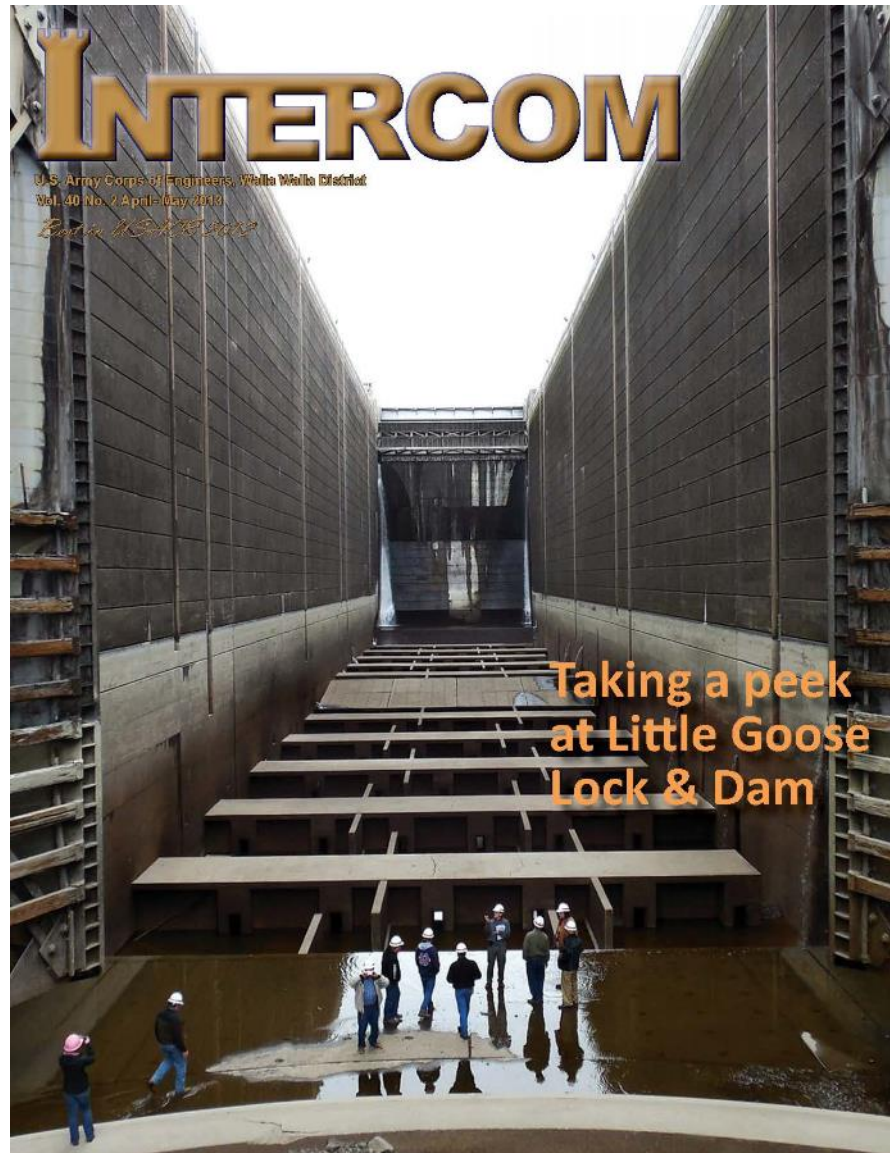


Extended Columbia/Snake River Closures: Lessons learned and planning for the future



