



Nor'wester Newsletter

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FY2017 Corps work plan details released, includes good news for the Northwest

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This afternoon, the details of the [FY2017 Corps workplan](#) were released. As [Nor'wester readers will recall](#), the Corps was required to develop this workplan for the "additional funding" provided in the FY2017 omnibus. PNWA has spent the last several months strongly advocating for our supported projects in anticipation of workplan development, and we are very pleased to report that Northwest navigation did extremely well.

This information follows the release of the details of the [Administration's FY2018 budget proposal](#) for the Corps, which were made public this morning. Following are funding highlights for our supported projects from both the FY2017 workplan and the FY2018 budget:

PNWA SUPPORTED CORPS PROJECTS - FY2017/FY2018 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.

FY2017 Note. As in previous years, the House and Senate Energy & Water bills have funded projects at the same level as the President's budget. They have also provided significant additional funding for Construction, General Investigations, and Operations & Maintenance. The Corps was tasked with developing a workplan for how to spend these funds once the final bill was passed.

Construction (CG)	FY2017 President's Budget	FY2017 Additional Capability	FY2017 Total PNWA Request	FY2017 Work Plan	FY2018 President's Budget
Columbia River Fish Mitigation	84,000,000	0	70,300,000	70,300,000	70,000,000
Columbia River (MCR) Jetties Rehabilitation	21,900,000	0	21,900,000	21,900,000	22,000,000
General Investigations (GI - studies)	FY2017 President's Budget	FY2017 Additional Capability	FY2017 Total PNWA Request	FY2017 Work Plan	FY2018 President's Budget
Seattle Harbor channel deepening study East/West waterways - Study to be completed with FY2017 funding	500,000	0	500,000	500,000	-
Tacoma Harbor channel deepening study Blair Waterway (requires new start funding in FY2017)	0	500,000	500,000	0	0
Puyallup River, WA (Port of Tacoma) Flood damage reduction study - survey and geotechnical investigations (\$800K)	0	800,000	600,000	450,000	0
Mill Creek Channel, WA (Port of Walla Walla) Flood damage reduction study	0	0	200,000	0	0
Willamette Falls Locks disposition study	270,000	0	270,000		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.

Operations & Maintenance (O&M)	FY2017 President's Budget	FY2017 Additional Capability	FY2017 Total PNWA Request	FY2017 Work Plan	FY2018 President's Budget
Everett Harbor and Snohomish River, WA Maintenance dredging (\$800K)	1,638,000	800,000	2,438,000	2,438,000	2,281,000
Lake Washington Ship Canal, WA Emergency closure crane replacement additional funds (\$2.1M), filling culvert valve design completion (\$180K), saltwater drain intake system design (\$250K), small lock machinery replacement design (\$200K), small lock emergency closure system design (\$200K), large lock service gate design (\$300K), internal inspection of large lock gates (\$225K), adult salmon exclusion structure for saltwater drain (\$110), fish ladder programmable logic controller replacement (\$120K)	12,325,000	3,685,000	16,010,000	15,804,000	9,870,000
Seattle Harbor, WA Maintenance dredging (\$400K), condition surveys (\$90K)	1,547,000	490,000	2,037,000	3,505,000**	389,000
Tacoma Harbor, WA Hydros sediment characterization (\$365K), Commencement Bay disposal site monitoring (\$455K)	0	820,000	820,000	1,837,000**	5,000
Grays Harbor, WA Additional innerouter harbor dredging (\$2.458M), Westhaven Marina entrance dredging (\$1.508M)	9,998,000	3,966,000	13,964,000	\$13,334,000	11,710,000
Columbia River at the Mouth (MCR), OR/WA Maintenance dredging (\$2.288M), Sand Island pile dike DDR (\$350K)	18,118,000	2,638,000	20,756,000	18,118,000	24,131,000
Columbia & Lower Willamette below Vancouver & Portland (C&LW), OR/WA Critical minimum maintenance dredging, increased Esaysora costs (\$2.073M), W.C. hopper contract (\$4.957M), Additional maintenance dredging (\$2.7M), DMMP (\$450K), Cottonwood Island pile dike MMR (\$200K), Regional Sediment Management Plan (\$175K), Lake River sampling and environmental documents (\$122K)	38,181,000	10,887,000	48,868,000	\$42,804,000	48,767,000
Columbia River between Vancouver & The Dalles, OR/WA Reduced request due to carryover funds and decrease in anticipated shoaling	1,371,000	0	200,000	200,000	1,246,000
Mt. St. Helens sediment control, WA	399,000	0	399,000	399,000	268,000
Coos Bay, OR Maintenance dredging (\$837K), ESA compliance (\$155K), North Jetty DDR (\$300K)	6,523,000	1,292,000	7,815,000	6,978,000	7,655,000

