

LOWER COLUMBIA RIVER PORTS

Port of Astoria      Port of Kalama      Port Longview  
Port of Portland      Port of St. Helens  
Port of Vancouver      Port of Woodland

December 11, 1990

Colonel Charles E. Cowan  
District Commander  
U.S. Army Engineer District, Portland  
P.O. Box 2949  
Portland, OR 97208

*Chuck*  
Dear Colonel Cowan,

I am enclosing a signed copy of the interstate port project agreement between the seven lower Columbia River ports for improvement of the Columbia River navigation channel.

Action taken to date under this agreement was the appointment of the undersigned as project director at a meeting of the lower Columbia River ports on October 19, 1990. Adoption of bylaws and election of officers is scheduled for our meeting in early January 1991.

I will keep you informed of developments.

Sincerely,

*Bob*

R. L. Friedenwald  
Project Director  
Lower Columbia River Ports

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COLUMBIA RIVER IMPROVEMENT PROJECT  
INTERSTATE PORT PROJECT AGREEMENT

THIS AGREEMENT made this 11th day of October, 1990, by and between the Oregon Ports of Astoria, Portland, and St. Helens and the Washington Ports of Kalama, Longview, Vancouver, and Woodland.

R E C I T A L S:

The Columbia River is a primary transportation corridor upon which the Ports-parties to this Agreement and the communities lining its shore are dependant for economic well being.

The prosperity of the existing commerce and its potential for the future is dependant upon the river's capacity for passage of fully loaded vessels.

The Ports intend in concert with the U. S. Army Corps of Engineers, to complete the reconnaissance study now under way and, subject to a favorable review of that study by the Corp of Engineers, to proceed with a Feasibility Study to determine whether there is sufficient justification for improving the Columbia River navigation channel. Subject to such justification, the Ports intend to pursue the channel improvement project recommended by the Corps, so long as such recommendation is acceptable to the parties to this agreement.

Pursuant to the laws of Oregon and Washington, the Ports elect to enter into this Agreement to facilitate pursuit of this project, coordination of funding, studies, and other

required activities to successfully complete the project, therefore, the Ports agree as follows:

1. The Ports hereby constitute the Columbia River Improvement Project, which shall become effective upon the adoption of this Agreement by all Ports.

2. This Agreement shall continue for the duration of the project or until terminated by a vote of the members in which event such termination shall become effective not sooner than thirty days from the date of notice.

3. The project organization shall be directed by a committee comprised of the Executive Directors/Mangers of the signatory ports. They shall adopt bylaws and select officers.

4. The project committee shall designate a project director who will serve at their pleasure and direction and who will be responsible for the successful completion of the project, including the organization and deployment of staff, accounting for the project's finances and regular reports to the committee.

The project director may be an employee of one of the Ports or hired by the project committee as they may decide.

5. One of the Ports shall be designated the financial agent for the project.

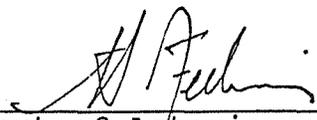
6. The project committee may authorize agreements with the Army Corps of Engineers, consultants, or other government agencies to advance the purposes of the project.

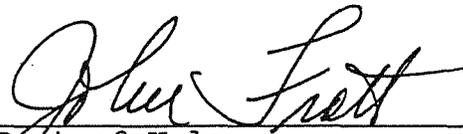
7. The members of the committee shall be subject to the laws of public meetings of the state in which their meeting may occur.

8. The project committee shall act by resolution when establishing policy or the making of major decisions.

9. No financial obligation with regard to project cost-sharing is implied or expressed on the part of any port signing this agreement. The project committee role will be to negotiate such financial agreements for subsequent approval by their respective ports.

THIS AGREEMENT made and entered into the date above first written by the several ports signatory hereto.

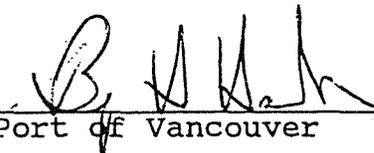
By   
Port of Astoria

By   
Port of Kalama

By   
Port Longview

By   
Port of Portland

By   
Port of St. Helens

By   
Port of Vancouver

By   
Port of Woodland