA supports a Nationwide Permit Program that provides expedited and simplified authorizations for activities with minor environmental impacts. We believe that the Corps' July 21, 1999 proposed revisions would add such complexity, uncertainty and expense to the Nationwide Permit Program to render it of no benefit to Pacific Northwest ports and developers.

Puget Sound Salmon. PNWA supports collaborative efforts including ports and other economic interests to develop effective salmon recovery measures that maintain economic vitality along Puget Sound and its tributaries.

Lower Columbia River Estuary Program. PNWA is seeking long term water quality management that ensures a healthy and productive environment for fish and wildlife, Northwest citizens and the business community.

TRANSPORTATION

Navigation Funding. The maintenance of channels and harbors serving all currently authorized Pacific Northwest deep draft and coastal ports is a top priority of PNWA. PNWA seeks a dependable federal funding mechanism to pay for the dredging necessary to accomplish this objective. Congressionally appropriated funding form the general treasury is needed to meet both routine maintenance and unexpected dredging needs. PNWA will work to ensure that any new funding mechanism does not undermine the competitiveness of Northwest ports or their customers.

Inland Waterways. PNWA supports continued federal funding for operation, maintenance and improvement of the region's inland waterways under the cost share provisions in WRDA 1986. We oppose additional user fees.

WRDA. PNWA supports the passage of a Water Resources Development Act in 2000 to support Northwest projects and policies that benefit the region and the nation.

Public Dredge Fleet. PNWA supports continued operation all four of the federal hopper dredges with a sufficient volume of work to provide for efficient operations. This includes continued operation of the Northwestern Division-based dredges ESSAYONS and YAQUINA.

Freight Mobility. PNWA supports implementation of the projects funded in the Transportation Efficiency Act for the 21st Century. We continue to support infrastructure projects that improve freight mobility and increase transportation efficiencies. Special priority should be given to improving access to ports, industrial areas and agricultural production areas and improving the safety and efficiency of railroad crossings.

ENERGY

Hydro Relicensing. PNWA supports S. 740 and H.R. 2335, the Hydroelectric Relicensing Process Improvement Act of 1999. This legislation would require federal agencies to consider the full effects of their mandatory and recommended conditions on a hydroelectric power license, including impacts on power values, electric generation capacity, system reliability and air quality. It allows FERC to establish review timelines for federal agencies to ensure a reasonable and prudent relicensing process.

INFRASTRUCTURE DEVELOPMENT

Columbia River Channel Improvement. PNWA supports deepening the Columbia River channel to 43 feet, including completion of the Chief's Report and expedited construction of the project.

Puget Sound Improvements. PNWA supports continued improvement of navigation channels, harbors and landside access at Puget Sound ports.

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PACIFIC NORTHWEST WATERWAYS ASSOCIATION

2000 PNWA Programs and Policies

RESOURCE USE

Regional Governance. PNWA believes that effective fish and wildlife programs can be implemented without a new governance body. Federal, state and tribal agencies and regional stakeholders should work cooperatively to develop appropriate solutions that retain existing state and Congressional authorities, including Congressional authority over navigation and the other Congressionally authorized purposes of the federal Columbia and Snake River System projects and state authority over water. PNWA does not support the ceding of existing Congressional authority over the Columbia/Snake River System.

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Endangered Species Act. PNWA supports amending the Act to provide biologically sound, cost effective measures to protect endangered species in a manner that maintains strong national and regional economies. PNWA further supports amending the Act to ensure that the safety of humans is considered when assessing the impacts of proposed transportation safety improvements.

Timely Processing of Biological Assessments. PNWA encourages Congress and the federal agencies to provide the resources necessary to enable the processing of biological assessments in a timely fashion.

Corps' Fish Mitigation Program. PNWA supports Congressional funding for the US Army Corps of Engineers' Columbia and Snake River fish mitigation programs. Congressionally funded passage improvement programs have increased survival and provided benefits for fish while supporting the operation of the projects for multiple-purpose public benefits.

