

# Harbor Maintenance Tax: The Pacific Northwest Perspective

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# Pacific Northwest Waterways Association (PNWA)

- 🏰 **Non-profit 501(c)6 trade association**
- 🏰 **Advocate for federal policies & funding in support of regional economic development**
- 🏰 **Over 100 members in OR, WA, ID, and CA, including:**
  - 🏰 **Public ports and municipalities**
  - 🏰 **Towboaters, steamship operators, river pilots and bar pilots**
  - 🏰 **Agriculture and forest products producers**
  - 🏰 **Utilities**
  - 🏰 **States of Washington and Oregon**
- 🏰 **Work every angle of the navigation funding process:**
  - 🏰 **U.S. Army Corps of Engineers**
  - 🏰 **Northwest House & Senate delegations**
  - 🏰 **House & Senate appropriations and authorizing committees**
  - 🏰 **Office of Management & Budget (OMB) and White House**



# PNWA: Harbor Maintenance Tax interests

## Puget Sound ports:

**Seattle and Tacoma**

## Columbia River ports:

**Portland, Vancouver, Kalama, Longview**

## Coastal cargo ports:

**Humboldt Bay, Coos Bay, Newport**

## Shallow ports:

**Oregon coast, lower Columbia River, Puget Sound**



 **Also, inland ports subject to the Inland Waterways User Fee**

# HMT funding issues


- 🚢 **Collections far surpass expenditures, \$8 billion surplus by 2011**
- 🚢 **Customers at “donor” ports contribute but receive little/no benefit**
- 🚢 **Ports requiring dredging depend on the funding**
- 🚢 **Yet, most funding needs are not adequately met:**
  - 🚢 **PNWA monitors 23 projects funded by HMT**
  - 🚢 **President’s FY2009 budget underfunds all 23**
  - 🚢 **Not one is adequately funded!**
- 🚢 **Donor ports have funding needs, too**
- 🚢 **Border ports at competitive disadvantage**

# PNWA's trust fund package

## Harbor Maintenance Trust Fund

-  Support spending from the Trust Fund to fully maintain the nation's ports, waterways and harbors
-  Oppose expanded use of the existing Harbor Maintenance Tax

## Freight Transportation Fund

-  Create a dedicated national Freight Trust Fund (FTF) to meet port intermodal, rail and highway needs that is funded by sources other than existing navigation user taxes

# Conclusions

## 🚢 Increased spending from HMT

— PLUS —

**A new FTF meets everybody's needs:**

- Dredge-dependent ports get needed funding
- “Donor” ports get the funding they are seeking
- No change in competitive position

## 🚢 Stronger coalition increases likelihood for success

- 🚢 Navigation, trucking, rail and major shippers united,  
not divided against each other

## Contact information

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