

PNWA SUPPORTED CORPS PROJECTS - FY2021/FY2022 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. “Additional capability” reflect additional, estimated capabilities from the Portland, Walla Walla, and Seattle Corps Districts which will be expressed for FY2022 above the Administration’s budget. The capability level is the Corps estimate for the most that it could obligate efficiently for a project in the next fiscal year. *Note:* our numbers reflect priorities supported by PNWA; the Corps may have additional capabilities for other activities at certain projects.

Construction (CG)	FY2021 Workplan	FY2022 Budget	Additional Capability	PNWA FY2022 Request	FY2022 House	FY2022 Senate
Columbia River Fish Mitigation Columbia River FCRPS requirements(\$5.550M), Willamette Valley projects (\$34.8M), (NWW \$760K), lamprey passage work is fully funded through FY23	15,377,000	3,575,000	37,525,000	41,110,000	3,575,000	38,375,000
Columbia River (MCR) Jetties Rehabilitation South jetty rehab construction completion	93,394,000	25,609,000	0	25,609,000	25,609,000	25,609,000
Columbia River Channel Improvements, OR & WA Prepare new work disposal site for use	0	0	1,000,000	1,000,000	0	0
Mount St. Helens Sediment Control Spillway raise construction (\$26.339M), Toutle River fish facility DDR (\$1.910M), Deer Creek release site construction (\$1.5M)	2,995,000	29,749,000	0	29,749,000	29,749,000	29,749,000
John Day Lock & Dam Mitigation Develop design plans and specifications for new acclimation and release fish facility	0	0	300,000	300,000	0	0
Willamette Falls River at Willamette Falls (Willamette Falls Locks) Disposition improvements, recommendation measures	3,402,000	0	6,200,000	6,200,000	6,200,000	6,200,000
Mud Mountain Dam, WA (Fish Passage Facility) Ongoing S&A/Construction management (\$5M), payment of Request for Equitable Adjustment (REA) (\$7M).	0	0	12,000,000	12,000,000	0	0
General Investigations (GI - studies)	FY2021 Workplan	FY2022 Budget	Additional Capability	PNWA FY2022 Request	FY2022 House	FY2022 Senate
Seattle Harbor channel deepening study Planning, engineering & design (PED) funding (\$1M) with additional funding to initiate and completed PED phase in FY20	0	0	0	0	0	0
Tacoma Harbor channel deepening study	0	0	0	0	0	0
Willamette River, OR environmental dredging Initiate pre-construction, engineering & design (PED) (\$732K)	0	0	732,000	732,000	732,000	732,000
Columbia River Turning Basin Navigation Improvements Feasibility Study		0	200,000	200,000	200,000	200,000
Nursery Reach (Milton Freewater, OR) Aquatic ecosystem restoration new start (\$200K)		0	200,000	200,000	0	0

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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.

Note: funding is for dredging, unless otherwise noted

Operations & Maintenance (O&M)	FY2021 Workplan	FY2022 Budget	Additional Capabilities	PNWA FY2022 Request	FY2022 House	FY2022 Senate
Everett Harbor and Snohomish River, WA Includes maintenance dredging, project management, and sediment characterization	2,228,000	2,513,000	0	2,513,000	2,513,000	2,513,000
Lake Washington Ship Canal, WA Lock O&M, various building repairs, environmental, security, safety, real estate, (\$1.314M) Rec & ENS	28,063,000	11,199,000	0	11,199,000	11,199,000	11,199,000
Howard Hanson Dam, WA			0	9,065,000	9,065,000	9,065,000
Seattle Harbor, WA Program management, annual condition survey	4,700,000	378,000	0	378,000	378,000	378,000
Tacoma Harbor, WA	2,744,000	0	0	0	0	0
Olympia Harbor, WA	0	0	0	0	0	0
Grays Harbor, WA Inner and outer harbor maintenance dredging, project management, and North Jetty partial repair	14,539,000	18,851,000	0	18,851,000	18,851,000	18,851,000
Columbia River at the Mouth (MCR), OR/WA Additional dredging (\$1.461M), pump ashore contract (\$6M), Sand Island pile dike phase 1 (\$15M) Sand Island pile dike phase 2 (\$6.7M), Sand Island pile dike phase 3 (\$10.3M), Sand Island pile dike phase 4 (\$9.4M), Sand Island pile dike phase 5 (\$9.4M)	19,054,000	41,061,000	36,561,000	77,622,000	41,061,000	41,061,000
Columbia & Lower Willamette below Vancouver & Portland (C&LW), OR/WA Additional dredging (\$6.241M), Cottonwood Island pile dike repair (\$23M), RSM (\$120k), Elochoman Slough (\$514K), Tongue Point Channel 0-0.7 (\$1.687M), Tongue Point Channel 0.7-1.7 (\$7.341M), Westport Slough (\$617K), Wahkiakum Ferry Channel (\$928K), DMMP env coord (\$1.945M), Miller Rice Island pile dike repair (\$75K), Price Island (Skamakowa Reach) pile dike repair (\$1M), USCG anchorages (\$200K), Oregon Slough S (\$4.665M), Oregon Slough N (\$3.474M)	59,120,000	56,665,000	51,807,000	108,472,000	56,665,000	56,665,000
Columbia River between Vancouver & The Dalles, OR/WA	1,251,000	1,117,000	0	1,117,000	1,117,000	1,117,000
Coos Bay, OR North Jetty Root & Trunk major maintenance construction and monitoring (\$32.72M)	42,174,000	7,951,000	32,720,000	40,671,000	40,671,000	40,671,000

** Includes WRRDA Section 2106 donor port funding

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Columbia Snake River System Inland Navigation. Barging on the Columbia Snake River system carries over 8.6 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.