Oregon Coastal Salmon. PNWA supports continuing the collaborative effort in implementing Oregon's coastal salmon plan.

Puget Sound Salmon. PNWA supports collaborative efforts including ports and other economic interests to develop effective salmon recovery measures that maintain economic vitality along Puget Sound and its tributaries.

Lower Columbia River Estuary Program. PNWA is seeking long term water quality management that ensures a healthy and productive environment for fish and wildlife, Northwest citizens and the business community.

Ballast Water Management. PNWA supports the Pacific Ballast Water Group's investigation into safe, cost-effective rules, procedures and technologies which can be effectively applied in eliminating the unintentional introduction of nonindigenous species into US ports and waters through ship's ballast water.

Northwest Straits Initiative. PNWA supports the bi-partisan Northwest Straits initiative as a promising way to protect and restore the marine ecosystem of north Puget Sound and complement upland efforts to restore salmon. PNWA is encouraged that this effort relies heavily on county-based Marine Resource Committees to develop scientifically sound, broadly supported solutions.

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Nationwide Permit Program. PNWA supports a Nationwide Permit Program that provides expedited and simplified authorizations for activities with minor environmental impacts. We believe that the Corps' July 21, 1999 proposed revisions would add such complexity, uncertainty and expense to the Nationwide Permit Program to render it of no benefit to Pacific Northwest ports and developers.

Hanford Reach. PNWA supports the continued multiple use of the Hanford Reach area and a management plan that ensures the continued economic viability of the Reach as long as the Reach is protected.

Superfund Reform. PNWA supports Superfund reform. The goals of Superfund reform should include predictability of cleanup costs and remedies for land owners and prospective purchasers, the recognition of the value of restoring old or abandoned industrial sites to full use, clarification of cleanup standards, the implementation of approved independent action alternatives, and clarification of liability issues. PNWA is concerned about the potential economic impact of collecting natural resource damages in addition to restoration costs.

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TRANSPORTATION

Corps' Mission. PNWA supports maintaining the federal role for planning, construction, operation, maintenance and funding of navigation on the inland waterways, deep draft ports and harbors, and coastal ports.

Navigation Funding. The maintenance to authorized depths of channels and harbors serving all currently authorized Pacific Northwest deep draft and coastal ports is a top priority of PNWA. PNWA seeks a dependable federal funding mechanism to pay for the dredging necessary to accomplish this objective. Congressionally appropriated funding form the general treasury is needed to meet both routine maintenance and unexpected dredging needs. PNWA will work to ensure that any new funding mechanism does not undermine the competitiveness of Northwest ports or their customers.

Navigation Dredging. PNWA supports amending the Clean Water Act to direct the Corps and the EPA to provide for construction of suitable disposal sites and removal of contaminated sediments where they limit the maintenance and enhancement of commercial navigation. The Act should not restrict the disposal of suitable dredged material in open water. We oppose any new restrictions on mixing zones as they apply to dredged material disposal operations. Requirements of Comprehensive Watershed Management Plans should be expanded to ensure the preservation of navigation, to include long term plans for disposal of dredged material and to provide for the remediation of highly contaminated in-place sediments. PNWA supports development of scientifically justifiable sediment quality criteria to protect human health and the environment.

Public Dredge Fleet. PNWA supports continued operation of all four of the federal hopper dredges with a sufficient volume of work to provide for efficient operations. This includes continued operation of the Northwestern Division-based dredges ESSAYONS and YAQUINA.

PNWA ■ PO Box 61473, Vancouver WA 98666-1473 ■ Phone: 360-699-4666, Fax: 360-699-5121 ■ PNWAmail@aol.com

2000 PNWA Programs and Policies (Continued)

Coastal Harbor Navigation. PNWA supports continued federal funding for operations and maintenance to present authorized depths of federally authorized navigation channels at shallow coastal harbors in Oregon and Washington.

