



# PNWA FY2010 Energy and Water Appropriations requests

The Pacific Northwest Waterways Association (PNWA) is a regional, multi-industry association focusing in trade, navigation and economic development policy. We represent public and private sector interests in Washington, Oregon, Idaho, California and Alaska, including ports, towboat companies, steamship operators, river and bar pilots, agricultural producers, forest products manufacturers and others.

PNWA's FY2010 request numbers are a reflection of estimated capabilities from the Portland, Walla Walla, Seattle, and San Francisco Corps Districts. PNWA expects some of these numbers to evolve as the Corps continues to integrate ARRA funding. PNWA will release updated versions of this document to reflect new information as it becomes available.

Numbers in green indicate an increase when compared with the FY2010 budget.

**Note:** all numbers in this document are subject to change. Please contact PNWA at 503-234-8556 for the latest funding requests.

**Deep Draft Navigation** More than 60 million tons of cargo, worth \$36 billion, moves in international trade across the docks of Pacific Northwest ports. The Puget Sound and Columbia River gateways are some of the largest in the country for: containers; wheat, barley and corn exports; and automobile imports. PNWA supports continued investment in the development and maintenance of the federal navigation projects that support this important economic activity.

Construction (CG)	FY2010 President's Budget	Support Additional Funds	PNWA FY2010 Request	House bill (H.R.3183)	Senate bill (S.1436)	Conference Report (111-278)
Columbia River Channel Improvement Project, OR/WA			0**	0**	0**	0**
Mt. St. Helens sediment control, WA	1,500,000	8,200,000	9,700,000	1,500,000	1,500,000	1,417,000
Lower Columbia River ecosystem restoration, OR/WA	1,650,000		1,650,000	1,650,000	1,650,000	1,559,000

General Investigations (GI)	FY2010 President's Budget	Support Additional Funds	PNWA FY2010 Request	House bill (H.R.3183)	Senate bill (S.1436)	Conference Report (111-278)
Elliott Bay Seawall, WA study (Port of Seattle)	0	1,400,000	1,400,000	800,000	255,000	462,000
Humboldt Bay Long-Term Shoal Management, CA feasibility study	0	300,000	300,000	0	0	90,000

\*\* Project will be completed with FY2009 and ARRA (stimulus package) funds



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## Deep Draft Navigation (continued)

Operations & Maintenance (O&M)	FY2010 President's Budget	Support Additional Funds	PNWA FY2010 Request	House bill (H.R.3183)	Senate bill (S.1436)	Conference Report (111-278)
<b>Columbia River at the Mouth (MCR), OR/WA</b>	12,945,000		12,945,000	12,945,000	12,945,000	12,302,000
<b>Columbia &amp; Lower Willamette below Vancouver &amp; Portland (C&amp;LW), OR/WA</b> Additional funding for maintenance dredging	24,495,000	1,076,000	25,562,000	24,495,000	24,495,000	23,278,000
<b>Columbia River between Vancouver &amp; The Dalles, OR/WA</b> Additional funding for maintenance dredging	689,000	244,000	933,000	689,000	689,000	655,000
<b>Skipanon Channel (Port of Astoria), OR</b> Additional funding for maintenance dredging	6,000	246,000	252,000	6,000	6,000	6,000
<b>Coos Bay (Port of Coos Bay), OR</b> 500K for north jetty major maint. report, 194K for add'l maint. dredging	4,591,000	694,000	5,285,000	5,091,000	5,043,000	4,904,000
<b>Yaquina Bay &amp; Harbor (Port of Newport), OR</b>	1,790,000		1,790,000	1,790,000	1,790,000	1,701,000
<b>Duwamish/Seattle Harbor, WA</b> Surveys and sediment sampling/testing	172,000	172,000	172,000	0	0	163,000
<b>Lake Washington Ship Canal, WA</b> Gate evaluation, pump plant rehab	9,246,000	2,354,000	11,600,000	9,246,000	9,246,000	8,787,000
<b>Humboldt Harbor &amp; Bay (Port of Humboldt Bay, CA)</b> Additional funding for maintenance dredging	3,010,000	2,490,000	5,500,000	3,010,000	3,010,000	2,860,000



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## Columbia Snake River System Inland Navigation

Barging on the Columbia Snake River system carries 10-12 million tons of cargo worth \$1.5-2 billion annually. Barging feeds 50% of the wheat exports and 25% of the containers handled at the Lower Columbia ports. It is the lowest cost, most fuel efficient, and cleanest mode of cargo transportation.

