

PNWA SUPPORTED CORPS PROJECTS - FY2022/FY2023/2024 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 FY2024 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)	FY2022 Actual*	FY2023 Actual*	FY2024 Budget	FY2024 IJA Spend Plan	Additional Capability	PNWA 2024 Request
Columbia River Fish Mitigation FCRPS requirements (\$23.82M), Willamette Valley (\$42.85M), (FY22 IJA \$36.016M)	74,391,000	47,400,000	66,670,000	0	0	66,670,000
Columbia River (MCR) Jetties Rehabilitation South jetty rehab construction completion (funded in FY22)	25,609,000	0	0	0	0	0
Columbia River Channel Improvements, OR & WA Confined aquatic site #1 (\$1.146M), upland site #1 (\$312K), upland site #2 (\$1.827M)	0	4,000,000	0	0	3,285,000	3,285,000
Mount St. Helens Sediment Control Toutle River fish facility P&S funded in FY23, sediment monitoring moved to O & M	29,749,000	4,500,000	0	0	0	0
Willamette Falls River at Willamette Falls (Willamette Falls Locks) Disposition improvements, recommendation measures (funded in FY22)	6,200,000	0	0	0	0	0
Howard Hanson Dam Complete PED & initiate construction— (FY22 IJA Amended to include \$220M)	220,000,000	0	50,000,000	0	0	50,000,000
General Investigations (GI - studies)	FY2022 Actual*	FY2023 Actual*	FY2024 Budget	FY2024 IJA Spend Plan	Additional Capability	PNWA 2024 Request
Tacoma Harbor, WA Navigation improvement project—continue pre-construction, engineering, & design (PED)	0	1,500,000	0	0	1,900,000	1,900,000
Willamette River, OR environmental dredging Continue pre-construction, engineering & design (PED) (\$940K)	732,000	374,000	0	0	940,000	940,000
Columbia River Turning Basin Navigation Improvements Feasibility Study Study turning basin improvements at Longview and turning basin establishment at Kalama	200,000	900,000	0	0	0	0
Columbia & Lower Willamette below Vancouver & Portland (C&LW), OR/WA Dredge Material Management Plan (this funding is anticipated to be moved to the O & M account in the near future)	0	0	782,000	0	0	782,000
Columbia River Treaty Implementation	0	0	7,400,000	0	0	7,400,000

*The Actual includes appropriations, work plan, and IJA funding in each fiscal year.

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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)	FY2022 Actual*	FY2023 Actual*	FY2024 Budget	FY2024 IJA Spend Plan	Additional Capability	PNWA 2024 Request
Everett Harbor and Snohomish River, WA —Includes maintenance dredging, project management, and sediment characterization	2,513,000	3,110,000	3,333,000	0	0	3,333,000
Lake Washington Ship Canal, WA —Small lock emergency closure system (\$5.5M) (FY22 IJA \$10.8M replace small lock machinery and controls system, FY24 IJA replace small lock machinery and controls system)	21,999,000	11,634,000	10,663,000	5,200,000	5,500,000	21,163,000
Seattle Harbor, WA —Program management, annual condition survey, dredging, env documentation	3,159,000**	4,699,000**	193,000	0	0	193,000
Tacoma Harbor, WA	2,744,280**	3,364,000**	0	0	0	0
Olympia Harbor, WA	0	0	73,000	0	0	73,000
Grays Harbor, WA —Inner and outer harbor maintenance dredging, project management, and North Jetty partial repair (FY22 IJA \$10.945M)	29,976,000	17,910,000	17,878,000	0	0	17,878,000
Columbia River at the Mouth (MCR), OR/WA —Increase Essayons daily rate (\$1.6M), Sand Island pile dike repairs increment #2 contract was awarded already so capability is reduced from PBUD \$7.57M to \$1M. (FY22 work plan \$24.437M, FY23 IJA Procurement, engineering during construction and S&A for the Sand Island pile dike 5.15 construction \$10.3M)	65,498,000	30,987,000	29,340,000	0	0	24,370,000
Columbia & Lower Willamette below Vancouver & Portland (C&LW), OR/WA —Essayons daily rate increase (\$3M), Miller-Rice Islands pile dike environmental compliance (\$200K), MMR for pile dikes RM 28-29 (\$250K), env compliance for pile dike system (\$1.047M), USCG anchorage dredging (\$1M), stern buoy repair contract (\$300K), Lower Willamette dredge material mgmt study assessment (\$20K), Lower Willamette validation study RM 0-11.7 (\$50K), R&D modeling of env benefit of placement sites (\$1.095M), macroinvertebrate sampling (\$375K) (FY23 IJA includes additional dredging \$6.241M and FY23 work plan included \$41M for pile dike repairs)	69,284,000	120,887,000	68,369,000	0	7,337,000	75,706,000
Columbia River between Vancouver & The Dalles, OR/WA —Critical repair of pile dikes at Washougal environmental compliance (\$200K)	1,117,000	1,129,000	1,231,000	0	200,000	1,431,000
Coos Bay, OR —Increase Essayons daily rate (\$720K) (North Jetty Root & Trunk \$32.72M funded in FY22 disaster relief supplemental appropriations and \$6.889M major rehabilitation funded in FY22 omnibus, FY23 dredging RM 12-15 \$10.528M funded in workplan)	14,840,000	18,576,000	8,356,000	0	720,000	9,076,000