**USACE Joint
Nav Meeting**
May 27, 2015
Boardman, OR

Highest lift locks in United States



Major maintenance activities were well planned

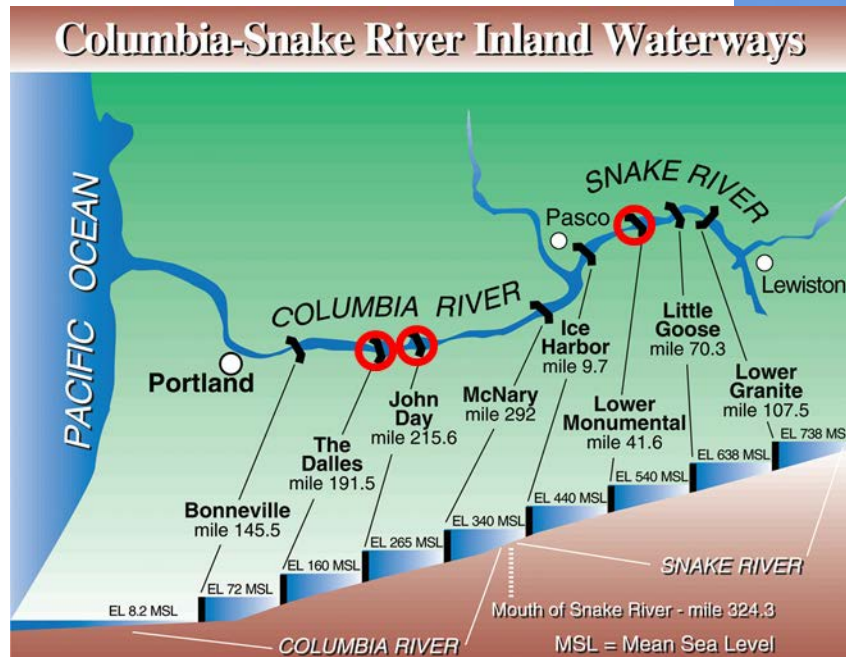
- Collaborative planning since 2006:
 - USACE – Portland District
 - USACE – Walla Walla District
 - PNWA
- 2007: Identified Columbia and Snake River maintenance and repair needs; drafted timeline
- 2009: American Recovery & Reinvestment Act (ARRA – “stimulus”) package provided ability to move forward with plans

Goal: minimize planned and unplanned system closures



Columbia Snake River Locks Major Repairs – 2010/11

- Significant federal investment
- New gates at 3 locks, major repairs at 3 others in one closure
- Ensures long term viability of the river system
- Avoid emergency, one year closure from catastrophic failure

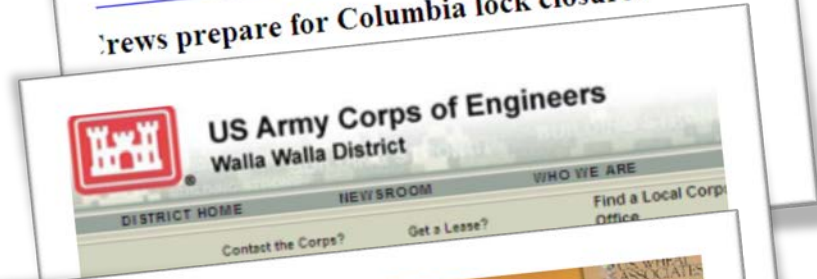


Challenge: Prepare Regional & Overseas Stakeholders

- Growers & manufacturers
- Shippers
- Ports (inland and deep draft)
- Towboaters, steamship operators, pilots
- International grain customers
- Fuel companies
- Municipalities that ship solid waste
- Media
- Government entities (federal/state/local)

14-month Communications Effort

- Over 30 speaking engagements with growers, shippers, ports, and government entities
- PNWA *Nor'westers* and fact sheets
- Media outlets – over 24 news stories
- Monthly USACE teleconferences
- Weekly USACE website updates prior/during closure
- USACE tours of projects
- U.S. Wheat Associates/PNWA brochure for overseas buyers



Economic Impacts - Labor

- Historic, unique closure = lack of federal assistance for displaced towing industry employees
- Towing companies temporarily laid off 35-67% of employees
- Job sharing, reduced hours offered to some employees
- Benefits packages retained for all employees
- Goal: retain highly trained workforce



Economic Impacts - Wheat



Growers had three choices:

- Sell early
- Ship via truck/rail to export facilities during closure
- Increase ground storage; sell after river system reopens



Economic Impacts - Wheat

- Growers chose the river system
- Wheat volumes before & after the closure increased sharply over historical averages:

BEFORE CLOSURE

September 2010 – 65% increase
October 2010 – 20% increase
November 2010 – 27% increase

AFTER CLOSURE

April 2011 – 118% increase
May 2011 – 84% increase
June 2011 – 88% increase



Source: Freight Policy Transportation Institute “Return to the River: Columbia-Snake River Extended Lock Outage”