Inland Waterways. PNWA supports continued federal funding for operation, maintenance and improvement of the region's inland waterways under the cost share provisions in WRDA 1986. We oppose additional user fees.

Corps' Organizational Structure. PNWA supports maintaining the Division office in Portland and consolidating major Corps works by river basin/water system to maintain three viable and efficient Northwest District offices in Walla Walla, Seattle and Portland.

Cruise Ship Industry. PNWA supports efforts to increase opportunities for Northwest participation in the projected growth of the cruise ship and passenger vessel transportation industry. PNWA supports legislation that would grant waivers for foreign flagged passenger vessels to operate between US ports where there is no US flag service.

Marine and Waterway Spills. PNWA supports measures to reduce the risks of hazardous materials spills, and supports the US Coast Guard as the sole legal and responsible regulatory body.

Rescue Tugs in the Pacific Northwest. PNWA is concerned that proposals for dedicated rescue tugs in the Pacific Northwest would cost far more than their benefits would justify. We support investigation of an International Tug of Opportunity System to use the existing fleet of deployed tugs to provide continuous coverage for the protection of all the ports and waterways of the Pacific Northwest.

Columbia/Snake River Towboat Safety. As a major waterway serving international commerce, the Columbia/Snake River System has unique features which deserve the attention of the US Coast Guard Advisory Committee. PNWA urges the participation of at least one representative of the Columbia River towboat industry on the Advisory Committee.

Freight Mobility. PNWA supports implementation of the projects funded in the Transportation Efficiency Act for the 21st Century. We continue to support infrastructure projects that improve freight mobility and increase transportation efficiencies. Special priority should be given to improving access to ports, industrial areas and agricultural production areas and improving the safety and efficiency of railroad crossings.

Transportation Trust Funds. PNWA urges the Administration to release all transportation trust funds for use for their authorized purposes. In addition, the Association seeks Congressional action to shift all transportation trust funds off budget and to ensure that all transportation user fees collected are dedicated and actually used for transportation infrastructure maintenance and development purposes.

Rail Abandonment. PNWA supports the maintenance of cost effective transportation options for rural producers to move products to domestic and foreign markets. All private and public sector social and economic impacts should be considered before allowing the abandonment of branch lines linking rural communities with national and international markets.

Regional Airport Control Towers. FAA privatized level one air traffic control towers in the Pacific Northwest have been cost effective and are providing vital air traffic control services. PNWA supports the continued federal funding of these privatized towers.

Small Airport Landing Systems. PNWA encourages full federal funding for installation of Transponder Landing Systems at small commercial airports.

TRADE

Fast Track Authority. PNWA supports granting Fast Track Authority to the President for negotiating international trade agreements.

Trade and Infrastructure. Northwest exports, both in raw and value added form, constitute a major cargo opportunity for ports large and small. These exports demand highly efficient, cost effective transportation to be competitive in the world marketplace. PNWA recognizes that its primary mission continues to be to assure an inland and deep water navigation system and efficient landside infrastructure to meet these needs. Efficiency demands a supportive regulatory structure, avoidance of burdensome user fees, and infrastructure capacity in the form of deep draft channels, modern locks, bridges and landside access to ports which facilitate the flow of cargo without delay.

Agricultural Exports. PNWA encourages Congress to extend export credits and loan guarantee programs. We also encourage support of overseas market development programs.

World Disaster Relief and Food Aid. PNWA supports use of Pacific Northwest Ports for the distribution of disaster relief destined for Pacific Rim nations. And, we urge the use of Northwest Products and Ports in the porposed Russian Food Aid Program this year.

Embargoes and Economic Boycotts. PNWA opposes embargoes or economic boycotts on the sale or export of agricultural products. Such actions serve no purpose other than to damage our own agricultural industry.

