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Administration releases FY2021 budget

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The FY2021 budget was released by the Administration today, and focuses on completion of existing projects, maintenance of high risk infrastructure, and projects of high economic value. The U.S. Army Corps of Engineers is proposed to receive just under \$6B, which would be \$1.7B less than the FY2020 enacted level, roughly a 22% decrease. The budget proposes to focus on completion of existing high priority projects, which includes large dollar jetty projects and dam safety modification studies/design, however no new construction starts are included. In particular, the budget includes outstanding news for the Columbia River jetties major rehab project, fully funding the remaining piece of the project at \$119M. The budget also has good news for the navigation lock at McNary Dam, which requires additional work. However many of Oregon and Washington's small coastal navigation projects did not receive funding.

As a reminder, the 2020 fiscal year runs from October 1, 2019 - September 30, 2020. The Administration is also expected to release the FY2020 work plan shortly, with specific project funding amounts for the remainder of the current fiscal year. We have been advocating for months for increased funding for our suite of projects, and are hopeful that we will receive good news when the workplan is released.

Looking ahead, PNWA is meeting with the Portland, Seattle and Walla Walla Districts of the Corps this week to determine the FY2021 capabilities for each of our supported projects, and will have more information to report within the next week. While the release of the Administration's FY2021 budget is an important start to the process, Congress will now devise their own spending plans for the Corps. As has been the case for a number of years, PNWA will be advocating for the inclusion of national, programmatic "spending pots" to help address the considerable shortfall of funding that is proposed for studies, construction, and operations and maintenance of projects of all sizes.

The following is a brief overview of FY2021 proposed funding for Corps accounts. We have also updated our four-page listing of the [Northwest projects that PNWA supports](#). We will have more information in the coming days, as we review the details of the budget and discuss project funding with our members and colleagues.

## Overall funding levels for Corps programs

Within the Civil Works program, \$102.6M is proposed for General Investigations/Studies, \$2.173 Billion for Construction, and \$1.996 Billion for Operations & Maintenance. \$1.015 Billion is proposed to be spent from the Harbor Maintenance Trust Fund (HMTF). The Administration is proposing to maintain existing cargo levels at the 50 largest U.S. coastal ports. The Administration is also proposing \$50 Million for emergency response activities for flood related major disasters in the future. This is surprising, as the Harbor Maintenance Trust Fund is intended to fund coastal navigation operations and maintenance. The Regulatory Program is steady at \$200 Million.

### PNWA SUPPORTED CORPS PROJECTS - FY2019/FY2020/FY2021 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, and Idaho including ports, towboat companies, steamship operators, river and bar pilots, agricultural producers, forest products manufacturers, labor groups and others.

PNWA's request numbers are a reflection of estimated capabilities from the Portland, Walla Walla, and Seattle Corps Districts. The capability level is the Corps estimate for the most that it could obligate efficiently during that fiscal year. Our numbers reflect the most critical needs at the projects; however, the Corps may have additional capabilities available.

With the release of H.R. 1865 on December 16, 2019, PNWA will now advocate for the highest possible funding levels as the Corps creates a workplan to utilize additional appropriations.

Construction (CG)	Total FY2019 Funding	FY2020 Budget	Additional Needs	Total PNWA FY2020 Request	H.R. 1865	FY2021 Budget
<b>Columbia River Fish Mitigation</b> Columbia River - FCRRS requirements, Willamette Valley projects, Lamprey Passage	46,000,000	21,602,000	8,218,000	29,820,000	21,602,000	15,377,000
<b>Columbia River (MCR) Jetties Rehabilitation</b>	28,000,000	36,000,000	0	36,000,000	36,000,000	119,003,000
General Investigations (GI - studies)	Total FY2019 Funding	FY2020 Budget	Additional Needs	Total PNWA FY2020 Request	H.R. 1865	FY2021 Budget
<b>Seattle Harbor channel deepening study</b> Planning, engineering & design (PED) funding (\$1M)	0	0	1,000,000	1,000,000	0	0
<b>Tacoma Harbor channel deepening study</b>	1,000,000	**	**	**	**	0
<b>Mill Creek Channel, WA (Port of Walla Walla)</b> Flood damage reduction study	0	**	**	**	**	0

\*\* No funding needed at this time.

