



# PNWA supported Corps projects – FY2013 at a glance

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.

**Notes:** H.R. 3671 the FY2012 Omnibus was enacted on December 23, 2011. On February 8, 2012, the Corps released its work plan, in which some projects received additional funding. The President's FY2013 Budget was released on February 13, 2012.

PNWA's FY2013 request numbers are a reflection of estimated capabilities from the Portland, Walla Walla, Seattle, and San Francisco Corps Districts.

**Deep Draft Navigation** More than 60 million tons of cargo, worth more than \$78 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)	FY2012 omnibus (H.R.3671)	FY2012 Corps work plan	FY2012 Total Funding	FY2013 President's Budget	FY2013 PNWA Request
<b>Columbia River Fish Mitigation</b>	125,837,000	2,568,000	128,405,000	98,000,000	98,000,000
<b>Mt. St. Helens sediment control, WA</b> Additional Needs: Long term sediment management construction (\$6M); long term flood reduction planning (\$1.3M)	6,370,000		6,370,000	3,500,000	10,800,000
<b>Lower Columbia River ecosystem restoration, OR/WA</b> Additional Needs: additional feasibility studies, engineering, and construction of ecosystem restoration projects (\$4.55M)	4,116,000	84,000	4,200,000	3,650,000	8,200,000
<b>Duwamish &amp; Green River Basin, WA</b> Ecosystem restoration	1,800,000		1,800,000	2,500,000	5,000,000
<b>Columbia River Channel Improvements, OR &amp; WA</b> Preparation for eventual Willamette River deepening	0	0	0	0	750,000
<b>Kalama Turning Basin, WA (CAP Section 107)</b> Feasibility study (new start)	0	0	0	0	400,000
General Investigations (GI - studies)	FY2012 omnibus (H.R.3671)	FY2012 Corps work plan	FY2012 Total Funding	FY2013 President's Budget	FY2013 PNWA Request
<b>Willamette River environmental dredging</b>	239,000		239,000	580,000	580,000
<b>Elliott Bay Seawall, WA (Port of Seattle)</b> repair study	0	100,000	100,000	0	750,000
<b>Port of Camas-Washougal, WA</b> Flood damage reduction study	0	0	0	0	650,000
<b>Puyallup River, WA (Port of Tacoma)</b> flood damage reduction study	0	450,000	450,000	0	500,000



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### Deep Draft Navigation (continued)

\*This includes \$3M in additional funding for dredging at the end of 2011

Operations & Maintenance (O&M)	FY2012 omnibus (H.R.3671)	FY2012 Corps work plan	FY2012 Total Funding	FY2013 President's Budget	FY2013 PNWA Request
<b>Columbia River at the Mouth (MCR), OR/WA</b> Additional Needs: North Jetty lagoon fill (\$10.84M); North Jetty critical repairs (\$14.15M); Major Maintenance Report related actions – physical modeling, letter report, head capping and spur groins (\$1.05M)	12,604,000	2,372,040	14,976,040	19,277,000	45,317,000
<b>Columbia &amp; Lower Willamette below Vancouver &amp; Portland (C&amp;LW), OR/WA</b> Additional Needs: annual dredging (\$2.245M); US Moorings Cleanup (\$1.005M); advanced maintenance dredging (\$3.7M); DMMP for main channel (\$250K); DMMP for side channels (\$90K); DMMP for Portland Harbor (\$200K); Hammond Boat Basin breakwater evaluation (\$110K); Lake River sediment evaluation (\$40K); Westport Slough dredging (\$1.119M); Astoria turning basin dredging (\$1.594); sediment sampling for Portland Harbor (\$95K) & Columbia River (\$90K); pile dikes modeling (\$100K)/report (\$600K)/repairs (\$2.35M)	23,899,000	3,069,990	29,968,990*	28,066,000	41,654,000
<b>Columbia River between Vancouver &amp; The Dalles, OR/WA</b> Additional needs: dredging (\$255K), pile dikes report (\$50K), sediment sampling (\$30K)	679,000	218,790	897,790	931,000	1,266,000
<b>Coos Bay, OR (Port of Coos Bay)</b> Additional needs: dredging (\$226K); final design of N Jetty & Spit (\$200K); completion of Major Maintenance Report (\$250K); maintenance dredging at Charleston (\$503K); jetty data collection (\$40K); jetty monitoring (\$19K)	4,699,000	297,990	4,996,990	5,843,000	7,062,000
<b>Yaquina Bay &amp; Harbor, OR (Port of Newport)</b> Additional needs: annual maintenance dredging (\$39K); maintenance dredging South Beach Marina (\$340K); evaluation study ocean disposal site (\$205K); P&S for South Beach Breakwater Repair and Sand Removal Assessment (\$280K)	1,923,000		1,923,000	2,780,000	3,644,000
<b>Skipanon Channel, OR (Port of Astoria)</b>	0		0	0	1,300,000
<b>Seattle Harbor, WA (Port of Seattle)</b>	4,157,000		4,157,000	957,000	957,000
<b>Lake Washington Ship Canal, WA (Port of Seattle)</b> Additional needs: Design & replace six spillway radial gates (\$4.5M), replace pumping plant (\$5.1M), replace filling culvert valve & machinery (\$5.2M)	10,345,000	202,950	10,547,950	8,646,000	23,446,000
<b>Tacoma Harbor, WA (Port of Tacoma)</b>	0	0	0	1,033,000	1,033,000
<b>Humboldt Harbor &amp; Bay (Port of Humboldt Bay, CA)</b> Additional needs: annual maintenance dredging to authorized depth (\$7.766M)	2,745,000	450,450	3,195,450	1,905,000	9,671,000