Export of Forest Products. PNWA believes that a total ban on the export of any individual forest commodity could threaten the economic health of many communities, the entire timber industry, the financial health of the Washington State school system and Oregon counties, long-term trade relationships, and further deteriorate the federal deficit.

International Ocean Shipping Regulation. PNWA recognizes that the Ocean Shipping Reform Act of 1998, regulating international liner trades, could have a significant impact on Northwest trade. PNWA will monitor implementation of the Act and support regional needs.

Jones Act. PNWA recognizes the substantial impacts that the various proposals for Jones Act reform could have on Northwest cargo and passenger movements as well as on the vessels and ports that serve them. PNWA will monitor the progress of legislative efforts to amend the Jones Act.

ENERGY

Federal Hydropower System. The generation, transmission and distribution of competitively priced energy is fundamental to a sound Northwest economy. The federal hydropower system should continue to be operated for the economic benefit of Northwest energy consumers.

Transmission. PNWA supports the formation of one or more independent grid operators to manage the Northwest high-voltage transmission system, only if benefits can be demonstrated for all parties concerned, including consumers of federal, public and investor-owned systems. This support is consistent with FERC's recently approved rules designed to allow equitable and open access to wholesale transmission. BPA transmission should provide for FERC regulation over access, terms, conditions and rates that is equivalent to FERC's regulation of IOU's.

Hydro Relicensing. PNWA supports S. 740 and H.R. 2335, the Hydroelectric Relicensing Process Improvement Act of 1999. This legislation would require federal agencies to consider the full effects of their mandatory and recommended conditions on a hydroelectric power license, including impacts on power values, electric generation capacity, system reliability and air quality. It allows FERC to establish review timelines for federal agencies. The Federal Power Act of 1935 granted FERC the final decision making authority to establish terms and conditions for hydropower licensing on the basis of a variety of environmental, energy and economic factors. Since then, FERC's powers have been eroded by mandatory conditioning authority by other federal agencies resulting in a process that is expensive and cumbersome. This process has led to a loss of clean, renewable hydropower energy and higher operating costs. The legislation would allow FERC to establish timelines for federal agencies to ensure a reasonable and prudent relicensing process.

PNWA
PACIFIC NORTHWEST WATERWAYS ASSOCIATION

2000 PNWA Infrastructure Development Priorities

NAVIGATION IMPROVEMENTS

Columbia River Channel Improvement. PNWA supports deepening the Columbia River channel to 43 feet, including completion of the Chief's Report and expedited construction of the project.

Lower Columbia River Turns. PNWA urges the Corps of Engineers to expend appropriated funds and Congress to appropriate additional funds to complete the safety improvements currently underway at turns on the lower Columbia River.

Willamette River, Oregon. PNWA supports federal funding for environmental dredging and restoration of the Willamette River in the Portland Harbor.

Columbia/Snake River Projects. Due to the age of the Corps of Engineers and Bureau of Reclamation projects on the Columbia/Snake River System, PNWA urges the allocation of funds in a timely manner for necessary maintenance, overhaul, and rehabilitation as the need arises for projects such as the navigation locks. Specifically, we are seeking a schedule for replacement of the lock gates at John Day, Lower Granite and Lower Monumental, and raising the side wall at The Dalles, and dredging to maintain full use of the 14-foot navigation channel.

US Coast Guard Navigation Aids. PNWA supports maintaining existing light capacities, buoy size, sinker weights and positioning as minimum safety standards for navigation aids on the Columbia/Snake River System.

Ports of Lewiston and Clarkston Dredging. PNWA supports continued Corps of Engineers maintenance dredging in the Lower Granite Reservoir, particularly the navigation channel and turning basin at the confluence of the Clearwater and Snake Rivers at Snake River Mile 137 and Clearwater River Mile 2.0.

Port of Walla Walla, Wallula. PNWA supports maintenance of the newly expanded federal navigation channel in the Columbia River near Wallula, Washington. Existing navigation in this area is threatened by sediment and silt deposited by the Walla Walla River.

