

## 2025 FEDERAL LEGISLATIVE PRIORITIES - DRAFT

### WATER & MARINE INFRASTRUCTURE

Support federal policies that **increase the U.S. Army Corps of Engineers (Corps) budget and fund critical navigation projects on the Columbia River**. These resources protect our national interests by ensuring our seaports can remain competitive in our global economy, support millions of American jobs and provide reliable gateways for American producers and manufacturers.

Invest in the Corps' FY2026 Operations & Maintenance (O&M) budget and continued implementation of the Infrastructure Investment and Jobs Act (IIJA), including the additional \$4.2 billion over the last six years for O&M on navigable waterways, which **supports the Columbia River ports' efforts to maintain a 43' shipping channel**.

- **Fund the Pile Dike Repair/Replacement Project** as Corps' O&M for the Columbia & Lower Willamette below Vancouver, WA & Portland, OR. The Water Resources Development Act of 2024 ensured the Corps will continue pile dike O&M as a federal expense on these waterways (P.L. 118-272).

Push legislative initiatives that strongly **support federal environmental permit reform, including streamlining processing and lowering costs for non-federal sponsors** (see Energy & Environment below). This must emphasize consistent and timely agency permit review to allow planning for marine and surface infrastructure, economic development, and energy production.

Promote policies and funding programs that support the competitiveness of U.S. public ports to prevent further cargo diversion to foreign ports of entry.

**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 Directed Spending (CDS)/Community Project Funding (CPF) requests, including reapplying in 2025 for the **Port Infrastructure Development Program grant for the Berth 8/9 Extension and Efficiency Improvements 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, international commerce, and maritime trade. These resources protect our national interests by ensuring our seaports can remain competitive in our global economy, supports millions of American jobs and provide reliable gateways for American producers and manufacturers.

**Support the continued implementation and full funding of the IJA for FY2025 and FY2026 as well as additional federal appropriations for programs that target the freight needs at public ports, international commerce, and maritime trade.**

- Some of the targeted federal programs for U.S. public ports include: the Port Infrastructure Development Program (PIDP); Better Utilizing Investments to Leverage Development (BUILD); Nationally Significant Multimodal Freight & Highway Projects (INFRA); National Infrastructure Project Assistance Program (Mega); Railroad-Highway Grade Crossing Program; Railroad Crossing Elimination Grant Program; Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program; Bridge Investment Program; FTA Capital Investment Grant (CIG) New Starts Program; and Marine Highways Program (MHP).

As we move toward the renewal of the IJA by the end of 2026, **support programs that target the freight needs at public ports, international commerce, and maritime trade at funding levels at least as high as those in the current Act.** Also develop new programs and concepts in the reauthorization that build on the historic support of the IJA for public ports, international commerce, and maritime trade.

**Protect federal resources that ensure the timely replacement of the I-5/Columbia River Bridge, the Interstate Bridge Replacement Program (IBR).**

**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 CDS/CPF requests.

## **ECONOMIC DEVELOPMENT**

**Support revitalization of the port’s Terminal 1 waterfront project,** a mixed-use development that is constructing a public market, hotel, retail, commercial, and community spaces.

- The port continues to aggressively seek needed federal funding to support tourism and non-freight-related infrastructure and economic development projects, and these efforts are focused on projects like Terminal 1. Therefore, support these initiatives, including opportunities available in existing programs, with grants in the IJA and through needed statutory changes such as those potentially included in the 2025 United States Maritime Administration Authorization Act or IJA reauthorization.
- An example of a statutory change that could benefit the Terminal 1 project would be to expand PIDP, or create a new program, 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 in any tax reform legislation that financially assists existing businesses and attract new tenants at public ports. This could include support for the New Market Tax Credits (NMTC)**

**or the development of other tools that incentivize business development.** These are important ways the federal government develops ways 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. This could be accomplished by supporting the existing draft of the Columbia River Treaty, which would ensure in 2025 that Canada maintains a certain level of water storage for flood control purposes.

**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. We must also ensure that there are no retaliatory actions 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 CDS/CPF requests.

## **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 damage the environment. The IJJA provides funding to begin solving these problems, but ongoing focus is needed from Congress and permitting agencies. Previous efforts in these areas have had little or no impact, and the system is getting increasingly more challenging. Federal agencies must also improve communication, consistency, and timelines in the permitting process, and resolve the significant challenges regarding baseline conditions, compensatory mitigation, programmatic permits, and designation of dredged material placement sites. **These permitting problems hit the Pacific Northwest particularly hard and greater focus must be made on implementing cost-effective solutions in our region.**

**Support efforts to address the costs of climate change.** This should include establishing programs that incentivize public ports and their partners to become more environmentally sustainable and efficient, including promoting initiatives that help public ports improve our environment and reduce greenhouse gas emissions through the electrification of our transportation systems.

**Make the Production Tax Credit (PTC) and other clean fuels credits permanent,** or at a minimum authorize these important tools through 2025 to allow project planning and permitting. These credits support economic activity at the port by promoting our vibrant wind turbine business and aim to decrease overall greenhouse gas emissions.

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 FY2026.** 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 energy and environment goals which may apply for federal grants or as CDS/CPF requests.

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