

APPROPRIATIONS REQUEST FORM OREGON HOUSE DELEGATION FISCAL YEAR 2010

DEADLINE FOR SUBMISSION: FEBRUARY 13, 2009

PLEASE NOTE: As required by the House Appropriations Committee, all requests will be made public on the requesting Member's website.

- 1. Project Title:** Columbia River Channel Improvement Project
- 2. Organization Name and address:**

The Columbia River Channel Coalition is requesting funds for this project; however, the funds would be appropriated to the U.S. Army Corps of Engineers.

Columbia River Channel Coalition
P.O. Box 903
Clackamas, OR 97015
(503) 654-4907

Physical Address: 6566 SE Lake Road, Suite C, Milwaukie, OR 97222

- 3. Primary Contact name, phone number, mobile phone number, fax number and email:**

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- 4. Project Location Address (if different from Organization):**

In the ship navigational channel of the Columbia River between the mouth and the Portland/Vancouver area (3.5% of the 106-mile distance).

5. Please describe the requesting organization’s main activities, and whether it is a public, private non-profit, or private for-profit entity:

The Columbia River Channel Coalition is a non-profit organization providing information to elected officials and community leaders to help build regional and national consensus for the Columbia River Channel Improvement Project. The six Columbia River sponsor ports (ports of Portland and St. Helens in Oregon and the ports of Vancouver, Woodland, Longview, and Kalama in Washington) founded the Coalition.

6. Briefly describe the activity or project for which funding is requested (please keep to 500 words or less.)

The project would deepen the federal navigation channel from the Mouth of the Columbia River to the Portland/Vancouver area by three feet (from 40 to 43 feet). The project would also enhance or create over 2,000 acres of fish and wildlife habitat. Deepening the navigation channel will allow ships calling on Columbia River ports to load more cargo, which will yield transportation cost savings for U.S. exporters.

7. Has this project received federal appropriations funding in past fiscal years? YES

7a. If yes, please provide fiscal year, Department, Account, and funding amount of any previous funding.

U.S. Army Corps of Engineers, Civil Works
Construction, General account

The Water Resources Development Act of 1999 authorized the Corps of Engineers to construct the project.

Amounts appropriated (totaling \$78.76 million):

- FY2001: \$4.5 million
- FY2003: \$2.0 million
- FY2004: \$3.5 million
- FY2005: \$9.0 million
- FY2006: \$15.0 million
- FY2007: \$30.0 million
- FY2008: \$14.76 million

FY2009: \$36.0 million (This is the amount in President Bush’s FY2009 budget and was also approved by the House and Senate Appropriations Committees in their versions of the FY2009 Energy and Water Appropriations bill that was unfinished at the end of 2008.)

Some of these federal funds have been lost to recissions, “savings and slippage”, and reprogrammings.

8. Federal agency and account from which funds are requested (Please be specific – e.g. Department of Housing and Urban Development, Economic Development Initiatives account):

U.S. Army Corps of Engineers, Civil Works
Construction, General account

9. What is the purpose of the project? Why is it a valuable use of taxpayer funds? How will the project support efforts to improve the economy and create jobs in Oregon?

The Corps has determined the national benefit-to-cost ratio to be 1:1.66 (that is, for every \$1 invested in the project, the nation will receive \$1.66 in transportation benefits). The project advances the federal responsibility (with local cost-sharing) to maintain and improve federal navigation channels.

Regionally, about \$16 billion in imports and exports is shipped on the Columbia River each year. Nearly 40,000 jobs with an average annual wage of \$46,000 are generated by the Columbia River maritime industry. Modernizing the Columbia River channel by deepening it by three feet is crucial to sustaining this maritime trade and employment.

10. Have you requested funding for this project from other Members of Congress? If so, who?

All Representatives and Senators in Oregon, Washington, Idaho, and Montana

11. Funding Details:

a. Total project cost (all funding sources and all years):

\$160 million for construction (about 65% would be derived from federal funds and 35% would be provided by Oregon and Washington State)

b. Amount being requested for this project in Fiscal Year 2010:

\$25 million - FY2010 Energy and Water Development Appropriations Act

c. What other funding sources (local, regional, state) are contributing to this project or activity? (Please provide specific dollar amount or percentage.)

The States of Oregon and Washington have each committed \$27.7 million or \$55.4 million total for the non-federal share of the project's construction cost.

d. Do you expect to request federal funding in future years for this project?

If Congress appropriates the \$36 million for the project for FY2009 and \$25 million for the FY2010, then the project should be complete and no further appropriations for this project will be requested.

**e. Breakdown/budget of the amount you are requesting for this project in FY 2010.
(e.g. salary \$40,000; computer \$3,000):**

If Congress appropriates the \$36 million for the project for FY2009, the Corps would use the \$25 million for FY2010 to completely finish the deepening work. The \$25 million appropriation would fund the removal of the rock near St. Helens, Oregon. The rock removal is costly because blasting is likely to be necessary. A blasting operation in a river with significant commercial, fishing, and recreational traffic and endangered species requires extensive and costly safety and environmental precautions.

f. Please list public or private organizations that have supported/endorsed this project:

The Columbia River Channel Coalition, which advocates for the project, consists of almost 300 business, labor, agriculture, maritime, and community organizations. The membership list for the Coalition is attached.

g. Is this project scalable? (i.e. if partial funding is awarded, will the organization be able to use the funds in FY 2010?):

This is the final segment of the project and it because of that fact; it is no longer scalable, as it has been in the past years. This is primarily due to the cost of mobilizing the equipment from the East Coast to the West Coast. The project's cost will increase a lot more if this segment is not completed during FY2010.

Please return this form no later than February 13, 2009 (via email) to:

appropriations.blumenauer@mail.house.gov