Puget Sound Improvements. PNWA supports continued improvement of navigation channels, harbors and landside access at Puget Sound ports.

East Waterway, Seattle. PNWA supports completion of improvements at the East Waterway at the Port of Seattle.

Blair Waterway, Tacoma. PNWA supports completion of improvements to the Blair Waterway at the Port of Tacoma.

Bellingham Bay, Washington. PNWA supports a reconnaissance study to evaluate navigation improvements and ecosystem restoration in the estuary and watershed at Bellingham Bay, Washington.

Port of Anacortes Breakwater. PNWA supports the feasibility study for the replacement of the Cap Sante breakwater at Anacortes, Washington.

Puget Sound Dredge Disposal. PNWA supports the development of an environmentally safe, publicly acceptable Puget Sound confined disposal site for contaminated dredge materials.

Yaquina Bay Deep Draft Terminal Facility. PNWA supports renovation and/or rehabilitation of the Port of Newport's deep draft terminal facility at Yaquina Bay, Oregon.

Yaquina Bay Jetty. PNWA supports the full length repair option to the North Ocean Jetty at the Mouth of Yaquina River entrance to Yaquina Bay, at the Port of Newport, Oregon.

Brookings Harbor Boat Basin. PNWA supports the renovation and replacement of Boat Basins I and II at the Port of Brookings Harbor.

Brookings Harbor Surge Suppression Study. PNWA supports the Surge Suppression Study at the Port of Brookings Harbor under the Corps of Engineers' continuing authorities program.

BN & SF Railroad Bridge. PNWA supports federal funding for improvements to the BN & SF Railroad bridge at Vancouver to promote vessel safety and freight mobility.

LANDSIDE RAIL FREIGHT MOBILITY IMPROVEMENTS

Rail Freight Capacity. PNWA supports increasing rail freight capacity to serve Northwest ports and producers.

Puget Sound FAST Corridor. PNWA supports federal funding for the Puget Sound Freight Action Strategy (FAST) for the Everett-Seattle-Tacoma Corridor Grade Separations project to improve freight mobility.

Longview Rail Corridor. PNWA supports the alternate rail corridor project and grade separation to the Longview industrial area.

Port of Morrow Rail Spur. PNWA supports funding for the Port of Morrow's rail spur project off the main UP line.

Coos Bay Rail Bridge. PNWA supports federal funding assistance to refurbish the swing bridge connecting the marine terminals and manufacturers to the nation's rail system at Coos bay, Oregon.

Stampede Pass. PNWA supports reestablishing the Line to Ellensburg east-west rail capacity and other improvements to ease congestion in eastern Washington communities to improve efficiencies associated with rail service through Stampede Pass.

LANDSIDE HIGHWAY FREIGHT MOBILITY IMPROVEMENTS

I-5 Corridor. PNWA supports construction of transportation projects improving the efficiency of freight movement along the I-5 Corridor as a high priority for maintaining the Northwest gateway to the Pacific Rim.

South Rivergate Entrance. PNWA supports the highway improvements and overpass project at the South Rivergate entrance at the Port of Portland to alleviate highway congestion and promote safety and freight mobility at one of the region's busiest marine terminals.

Lewis and Clark Bridge. PNWA supports renovation or replacement of the Lewis and Clark Bridge across the Columbia River connecting Longview, Washington and Rainier, Oregon to improve freight mobility.

Port of Kalama Access. PNWA supports the Port of Kalama's construction of a bridge over the Kalama River to preserve marine terminal property and improve access for he industrial park.

Port of Vancouver Access. PNWA supports completion of the Mill Plain extension to improve multi-modal access from I-5 to the Port of Vancouver.

Port of Everett Access. PNWA supports the building of the California Street Overcrossing to improve safety and access to the Port of Everett shipping corridor and industrial waterfront.

I-5 Interchange at Centralia. PNWA supports building an interchange off Interstate 5 to improve access to the Ports of Centralia.