*The Actual includes appropriations, work plan, and IJA funding in each fiscal year. ** 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. (FY24 Budget includes funding for Environmental Stewardship, Recreation, and Navigation for the Federal dams). ***The Actual includes appropriations, work plan, and IJA funding in each fiscal year. **May be in other agency accounts.**

Operations & Maintenance (O&M)	FY2022 Actual*	FY2023 Actual*	FY2024 Budget	FY2024 IJA Spend Plan	Additional Capability	PNWA 2024 Request
Bonneville Lock & Dam — Bradford Is. CERCLA additional capability (\$5.555M), Bradford Is. CERCLA remediation packages (\$19.95M), navlock #2 d/s & u/s miter gate (\$1.4M), navlock #1 u/s stoplogs (\$15M), BN1 fishway controls (\$200K), stilling basin rock removal (\$500K), stilling basin rock removal mitigation P&S (\$3M), (FY22 work plan \$4.45M , FY23 IJA repair spillway gate & service pit modernization \$1M, FY24 IJA update exhibits at visitor center \$300K)	14,031,000	11,000,000	14,357,000	300,000	45,605,000	60,262,000
The Dalles Lock & Dam —(FY23 IJA fabricate & install tainter valve \$3.025M FY24 IJA E & N fishway diffuser valve removal/rehab E&D, E. fish ladder count station & N. fish ladder count station window brush E&D, JSC fishway equipment Arc Flash mitigation EDR \$68K)	4,047,000	8,378,000	4,228,000	68,000	0	4,296,000
John Day Lock & Dam —STS Crane additional need for contract award S&A/EDC pending estimate, AWS fish turbine pumps MMR/DDR (\$164K) (IJA FY22 \$3.168M)	9,468,000	8,493,000	6,212,000	0	164,000	6,376,000
McNary Lock & Dam —Spillway gate repair pit (\$60K), Spillway crane 6 & 7 replacement (\$60K) (FY22 IJA \$22.797M, FY23 IJA repair sump unwatering system & replace navlock power controls \$21M, FY24 IJA rehab levee drainage pump stations \$2.5M)	37,780,000	35,362,000	10,821,000	2,500,000	120,000	13,441,000
Ice Harbor Lock & Dam — Navlock culvert trash racks (\$842K), floating bulkhead stoplog & hoist rehab (\$1.288M) (FY24 IJA Tainter valve bulkhead fabrication for navlock #1 to #4 \$11.2M and repairs to navlock d/s coffer cell #4 \$422K, park septic system upgrade \$2M)	5,355,000	23,897,000	8,840,000	13,622,000	2,130,000	24,592,000
Lower Monumental Lock & Dam —U/S gate guide replacement (\$994K), adult fish collection & north entrance diffuser grating upgrade (\$40K) (*1% funds for floating guidewall cables \$1.4M in FY22) (FY22 IJA \$10.21M and FY24 IJA replace navlock tainter valve systems #1 to #4 \$11.2M)	13,305,000	10,794,000	3,323,000	11,200,000	1,034,000	15,557,000
Little Goose Lock & Dam —(*1% funds for floating guidewall cables \$2.65M in FY22) (FY22 IJA \$2.2M and FY24 IJA \$11.2M replace navlock tainter valve systems #1 to #4)	5,333,000	11,298,000	3,272,000	11,200,000	0	14,472,000
Lower Granite Lock & Dam —Replace nav gate control systems & operator stands (\$2.532M), (FY22 IJA \$6.176M, FY23 IJA timber replacement of U/S floating guidewall \$3.243M, FY24 IJA replace navlock tainter valve systems #1 to #4 \$11.2M and fish pump motors rewind & bearing upgrade \$120K)	9,735,000	18,304,000	3,768,000	11,320,000	2,532,000	17,620,000
Mount St. Helens Sediment Control —Sediment monitoring (\$180K)	918,000	856,000	714,000	0	180,000	894,000
Howard Hanson Dam, WA (FY23 IJA asphalt coating/sealing & security system upgrade \$274K)	9,065,000	5,525,000	4,375,000	0	0	4,375,000
Mud Mountain Dam, WA —Cascade Creek slope stability and dam embankment protection (\$9.7M) (FY22 work plan \$34.818M)	13,049,000	8,861,000	7,666,000	0	9,700,000	17,366,000
Columbia River Treaty 2024 Implementation (flood control expires 2024)**	10,403,000	557,000**	0	0	0	0