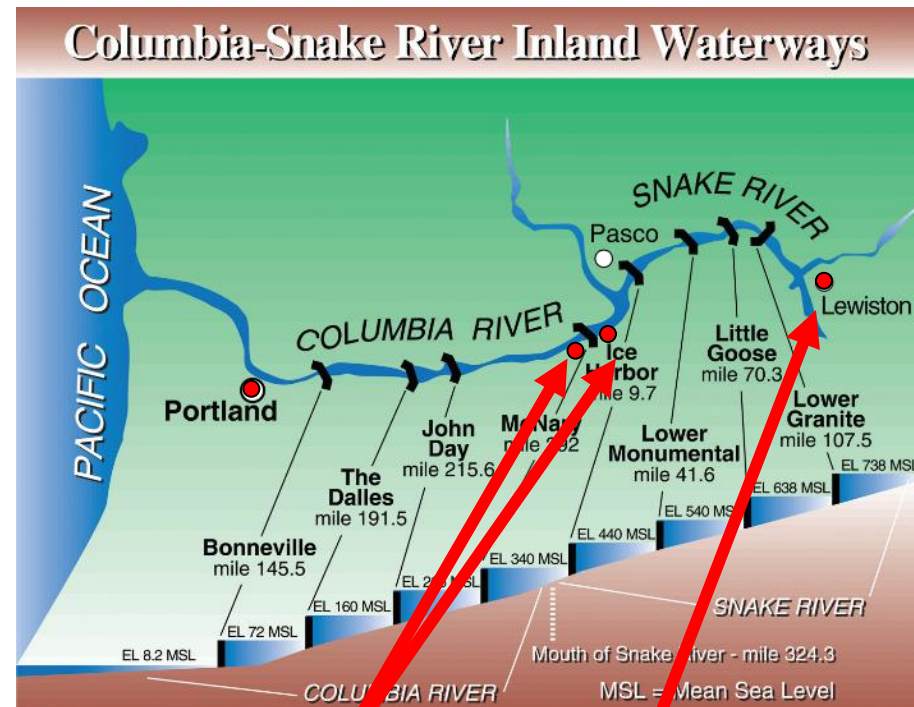
Economic Impacts – Solid Waste and Petroleum

Containerized municipal solid waste & petroleum moved upriver by truck and rail at increased cost



Economic Impacts - Containers

- Port of Portland - Shipper Support Program (SSP)
- Stipend for impacted container-on-barge shippers
- Shippers sent containers via truck or rail during closure
- Port retained all container trade customers during closure



**\$200/box
from Umatilla
or Morrow**

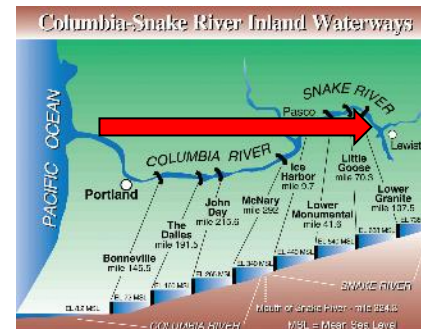
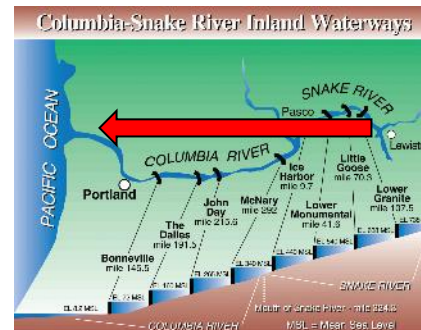
**\$400/box
from
Lewiston**

Economic Impacts – Other Products

- Stakeholders with flexibility and/or storage options shipped before & after the closure
- Above-average shipping before/after closure:

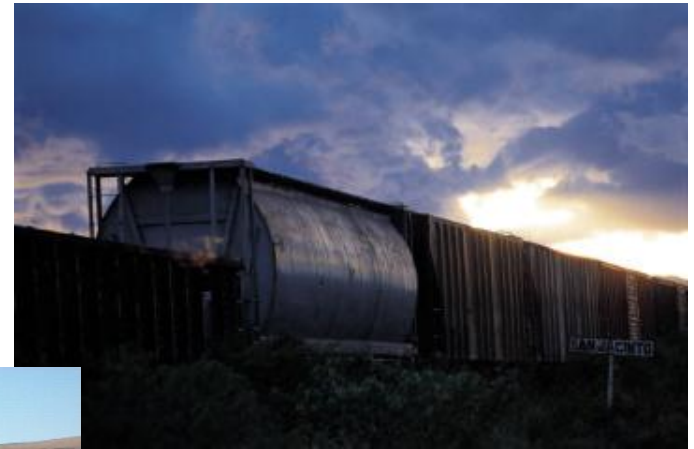
Wheat
Vegetable products & processed grains
Forest products
Iron ore