I-5 Interchange at Chehalis. PNWA supports funding for a new interchange off Interstate 5 to improve access to the Port of Chehalis.

Ione Road. PNWA supports the efforts of Morrow County and the Port of Morrow to develop a farm-to-market road from Ione to Boardman in Morrow County Oregon.

Punkin Center Road and Bridge. PNWA supports the City of Hermiston, Umatilla County and the Port of Umatilla in developing an improved freight mobility corridor between the I-82, Powerline Road interchange and US 395 via West Punkin Center Road.

PNWA ■ PO Box 61473, Vancouver WA 98666-1473 ■ Phone: 360-699-4666, Fax: 360-699-5121 ■ PNWAmail@aol.com

2000 PNWA Infrastructure Development Priorities (Continued)

Port of Whitman County Access. PNWA supports the Port of Whitman County in building infrastructure improvements at the Port of Wilma, the Colfax Industrial Park and Rosalia.

Wawawai Road. PNWA supports the construction of Wawawai Road from Wawawai Bay to Lower Granite Dam to complete the river grade level road link between Lewiston and Alenota.

US Highway 12 Widening in Washington. To provide for a safe and efficient transportation system, PNWA supports expanding to four lanes Highway 12 from the Snake River bridge to Walla Walla.

US Highways 12 and 95 in Idaho. PNWA supports the continued maintenance and development of US Highway 12 and improvements to US Highway 95 as major domestic and international commercial transportation corridors from Idaho, Montana and the interior states of the Columbia/Snake River System.

Inland Corridor Highway Development. PNWA supports an Inland Corridor Initiative to enhance the movement of freight between Canada, Washington, Oregon and Idaho by improving the North/South Corridors of US Highway 395 and US Highway 97, and US Highway 95, thereby reducing congestion on Interstate 5.

AIRPORT IMPROVEMENTS

Airport Expansion at Sea-Tac. PNWA supports federal funding of proposals sponsored by the Port of Seattle to increase freight and passenger capacity, efficiency and safety at Sea-Tac International Airport.

Pullman-Moscow Landing System. PNWA supports installation of and full federal funding for a Transponder Landing System at the Pullman-Moscow Regional Airport to increase the safety and dependability of air service and related support facilities.

Port of Chelan County/Port of Douglas County Pangborn Memorial Airport. PNWA supports an appropriation from the FAA for construction of a contract control tower at Pangborn Memorial Airport to enhance the safety of airport operations, given increasing volume of aviation activity.

ECONOMIC DEVELOPMENT PROJECTS

EDA Funding. PNWA supports continued funding for the Economic Development Administration to assist local jurisdictions in supporting economic development improvements.

Mukilteo Oil Docks. PNWA supports the cooperative efforts of the Port of Everett and the City of Mukilteo in pursuing the federal surplussing of the Mukilteo government docks.

Corps of Engineers Land Transfers. PNWA supports the transfer of surplus Corps of Engineers controlled land to ports that propose an appropriate use for that land. Examples include the Port of Clarkston, Port of Kennewick at Clover Island, the Port of Morrow County, the Port of Pasco, and the Port of Walla Walla at Burbank and the Port of Whitman County. PNWA also supports further modifying the definition of "port and industrial uses" as applied in Corps of Engineers' land transfer documents to the definition used in applicable state and local statutes to areas not covered by the Water Resources Development Act of 1999.

Port Angeles Developments. PNWA supports expeditious clean-up and redevelopment of the Rainier Pulp Mill site and the feasibility study of the development of a barge loading/unloading facility in Port Angeles.

Port Angeles Economic Activity. PNWA supports provisions to protect the community and industries in Port Angeles in any potential legislation authorizing removal of one or more dams on the Elwha River.

Passenger Ferry. PNWA supports the dedication of a passenger-only ferry between Bremerton and Everett.