\* Unless otherwise noted, O&M funding is for maintenance dredging.



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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 \$3 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.

Operations & Maintenance (O&M)	FY2012 omnibus (H.R.3671)	FY2012 Corps work plan	FY2012 Total Funding	FY2013 President's Budget	FY2013 PNWA Request
<b>Bonneville Lock &amp; Dam</b> Additional needs: routine O&M (\$299K); monolith 18 report (\$250K); navlock miter gate instruments (\$200K); navlock control system (\$515K); inspect & repair navlock tainter valve (\$285K); repair seep in south navlock (\$567K)	6,509,000	282,150	6,791,150	7,039,000	9,155,000
<b>The Dalles Lock &amp; Dam</b> Additional needs: routine O&M (\$374K), D/S gate inspection (\$1.1M), navlock control system plans & specs (\$300K), engineering for U/S gate replacement (\$500K)	3,172,000		3,172,000	3,196,000	5,470,000
<b>John Day Lock &amp; Dam</b> Additional needs: routine O&M (\$931K), crane (\$670K), tug boat (\$1.25M), boat moorage (\$750K), U/S gate ring gear (\$350K), design for U/S gate repair (\$100K), floating bulkhead rehab (\$310K)	4,308,000		4,308,000	4,329,000	8,690,000
<b>McNary Lock &amp; Dam</b>	5,204,000	1,085,040	6,289,040	5,872,000	5,872,000
<b>Ice Harbor Lock &amp; Dam</b> Additional needs: U/S gate trunnion hubs (\$400K)	3,660,000		3,660,000	4,237,000	6,637,000
<b>Lower Monumental Lock &amp; Dam</b>	2,129,000		2,129,000	2,603,000	2,603,000
<b>Little Goose Lock &amp; Dam</b> Additional needs: D/S mitre gate repairs (\$300K)	2,021,000		2,021,000	2,341,000	2,641,000
<b>Lower Granite Lock &amp; Dam</b> Additional needs: navlock sill plate repairs (\$684K)	2,767,000		2,767,000	3,062,000	3,746,000



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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)	FY2012 omnibus (H.R.3671)	FY2012 Corps work plan	FY2012 Total Funding	FY2013 President's Budget	FY2013 PNWA Request
<b>OREGON</b>					
<b>Tillamook Bay &amp; Bar (Port of Garibaldi)</b> Additional needs: develop plans and specs for South Jetty cap (\$2.0M)	0		0	0	2,000,000
<b>Yaquina River (Port of Toledo)</b>	0**		0**	0**	0**
<b>Siuslaw River (Port of Siuslaw)</b> Additional needs: annual maintenance dredging (\$912K); plans & specs for jetty repair (\$650K)	540,000	133,650	673,650	0	1,562,000
<b>Umpqua River (Port of Umpqua)</b> Additional needs: annual maintenance dredging (\$75K); maintenance dredging of boat basin entrances (\$776K); ODMDS site evaluation & monitoring (\$178K); maintenance dredging of Winchester Bay (\$512)	0	721,710	721,710	0	1,541,000
<b>Coquille River (Port of Bandon)</b> Additional needs: annual maintenance dredging (\$424K); N&S Jetty Major Maintenance Report (\$110K); L-shaped pile dike Final design (\$200K)	292,000		292,000	0	734,000
<b>Willamette Falls Locks</b> caretaker activities & operation	101,000		101,000	110,000	110,000
<b>WASHINGTON</b>					
<b>Swinomish Channel (Port of Skagit)</b>	0	2,277,000	2,277,000	0**	0**
<b>Columbia River at Baker Bay (Port of Ilwaco)</b>	0		0	0	1,125,000
<b>Columbia River b/t Chinook &amp; Sand Island (Port of Chinook)</b>	0**		0**	0	1,070,000

\* Unless otherwise noted, O&M funding is for maintenance dredging.

\*\* No maintenance dredging required in FY2012 or FY2013.