Diesel fuel
Fertilizer



Economic Impacts – Shipping Rates

- For commodities that moved via truck and/or rail, transportation costs increased 37.4%
- Truck & rail firms increased rates during the lock closure to capitalize on the lack of barge transportation



Long term planning for inland system repairs

- Corps & PNWA – working together
- Continues collaboration that led to success with ARRA funds

Strategy:

- Identify future major maintenance needs
- Predict and plan for system closures years in advance
- Provide funding vision for Corps HQ and Congress



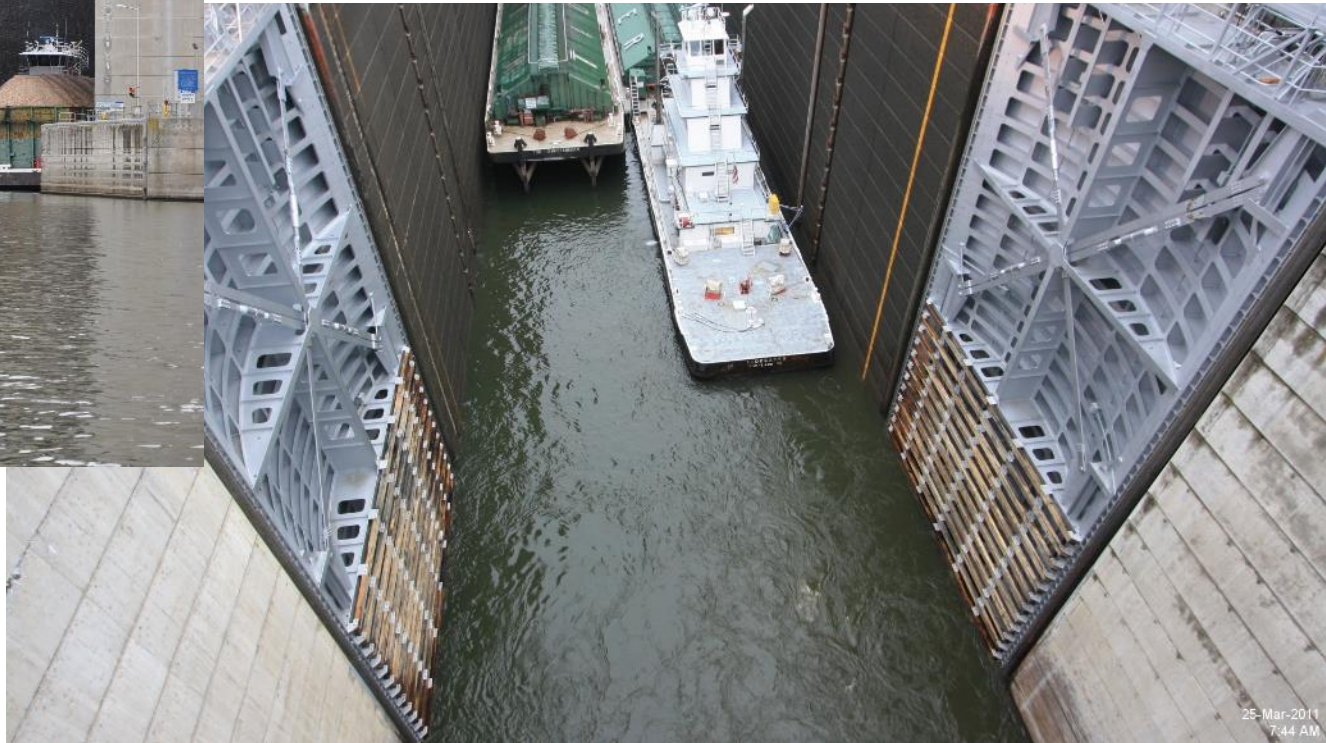
GOAL IS UNCHANGED:

**Minimize planned and
emergency closures**

**We anticipate
continued success!**



*First lockage
at LoMo*

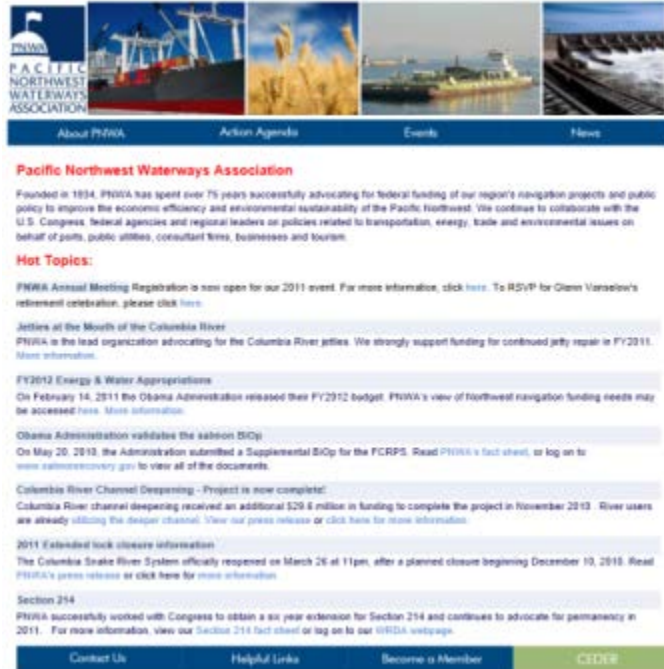


*First
lockage at
The Dalles*

Opportunities to Stay Informed

Website:
www.pnwa.net

Nor'wester newsletter



The screenshot shows the homepage of the Pacific Northwest Waterways Association. At the top, there is a navigation bar with links for 'About PNWA', 'Action Agenda', 'Events', and 'News'. Below this is a header image with the PNWA logo and four smaller images representing different waterway activities. The main content area is titled 'Pacific Northwest Waterways Association' and includes a paragraph about the organization's history and mission. Below this, there is a 'Hot Topics' section with several links to recent news items, such as 'PNWA Annual Meeting Registration is now open for our 2011 event', 'Jetties at the Mouth of the Columbia River', 'FY2012 Energy & Water Appropriations', 'Obama Administration validates the salmon BICs', 'Columbia River Channel Deepening - Project is now complete!', '2011 Extended lock closure information', and 'Section 214'. At the bottom, there is a footer with links for 'Contact Us', 'Helpful Links', 'Become a Member', and 'CEDER'.

Kristin Meira
Executive Director
kristin.meira@pnwa.net



The screenshot shows the cover of the 'Nor'wester' newsletter, Issue #404, dated September 8, 2011. The cover features a collage of images related to waterways, including a dam, a ship, and a bridge. Below the images is a navigation bar with links for 'PNWA Website', 'About PNWA', 'Action Agenda', 'PNWA Events', 'News', and 'Contact Us'. The main content area is titled 'In This Issue:' and includes a link to 'Senate committee proposes increased Corps funding in FY2012, recognizes importance of small ports'. Below this, there is a section titled 'Senate committee proposes increased Corps funding in FY2012, recognizes importance of small ports' with a detailed paragraph about the Senate's proposed funding levels for the U.S. Army Corps of Engineers. The text mentions that the Senate bill proposes \$4.664B for the Corps of Engineers, which is \$201 million above the Administration's budget level and \$101 million more than the House bill. It also notes that the proposed increase over the President's budget, Corps funding continues to be on a downward trend - \$5.4B was appropriated for the Corps by Congress as recently as FY2010. Below this, there is a section titled 'PNWA's project funding' which states that all of PNWA's supported navigation projects included in the President's budget are retained in the Senate bill, at the same funding levels. This marks a shift from the House's approach, where most projects received a slight reduction. To view our updated FY2012 navigation project funding document, with all budget, Senate, and House numbers reflected, please click [here](#). Below this, there is a section titled 'Earmarks vs. "additional funding" streams' which explains that in a typical year, Congress would have the opportunity to add funding to projects listed in the President's budget, and add projects that were left out of the budget. With the earmark ban in place, this is not possible. Instead, Senate appropriators created additional national funding streams for unfunded or underfunded projects in the General Investigations (Studies), Construction, and Operations & Maintenance (O&M) accounts. This is the same approach we saw in the House's bill, though there are some differences in the amounts proposed, and some additional specificity in the Senate bill. Following are the additional funding amounts proposed by the Senate:
Additional investigations: \$36,500,000
Additional construction: \$163,000,000
Additional O&M: \$143,000,000