Mount St. Helens, Washington. PNWA supports funding a study of Mt. St. Helens sediment control needs and measures. We believe the Corps must provide for protection no less than set forth in its October 1985 Decision Document and authorized by Public Law 99-88.

Old Corps Walla Walla District Office. PNWA urges the Secretary of the Army to expend appropriated funds for demolition and removal of the old Corps of Engineers' Walla Walla District office complex at the Walla Walla Regional Airport.

Clover Island at Kennewick. PNWA supports redevelopment of Clover Island to create new opportunities for compatible economic enhancement and environmental restoration of the Port of Kennewick property.

Columbia Gorge National Scenic Area Act. PNWA urges Congress to appropriate economic development grant funds to communities in the Gorge, as provided in the Columbia River Gorge National Scenic Area Act. The Columbia River Gorge Commission has adopted land use zoning required by the Act and has, therefore, met the intent of the Act. Because of economic constraints placed on the region by imposed land use regulations, PNWA urges Congress to support efforts and appropriate funds necessary to support local and regional economic development efforts for both business development, primary transportation and tourism.

Umatilla Depot. PNWA supports the expeditious demilitarization of the chemical stockpile at the Umatilla Army depot. We encourage the US Army to recognize the social and economic effects on the local communities and agree to a chemical storage fee to help offset these effects.

Portside Civic Center. PNWA supports construction of the Portside Civic Center at the Port of Brookings Harbor.

TELECOMMUNICATION IMPROVEMENTS

Rural Telecommunications. PNWA supports investigation of the appropriate federal role in ensuring that rural areas have access to modern telecommunications at a competitive price.

Port of Whitman County. PNWA supports the Port of Whitman County's high speed data/telecommunications infrastructure study and implementation. This establishes a pilot for a national program integrating rural internet, video, enhanced 911, k-12 education, video teleconferencing and health services.

WATER PROJECT IMPROVEMENTS

Flood Control. PNWA supports the development of public and private partnerships to improve flood control capabilities and response in local communities.

Columbia Basin Project. PNWA supports the continued development of the Columbia Basin Project. Planning for appropriately timed project development stages should resume. The potential multiple benefits of further development include food production for a growing world population, new jobs and income for rural communities, regional export expansion, reversal of declining groundwater supplies and creation of new fish and wildlife habitat. Columbia Basin Project development can be coordinated with competing demands for regional resources if the coordination is done on a long term basis.

Yakima River Enhancement Project. PNWA urges Congress to fully fund the Yakima River Enhancement legislation passed by Congress in 1994. The legislation represents a broad consensus of a wide range of groups that support the project to sustain agricultural production in the region, and to insure the integrity and viability of the Yakima River watershed's ecosystem.

Water Storage, Yakima and Klamath Basins. PNWA supports investigating the feasibility of additional water storage facilities in the Yakima and Klamath Basins to aid fish and wildlife, hydropower generation and irrigated agriculture.

WSU Irrigated Agriculture Research Center. PNWA supports continued funding for the Washington State University Irrigated Agriculture Research and Extension Center in Prosser, Washington to improve both the quality and quantity of agricultural products and improve farming practices.

ENVIRONMENTAL IMPROVEMENTS

Hanford. PNWA urges Congress to continue to adequately fund the USDOE clean up of 45 years of accumulated defense waste currently stored at the Hanford site. PNWA recognizes defense waste cleanup is a long-term project that will be most cost effective and most rigorously pursued if Hanford is a viable, operating site. PNWA also urges Congress to support a complete, ongoing Hanford scientifically and technologically based research and operations program and ensure long-term funding for waste cleanup. PNWA supports the restart of the Fast Flux Test Facility for medical research and isotope production to meet the demands for more effective cancer treatments.

ENERGY IMPROVEMENTS

Bonneville and The Dalles Powerhouses. PNWA supports full funding for the rehabilitation of Bonneville Dam's first powerhouse and the powerhouse at The Dalles Dam.