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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)	FY2022 Actual*	FY2023 Budget*	FY2024 Budget	FY2024 IJJA Spend Plan	Additional Capability	PNWA 2024 Request
<u>OREGON</u>						
Skipanon Channel, OR (Port of Astoria) Dredge every 5-7 years (FY22 work plan \$1.12M)	1,120,000	59,000	0	0	0	0
Tillamook Bay & Bar (Port of Garibaldi) Boat Basin pipeline dredging (\$748K) (FY22 IJJA S. jetty head \$41.5M & S. jetty trunk \$20.5M)	62,172,000	639,000	52,000	0	748,000	800,000
Yaquina Bay & Harbor, OR (Port of Newport)	4,572,000	4,529,000	4,706,000	0	0	4,706,000
Yaquina River (Port of Toledo) (Dredging \$2.249M funded in FY23)	0	2,296,000	0	0	0	0
Siuslaw River (Port of Siuslaw)	1,049,000	1,059,000	1,099,000	0	0	1,099,000
Umpqua River (Port of Umpqua)	1,183,000	1,980,000	1,223,000	0	0	1,223,000
Coquille River (Port of Bandon)	619,000	894,000	578,000	0	0	578,000
Rogue River (Port of Gold Beach)	2,781,000	1,531,000	1,076,000	0	0	1,076,000
Willamette Falls Locks Project maintained in caretaker status	80,000	176,000	128,000	0	0	128,000
<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, dredging, sediment characterization, env documentation	0	1,857,000	2,197,000	0	0	2,197,000
Port Townsend (Port of Port Townsend) Sediment characterization, env documentation for future dredging of the federal channel/marina access lane	0	315,000	185,000	0	0	185,000
Willapa River & Harbor (Port of Willapa Harbor) Maintenance dredging at Tokeland, Bay Center, and Nahcotta, and project management funded in 2022 but yet to be executed due to lack of environmental consultation and permitting	2,290,000	0	0	0	0	0
Columbia River at Baker Bay (Port of Ilwaco) Construction contract for pile dike repairs (\$21.8M)	849,000	1,374,000	1,272,000	0	21,800,000	23,072,000
Columbia River b/t Chinook & Sand Island (Port of Chinook) Dredged in FY22 instead, only \$5K needed in FY23 for O&M	1,894,000	5,000	1,373,000	0	0	1,378,000
Lake River, WA (Port of Ridgefield) Dredged in FY21	0	0	0	0	0	0

*The Actual includes appropriations, work plan, and IJJA funding for each fiscal year.