**PNWA SUPPORTED CORPS PROJECTS - FY2019/FY2020/FY2021 AT A GLANCE**



**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, soy 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.

Operations & Maintenance (O&M)	Total FY2019 Funding	FY2020 Budget	Additional Needs	Total PNWA FY2020 Request	H.R.1865	FY2021 Budget
<b>Everett Harbor and Snohomish River, WA</b> USACE no longer needs secondary maintenance dredging, FY19 funds will be used	2,680,000	2,137,000	-700,000	1,437,000	1,337,000	2,228,000
<b>Lake Washington Ship Canal, WA</b> Building repairs, labor to oversee Stoney Gate valve, Fremont wall repair design	11,003,000	8,059,000	2,489,000	10,548,000	9,319,000	8,022,000
<b>Seattle Harbor, WA</b> Program management, annual condition survey	5,298,000**	211,000	0	211,000	0	1,918,000
<b>Tacoma Harbor, WA</b> USACE no longer needs survey funds for this project	2,759,000**	50,000	-50,000	0	0	0
<b>Olympia Harbor, WA</b> Real estate		0	0	0	0	0
<b>Grays Harbor, WA</b> Essayons contract for inner and outer harbor maintenance dredging (\$2M)	14,792,000	10,828,000	2,000,000	12,828,000	7,828,000	11,789,000
<b>Columbia River at the Mouth (MCR), OR/WA</b> Sand Island pile dike construction Phase 1 (\$21.7M), Phase 2 (\$5.5M), Phase 3 (\$12.1M), Phase 4 (\$11.9M), Phase 5 (\$16.7M) - need to work through environmental documentation before seeking funds for pile dike construction, so not included at this time	24,495,000	23,759,000	0	23,759,000	23,759,000	19,054,000
<b>Columbia &amp; Lower Willamette below Vancouver &amp; Portland (C&amp;LW), OR/WA</b> Longview turning basin (\$250K), DMMP environmental coordination(\$482K), Cottonwood pile dikes (\$950K), Miller Rice pile dikes (\$950K), Skamokawa pile dikes (\$250K), pile dike environmental documentation (\$1.047M), Old Mouth of the Cowlitz dredging (\$700K)	64,064,000	52,236,000	4,379,000	56,615,000	52,236,000	52,662,000
<b>Columbia River between Vancouver &amp; The Dalles, OR/WA</b> Washougal pile dike repairs (\$250K)	4,262,000	1,057,000	250,000	1,307,000	1,057,000	1,001,000
<b>Coos Bay, OR</b> Critical maintenance dredging (\$4.6M), ESA habitat maintenance (\$175K), North Jetty major maintenance (\$600K), North Jetty head construction (\$33M), Clamshell contract for RM 12-15 (\$8M) to get to authorized depth	16,685,000	4,802,000	41,600,000	46,402,000	4,802,000	7,524,00

\*\* Includes WRRDA Section 2106 donor port funding

**PNWA SUPPORTED CORPS PROJECTS - FY2019/FY2020/FY2021 AT A GLANCE**



**Columbia Snake River System Inland Navigation.** Barging on the Columbia Snake River system carries over 9 million tons of cargo worth \$3 billion annually, and moves 20% of all U.S. wheat exports. It is the lowest cost, most fuel efficient, and cleanest mode of cargo transportation.

Operations & Maintenance (O&M)	Total FY2019 Funding	FY2020 Budget	Additional Needs	Total PNWA FY2020 Request	H.R.1865	FY2021 Budget
<b>Bonneville Lock &amp; Dam</b> Navlock 1 Miter Gate inspection (\$634K), Old Navlock Bridge (\$500K) EDR in FY19 and P&S in FY20	8,925,000	7,657,000	1,134,000	8,791,000	7,657,000	5,647,000
<b>The Dalles Lock &amp; Dam</b> Navlock tainter valves DDR (\$400K)	3,274,000	3,607,000	400,000	4,007,000	3,607,000	4,227,000
<b>John Day Lock &amp; Dam</b> Navlock shoe bearing repair (\$2.3M), Navlock tainter valve DDR (\$400K)	5,688,400	5,964,000	2,700,000	8,664,000	5,964,000	6,451,000
<b>McNary Lock &amp; Dam</b> Derrick Crane (\$8.9M), fill/empty valves (\$5M), sump pump (\$1.8M)	9,623,000	9,904,000	15,700,000	25,604,000	9,904,000	15,921,000
<b>Ice Harbor Lock &amp; Dam</b> Coffer Cell #4 (\$389K)	5,135,000	7,003,000	389,000	7,392,000	7,003,000	4,627,000
<b>Lower Monumental Lock &amp; Dam</b>	3,455,000	2,919,000	0	2,919,000	2,919,000	2,789,000
<b>Little Goose Lock &amp; Dam</b> U/S Gate Hoist Machinery(\$288K), Gate Controls and Op Stands (\$549K), U/S Guidewall (\$1.7M)	3,506,000	4,473,000	2,592,000	7,065,000	4,473,000	2,687,000
<b>Lower Granite Lock &amp; Dam</b> Gate Controls and Op Stands (\$484K)	4,347,000	3,309,000	484,000	3,793,000	3,309,000	3,458,000