Note: The Portland and Walla Walla Districts have collaborated to produce a long-term major maintenance plan for the inland navigation projects on the Columbia Snake River System. This planned work will take place from FY2010 to FY2017. The increased needs reflected in PNWA's FY2010 requests correspond to the critical nature of this work. If the Corps is not provided funding in a timely manner, lock outages and system unavailability could increase, affecting the economic well-being of farmers, shippers, ports and those who rely on the river system.

Operations & Maintenance (O&M)	FY2010 President's Budget	Support additional Funds	PNWA FY2010 Request	House bill (H.R.3183)	Senate bill (S.1436)	Conference Report (111-278)
<b>Bonneville Lock &amp; Dam</b> Repair: navlock seepage (475K), nav crane boom (220K)	13,911,000	695,000	14,606,000	13,911,000	13,911,000	13,220,000
<b>The Dalles Lock &amp; Dam</b> Navlock controls repair	8,769,000	1,400,000	10,169,000	8,769,000	8,769,000	8,333,000
<b>John Day Lock &amp; Dam</b> Repair downstream navlock guide wall	8,901,000	750,000	9,651,000	8,901,000	8,901,000	8,459,000
<b>McNary Lock &amp; Dam</b> Replace U/S miter gate pins (1.3M), waterstop repair (200K), maj. maint. plans & specs (1.32M)	7,137,000	2,820,000	9,957,000	7,137,000	7,137,000	6,783,000
<b>Ice Harbor Lock &amp; Dam</b> PSMP (257K), U/S tainter gate repairs (680K), U/S anchor gate rehab (525K), Hard Rock moorage cells (2.9M)	5,828,000	4,362,000	10,190,000	5,828,000	5,828,000	5,539,000
<b>Lower Monumental Lock &amp; Dam</b> Major maintenance (4M)	2,735,000	4,000,000	6,735,000	2,735,000	6,735,000	2,599,000
<b>Little Goose Lock &amp; Dam</b> Miter gate hydraulic system rehab (300K), casting for pintle heel assembly (650K), D/S gate repair (8.4M)	2,551,000	9,350,000	11,901,000	2,551,000	2,551,000	2,424,000
<b>Lower Granite Lock &amp; Dam</b> Concrete & armor repair (155K), major maintenance report (510K)	7,651,000	665,000	8,316,000	7,651,000	7,651,000	7,271,000



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## PNWA Member Shallow Draft Commercial and Recreational Ports

PNWA supports full funding for these critical projects. These ports, home to fishing fleets, marinas and significant commercial and recreational facilities, are critical to the economic survival of their communities. Many have small populations, and the ports provide employment for a significant proportion of community.

Operations & Maintenance (O&M)	FY2010 President's Budget	Support Additional Funds	PNWA FY2010 Request	House bill (H.R.3183)	Senate bill (S.1436)	Conference Report (111-278)
<b>OREGON</b>						
Tillamook Bay & Bar (Port of Garibaldi)	48,000		48,000 *	48,000*	48,000*	48,000*
Yaquina River (Port of Toledo)	0		0 **	0**	0**	0**
Siuslaw River (Port of Siuslaw)	647,000		647,000	817,000	647,000	647,000
Umpqua River (Port of Umpqua)	1,174,000		1,174,000	1,174,000	1,174,000	1,116,000
<b>WASHINGTON</b>						
Swinomish Channel (Port of Skagit County)	0		0 **	0**	0**	0**
Columbia River at Baker Bay (Port of Ilwaco)	86,000		727,000	86,000	727,000	674,000
Additional funding for maintenance dredging		641,000				
Columbia River b/t Chinook & Sand Island (Port of Chinook)	7,000		7,000	7,000	847,000	771,000

\* Port of Garibaldi dredging and jetty needs were met with FY2009 and ARRA funding.

\*\* No maintenance dredging required in FY2010.