

## 2022 FEDERAL LEGISLATIVE PRIORITIES - DRAFT

### WATER INFRASTRUCTURE

Support federal policy that **increases the U.S. Army Corps of Engineers (Corps) budget and funds critical navigation projects on the Columbia River.**

Invest in the Corps' Operations & Maintenance (O&M) budget and implementation of the Infrastructure Investment and Jobs Act (IIJA), which included an additional \$4 billion for O&M on navigable waterways, to **support FY 2023 funding needs for the navigation projects that support the Columbia River ports' efforts to maintain 43' shipping channel.**

- **Ensure the that the 2022 Water Resources Development Act (WRDA) provides substantial O&M for navigation projects and does not compromise historic O&M needs.**
- **Fight for provisions that strongly support the efficient processing and lowers cost for non-federal sponsors of federal environmental permits** (see Energy & Environment below).

Federal policies and funding programs must enable U.S. public ports to compete with the substantial levels of infrastructure investment at foreign ports or we risk further cargo diversion.

**Priority Federal Capital Projects** – The port has several priority capital projects related to moving cargo and services on the River which may apply for federal grants or as congressionally designated spending requests, including the **Terminal 4 Bank Stabilization Project** and **Berth 17 Repair and Rehabilitation Project.**

### FREIGHT POLICIES & FUNDING

**Continue development of freight policies and funding programs** at the U.S. Department of Transportation (USDOT), the U.S. Maritime Administration (MARAD), U.S. Department of Homeland Security (DHS) and other federal agencies that benefit or support public ports.

**Support the implementation and full funding of the IIJA and federal appropriations for new funding that targets the freight needs at public ports,** including:

- Port Infrastructure Development Program (PIDP) (\$2.25 billion over five years);
- Rebuilding American Infrastructure with Sustainability and Equity Program (RAISE) (\$7.5 billion over five years);
- Infrastructure for Rebuilding America Program (INFRA) (\$8 billion over five years);
- National Infrastructure Assistance Program (\$5 billion over five years);
- Railroad Crossing Elimination Grant Program (\$3 billion over five years); and
- Marine Highways Program (MHP) (\$25 million over five years).

**Fully fund the new Bridge Investment Program** (\$36.7 billion over five years), which provides both formula and competitive grants to assist in the repair and replacement of deficient and outdated bridges.

- This program should **provide adequate federal resources to ensure the timely replacement of the I-5/Columbia River Bridge.**

Support policies, programs, and federal agencies that promote freight rail competitiveness. This will **increase the marketability of Terminal 5**, where significant local and federal investments were made to complete the \$251 million West Vancouver Freight Access Project (WVFA).

Enforce administrative rules and support legislative proposals for the safe shipment of goods, including energy products and hazardous materials, by road, rail, and water.

**Priority Federal Capital Projects** – The port has several priority capital freight projects which may apply or support a partner’s application for federal grants or as congressionally designated spending requests, including the **I-5/Columbia River Bridge Project** (see above) and the **32<sup>nd</sup> Avenue Arterial Extension Project** (City of Vancouver).

## **ECONOMIC DEVELOPMENT**

**Support revitalization of the port’s Terminal 1 waterfront project**, a mixed-use development with plans to construct a public market, hotel, retail, commercial and community spaces.

- **The Maritime Dock Reconstruction Project is a critical component of this Terminal 1 redevelopment.** The Port is aggressively seeking federal funding to support the dock, including opportunities available in existing programs, with new grants in the IJJA, and through needed statutory changes.
- An example of a statutory change that could benefit the dock project would be to expand PIDP eligibility to support tourism and/or river cruise infrastructure, which would better track modern developments made by our public ports (see *Maritime Infrastructure: Public Ports Engage in an Extensive Range of Activities beyond Freight Movement*, GAO-22-104630, Dec 15, 2021).

**Support federal tax policies that financially assist existing businesses and attract new tenants at public ports, including the New Market Tax Credits (NMTC) and federally designated Opportunity Zones.**

These are important ways the federal government provides tools to improve the overall economic environment to incentivize growth within public ports.

**Ensure navigation on the Columbia River is protected as Columbia River Treaty negotiations continue.**

This includes recognizing the impacts of river flows on sediment management and vessel maneuverability on the Lower Columbia River.

**Support pro-export and pro-port national trade policies and practices.** Tariffs and duties should not increase the costs of goods and services using our public ports and must avoid any retaliatory action by our trading partners.

**Priority Federal Capital Projects** – The port has several priority capital projects targeted at economic development which may apply for federal grants or as congressionally designated spending requests, including the **Terminal 1 Maritime Dock Reconstruction Project** (see above).

## ENERGY & ENVIRONMENT

**Provide adequate funding for federal agencies, including the Corps, U.S. Fish and Wildlife Service, and NOAA Fisheries (NMFS), to efficiently process permits.** Lack of funding for permitting or administrative changes that compromise existing permits could impact safety, significantly increase costs, impact economic development, and affect the environment. The IJA did provide specific funding to tackle these problems, but Congress and federal permitting agencies must continue to focus on these issues. **Federal agencies must also improve communication, consistency, and timeliness in the permitting process,** and resolve the significant challenges regarding baseline conditions, compensatory mitigation, programmatic permits, and designation of dredged material placement sites.

**Support efforts by the Administration or Congress to address climate change,** including establishing grant programs that incentivize public ports and their partners to become more environmentally sustainable and efficient. Some programs included in the IJA that could help public ports improve our environment and reduce greenhouse gas emissions, especially the many new federal initiatives that focus on supporting electrification of our transportation systems.

Some federal tax policies in the areas of energy and environment **support economic activity at the port as well as seek to decrease our country's overall greenhouse gas emissions, including the Production Tax Credit (PTC).** The PTC also directly promotes the Port's vibrant wind turbine business, and it must be made permanent or at the very least, fully extended through 2022.

Ensure the Biological Opinion for the Columbia River continues to protect the environment and fish habitat while preserving regional economic vitality.

**Include \$150 million for the Diesel Emissions Reduction Act program in FY 2023.** This program has greatly reduced diesel emissions at our nation's public ports.

**Priority Federal Capital Projects** – The port has priority capital projects focused on supporting our Climate Action Plan to reduce greenhouse gas emissions. These projects may apply for federal grants or as congressionally designated spending requests, including our Electrical Vehicle Charging Project.