Note: PNWA advocates for project needs directly related to navigation. The Corps may have additional capabilities for each project related to their other mission areas, which are not reflected on our document.

PNWA SUPPORTED CORPS PROJECTS - FY2019/FY2020/FY2021 AT A GLANCE



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

Operations & Maintenance (O&M)	Total FY2019 Funding	FY2020 Budget	Additional Needs	Total PNWA FY2020 Request	H.R.1865	FY2021 Budget
<b>OREGON</b>						
<b>Skipanon Channel, OR (Port of Astoria)</b>	1,313,000	3,000	0	3,000	3,000	0
<b>Tillamook Bay &amp; Bar (Port of Garibaldi)</b> Dredging (\$25K), South Jetty Head construction (\$34.46M), new near shore disposal site (\$269K)	1,663,000	25,000	34,729,000	34,754,000	25,000	0
<b>Yaquina Bay &amp; Harbor, OR (Port of Newport)</b> South Beach East & West breakwater major maintenance report (\$725K) will use FY19 funds to complete	4,055,000	4,075,000	0	4,075,000	4,075,000	4,095,000
<b>Yaquina River (Port of Toledo)</b> Dredging of main channel and Depoe Slough (\$3.129M)	0	0	3,129,000	3,129,000	0	0
<b>Siuslaw River (Port of Siuslaw)</b> Disposal study (\$175K)	1,108,000	975,000	175,000	1,150,000	975,000	15,000
<b>Umpqua River (Port of Umpqua)</b>	1,893,000	1,099,000	0	1,099,000	1,099,000	1,074,000
<b>Coquille River (Port of Bandon)</b> Pipeline dredging of boat basin (\$705K), jetty/pile dike maintenance report (\$400K)	437,000	515,000	1,105,000	1,620,000	515,000	563,000
<b>Rogue River (Port of Gold Beach)</b> Boat basin dredging (\$5M), entrance bar dredging (\$942K), disposal study (\$247K)	968,000	942,000	5,247,000	6,189,000	942,000	116,000
<b>Willamette Falls Locks</b> Disposition improvements (\$3M)	661,000	65,000	3,000,000	3,065,000	65,000	65,000
<b>WASHINGTON</b>						
<b>Bellingham Bay, Squalicum Harbor (Port of Bellingham)</b> USACE no longer needs survey funds for this project	5,147,000	30,000	-30,000	0	0	0
<b>Swinomish Channel (Port of Skagit &amp; Port of Anacortes)</b> USACE no longer needs survey funds for this project	2,000	50,000	-50,000	0	0	0
<b>Willapa River &amp; Harbor (Port of Willapa Harbor)</b> USACE no longer needs funds for environmental documentation - this will be completed with FY19 funds	44,000	530,000	-200,000	330,000	440,000	0
<b>Columbia River at Baker Bay (Port of Ilwaco)</b> Pile dike engineering design report in FY19, Real Estate/P&S/VE capability in FY20, construction in FY21	1,239,000	1,828,000	0	1,828,000	1,828,000	906,000
<b>Columbia River b/t Chinook &amp; Sand Island (Port of Chinook)</b> Maintenance dredging (\$1.494M)	1,000	0	1,494,000	1,494,000	0	0
<b>Lake River, WA (Port of Ridgefield)</b> Environmental compliance (\$150K)	0	0	150,000	150,000	0	0

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