

Timely investments will protect the economic benefits of the river system

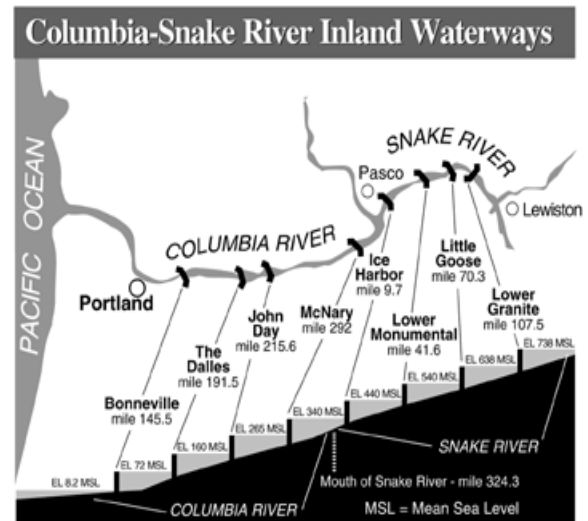


# Protecting the future reliability of the Columbia Snake River System

**PNWA is working with the U.S. Army Corps of Engineers to plan now for future maintenance and rehab needs**

## Background

The U.S. Army Corps of Engineers maintains the jetties at the Mouth of the Columbia River, a deep draft navigation channel on the lower Columbia and Willamette Rivers, a 14-foot navigation channel from Portland/Vancouver to Lewiston, Idaho, and operates navigation locks at eight federal hydropower projects on the Columbia and Snake Rivers. The jetties, channels and locks provide access to domestic and international markets for producers throughout the western United States and are part of a just-in-time delivery system for this major international trade gateway.



## Current status

The river system is poised for growth over the next fifteen years. It is fully functional now, and with targeted maintenance funding, it is expected to remain in service to handle that growth in the coming years. Though the system is aging, the Corps is properly maintaining the projects, both with planned repairs in the short run and by developing major maintenance plans for the longer term. PNWA is working very closely with the Corps on this and other short and long term issues to assure the continued reliability of the river system.

## Priority projects - inland

**Lower Monumental (LoMo) Lock**  
LoMo received \$14 million in American Recovery and Reinvestment Act of 2009 (ARRA) funds. This injection of stimulus money will allow the Corps to design and construct a new lock gate, as well as install the gate during the extended spring lock outage in early 2011. PNWA is requesting a total of \$6.735 million in FY2010 for routine O&M, as well as additional major maintenance repairs to the project.



*Lower Monumental Lock and Dam*

**The Dalles Lock** Tainter valves are the most immediate need at The Dalles. The Corps has awarded a contract to replace all four valves at a cost of \$3 million. The Corps has also identified cracking in the pintle bearing of the downstream lock gate, which is the area where the lock gate rests and pivots. The Corps performed interim repairs on the pintle bearing during the normal lock outages in 2008 and 2009, and final repairs should occur in spring 2011.

## Priority projects - inland (continued)

**John Day Lock** The John Day Navigation Lock downstream lock gate received \$16 million in the 2009 stimulus package, and will be replaced during the 2011 maintenance closure. A new friction drum will be purchased and fabricated in 2010, and will be installed during the same 2011 maintenance closure period. John Day has the same need for replacement of tainter valves at The Dalles and is included in the same replacement contract, receiving \$3M in the stimulus package for this work.

## Priority projects - deep draft

**Jetties at the Mouth of the Columbia** The jetties at the Mouth of the Columbia River are designed to protect the lives of mariners and economic benefits of the navigation channel. The jetties have deteriorated over time, and PNWA worked with the Northwest Congressional delegation to secure funding for short term repairs, which were completed in fall 2007. The Corps is currently preparing a Detailed Design Report to address long-term maintenance needs, and a more detailed funding plan. Additional funding will be necessary in future years for jetty rock and placement costs.



**Columbia River Channel Deepening** The FY2009 Omnibus provided \$34.5 million to complete the sand dredging and ecosystem restoration for the project. And as announced May 13, 2009, the project received the final funding increment of \$29.6 million in the Corps' stimulus package. This funding allowed the Corps to contract for the removal of one mile of rock near St. Helens, and complete all of the other work necessary to provide a 43-foot navigation channel from the Mouth of the Columbia River to the Ports of Portland and Vancouver. The project is scheduled for completion in 2010.

## PNWA is participating in the Corps' planning process

PNWA is collaborating closely with the Portland and Walla Walla Districts of the Corps to develop a long-term plan for funding all of the navigation projects on the Columbia Snake River System. That includes operations and maintenance, repairs, rehabilitation where necessary, and improvements where appropriate. Repairs and eventual rehabilitation at all the above projects are key elements of that plan.



## PNWA represents navigation interests

PNWA has been the voice for navigation in the Northwest for 75 years, and that continues today. We serve a lobbying role as well as communications. We strongly encourage our members to contact us with any questions they may have. We are happy to provide background and talking points on the issues affecting the navigation system.

PNWA will continue to work with the Portland and Walla Walla Corps Districts to plan for maintenance, repairs, and improvements, to secure funding, and ensure that generations to come will benefit from reliable navigation on the Columbia Snake River System.

Learn more at [www.pnwa.net](http://www.pnwa.net)

PNWA also maintains up-to-date information on these and other regional issues at [www.pnwa.net](http://www.pnwa.net)  
For an overview, click on "Action Agenda", then "Fact Sheets"