** Includes WRRDA Section 2109 donor port funding

PNWA SUPPORTED CORPS PROJECTS - FY2017/FY2018 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)	FY2017 President's Budget	FY2017 Additional Capability	FY2017 Total PNWA Request	FY2017 Work Plan	FY2018 President's Budget
OREGON					
Skipanon Channel, OR (Port of Astoria)	0	0	0	0	0
Tillamook Bay & Bar (Port of Garibaldi) Surveys & monitoring to support dredging (\$28K), jetty repair environmental documents (\$285K), South Jetty DDR (\$450K)	0	773,000	773,000	28,000	0
Yaquina Bay & Harbor, OR (Port of Newport) South Beach Marina dredging (\$893K)	2,806,000	893,000	3,699,000	3,699,000	3,096,000
Yaquina River (Port of Toledo) Dredging surveys (\$12K)	0	0	0	0	0
Siuslaw River (Port of Siuslaw)	746,000	0	746,000	746,000	0
Umpqua River (Port of Umpqua) Maintenance dredging (\$945K)	0	945,000	945,000	0	921,000
Coquille River (Port of Bandon) Maintenance dredging (\$467K)	0	467,000	467,000	467,000	0
Rogue River (Port of Gold Beach) Boat basin contract dredging (\$1.4M)	673,000	1,400,000	2,073,000	1,473,000	0
Willamette Falls Locks Caretaker status	63,000	0	63,000	63,000	64,000
WASHINGTON					
Bellingham Bay, Squallicum Harbor (Port of Bellingham) Environmental documentation to support maintenance dredging (\$150K)	0	150,000	150,000	150,000	0
Swinomish Channel (Port of Skagit & Port of Anacortes) South entrance surveys (\$315K)	436,000	315,000	751,000	751,000	1,528,000
Willapa River & Harbor (Port of Willapa Harbor) Condition surveys (\$90K)	0	90,000	90,000	90,000	0
Columbia River at Baker Bay (Port of Ilwaco) Critical minimum maintenance dredging (\$500K)	1,959,000	500,000	2,459,000	2,459,000	1,809,000
Columbia River bit Chinook & Sand Island (Port of Chinook) Maintenance dredging (\$1.2M)	0	1,200,000	1,200,000	1,200,000	0

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Tillamook Bay & Bar (Port of Garibaldi) Surveys & monitoring to support dredging (\$28K), jetty repair environmental documents (\$295K), South Jetty DDR (\$450K)	0	773,000	773,000	28,000	0
Yaquina Bay & Harbor, OR (Port of Newport) South Beach Marina dredging (\$893K)	2,806,000	893,000	3,699,000	3,699,000	3,096,000
Yaquina River (Port of Toledo) Dredging surveys (\$12K)	0	0	0	0	0
Siuslaw River (Port of Siuslaw)	746,000	0	746,000	746,000	0
Umpqua River (Port of Umpqua) Maintenance dredging (\$945K)	0	945,000	945,000	0	921,000
Coquille River (Port of Bandon) Maintenance dredging (\$467K)	0	467,000	467,000	467,000	0
Rogue River (Port of Gold Beach) Boat basin contract dredging (\$1.4M)	673,000	1,400,000	2,073,000	1,473,000	0
Willamette Falls Locks: Caretaker status	63,000	0	63,000	63,000	64,000
WASHINGTON					
Bellingham Bay, Squillum Harbor (Port of Bellingham) Environmental documentation to support maintenance dredging (\$150K)	0	150,000	150,000	150,000	0
Swinomish Channel (Port of Skagit & Port of Anacortes) South entrance surveys (\$315K)	436,000	315,000	751,000	751,000	1,528,000
Willapa River & Harbor (Port of Willapa Harbor) Condition surveys (\$90K)	0	90,000	90,000	90,000	0
Columbia River at Baker Bay (Port of Ilwaco) Critical minimum maintenance dredging (\$500K)	1,959,000	500,000	2,459,000	2,459,000	1,809,000
Columbia River bit Chinook & Sand Island (Port of Chinook) Maintenance dredging (\$1.2M)	0	1,200,000	1,200,000	1,200,000	0

To download our full list of supported projects, please click [here](#).

PNWA is extremely grateful for the funding that our supported projects have received in both the FY2017 workplan and the FY2018 budget. We sincerely appreciate the efforts of our Northwest Congressional delegation, who have been very supportive of these projects and work to bring critical dollars to our region each year. We will be meeting with our Corps Districts to fully understand these numbers and will be reaching out to our members directly once we have additional information to share. For more information, contact [Heather Stebbings](#).

