



June 29, 2026

The Honorable Sam Graves
Chairman
Transportation & Infrastructure Committee
U.S. House of Representatives
Washington, DC 202515

The Honorable Rick Larsen
Ranking Member
Transportation & Infrastructure Committee
U.S. House of Representatives
Washington, DC 20515

RE: PNWA Support for the Water Resources Development Act (WRDA) 2026

Dear Chairmen Graves and Ranking Member Larsen:

On behalf of the Pacific Northwest Waterways Association (PNWA), I write to express sincere gratitude for the continued bipartisan effort to work toward passage of the Water Resources Development Act (WRDA) of 2026. PNWA is encouraged by the Committee's success in crafting a WRDA 2026 bill that meets the diverse needs of our nation's waterways. This bill will ensure the Pacific Northwest is able to maintain our established waterways to remain competitive and continue to expand our capacity and efficiency which attracts new global customers and economic growth. This WRDA 2026 bill ensures Corps policies provide responsible guardrails for consistent implementation as well as flexibility to address unique circumstances and opportunities. As trade evolves and future challenges arise, PNWA strongly supports the forward-looking policies of the WRDA 2026 legislation to ensure our country's water resources projects remain reliable, resilient, and sustainable.

PNWA is a non-profit, non-partisan trade association that advocates for federal policies and funding in support of regional economic development. Over the past 90 years, PNWA has grown to over 150 members, including ports, barge companies, steamship operators, grain elevator operators, agricultural producers, electric utilities, irrigation districts, and union labor throughout Washington, Oregon, and Idaho. Our association supports projects to advance and protect the region's navigation infrastructure, freight mobility, economic health, and the environment. We support the region's multi-modal transportation system, which provides safe, efficient, and reliable links to competitive domestic and world markets. PNWA would like to share our association's views on several provisions for WRDA 2026.

PNWA's membership appreciates the following provisions being included in the House Transportation and Infrastructure Committee's WRDA 2026 bill and our membership is vested in ensuring the following provisions are included in the final WRDA 2026 legislation:

Sec. 302. General Reauthorizations - (f) Columbia River Basin

While the U.S. State Department works through negotiations of a modernized Columbia River Treaty, PNWA supports the extension of the interim Flood Risk Management agreement with Canada to ensure flood protection for the Columbia River Basin.

Sec. 339 Lower Columbia River

PNWA adamantly supports the dredged material stabilization and retaining structures related to maintenance dredging for the Columbia and Lower Willamette Rivers being deemed as operations and maintenance costs to support navigation.

Sec. 401 Project Authorizations – (1) Navigation – Columbia River Turning Basins Navigation Improvements

Having achieved a favorable Chief's Report in September 2025, PNWA wholeheartedly supports the Columbia River Turning Basins navigation improvements to increase safety, efficiency, and reliability of the Lower Columbia River.

PNWA appreciates the Committee's clarification of Congressional intent for the allocation of the Harbor Maintenance Trust Fund (HMTF) provisions in WRDA 2020. This clarification will ensure the Corps complies with the spending formulas and removes the qualifying language that allowed the Corps to withhold funding, particularly to donor ports and for expanded uses allowed under WRDA authorization.

In addition, PNWA appreciates the Committee's willingness to tackle a longstanding issue related to dredging contaminated sediment. For too long, the Corps has been hampered from dredging waterways that contained contaminated sediment for fear of liability under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This legislation takes bold action and provides the Corps and Environmental Protection Agency (EPA) with a path forward for dredging contaminated sediment and maintaining waterways that would otherwise lose navigability, jobs, and future trade business. This provision will help several waterways in the Pacific Northwest maintain operations into the future, aids in removing toxins from the environment, and is greatly appreciated.

Please let us know if you need any additional information as this bill moves forward.

Respectfully submitted,



Neil Maunu
Executive Director
Pacific Northwest Waterways Association