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

Operations & Maintenance (O&M)	FY2021 Workplan	FY2022 Budget	Additional Capability	PNWA FY2022 Request	FY2022 House	FY2022 Senate
Bonneville Lock & Dam Old navlock stoplogs P & S (\$500K), Old navlock bridge design (\$2.1M), Spillway crane replacement (\$395K), Stilling Basin rock removal & rock mitigation (\$950K)	8,616,000	8,994,000	3,945,000	12,939,000	8,994,000	8,994,000
The Dalles Lock & Dam Nav lock downstream miter gate repair follow up (\$1.52M), nav lock tainter valves P&S (\$530K), Major Rehab Report (\$57K), NPDES permit (\$84K)	4,227,000	4,033,000	2,191,000	6,224,000	4,033,000	4,033,000
John Day Lock & Dam Nav lock bearing shoe (\$2.25M), navlock tainter valves P&S (\$660K), STS Crane (\$1.239M), NPDES permit (\$338K)	6,451,000	6,300,000	4,487,000	10,787,000	6,300,000	6,300,000
McNary Lock & Dam 2nd Derrick Crane replacement (\$11.5M), downstream gate gudgeon anchor replacement (\$3.35M), levee drainage pump stations (\$1.5M), 3rd Street Road construction (joint) (\$75k)	15,921,000	14,983,000	16,425,000	31,408,000	14,983,000	14,983,000
Ice Harbor Lock & Dam Replace fish ladder entrance weir gates hoists (joint) (\$550K)	4,627,000	5,012,000	550,000	5,562,000	5,012,000	5,012,000
Lower Monumental Lock & Dam Replace floating guidewall anchor cables (\$1.4M), navlock electrical power systems replacement (\$9.2M)	2,769,000	3,095,000	10,600,000	13,695,000	3,095,000	3,095,000
Little Goose Lock & Dam Repair upstream floating guidewall cables (\$2.65M), replace navlock tainter valve system - 4 valves (\$11.2M)	2,687,000	3,133,000	13,850,000	16,983,000	3,133,000	3,133,000
Lower Granite Lock & Dam Conduct tiered NEPA analysis for Snake & Clearwater Rivers Confluence (\$830K), Snake River channel dredging (\$7M)	3,458,000	3,559,000	7,830,000	11,389,000	3,559,000	3,559,000
Mount St. Helens Sediment Control Includes sediment control monitoring (\$410K)	373,000	918,000	0	918,000	918,000	918,000
Mud Mountain Dam, WA		13,409,000	0	13,409,000	13,049,000	13,049,000
Columbia River Treaty 2024 Implementation (flood control expires in 2024)		10,000,000	0	10,000,000	10,403,000	10,403,000

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PNWA Member Small/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 large percentage of the local workforce.

Note: funding is for dredging, unless otherwise noted

Operations & Maintenance (O&M)	FY2021 Workplan	FY2022 Budget	Additional Capability	PNWA FY2022 Request	FY2022 House	FY2022 Senate
<u>OREGON</u>						
Skipanon Channel, OR (Port of Astoria) Dredge every 5-7 years	0	0	1,120,000	1,120,000	0	0
Tillamook Bay & Bar (Port of Garibaldi) South Jetty head repair (\$41.5M), South Jetty trunk repair (\$20.5M)	12,298,000	172,000	62,000,000	62,172,000	172,000	172,000
Yaquina Bay & Harbor, OR (Port of Newport)	4,095,000	4,572,000	0	4,572,000	4,572,000	4,572,000
Yaquina River (Port of Toledo) (dredging, project condition survey, and real estate)	0	0	2,025,000	2,025,000	0	0
Siuslaw River (Port of Siuslaw)	15,000	1,049,000	0	1,049,000	1,049,000	1,049,000
Umpqua River (Port of Umpqua)	1,074,000	1,183,000	0	1,183,000	1,183,000	1,183,000
Coquille River (Port of Bandon)	563,000	619,000	0	619,000	619,000	619,000
Rogue River (Port of Gold Beach)	116,000	2,781,000	0	2,781,000	2,781,000	2,781,000
Willamette Falls Locks Disposition improvements recommendation measures, plans & specifications (\$3M) [previously funded in construction account]	65,000	80,000	0	80,000	80,000	80,000
<u>WASHINGTON</u>						
Bellingham Bay, Squaticum Harbor (Port of Bellingham) Dredge every 10 years	0	0	0	0	0	0
Swinomish Channel (Port of Skagit & Port of Anacortes) Dredge every 5 years	0	0	215,000	215,000	0	215,000
Willapa River & Harbor (Port of Willapa Harbor) Maintenance dredging at Tokeland, Bay Center, and Nahcotta, and project management	0	3,290,000	0	3,290,000	3,290,000	3,290,000
Columbia River at Baker Bay (Port of Ilwaco) Baker Bay pile dike repair plans & specifications (\$175k)	906,000	849,000	0	849,000	849,000	849,000
Columbia River b/t Chinook & Sand Island (Port of Chinook)	0	1,894,000	0	1,894,000	1,894,000	1,894,000
Lake River, WA (Port of Ridgefield) (Dredged in FY21, no additional dredging needed)	0	0	0	0	124,000	124,000