

# 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
<b>Columbia River Fish Mitigation</b> 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
<b>Columbia River (MCR) Jetties Rehabilitation</b> South jetty rehab construction through 2026—additional rock to address advanced jetty degradation	25,609,000	0	0	0	21,638,598	21,638,598
<b>Columbia River Channel Improvements, OR &amp; WA</b>	0	4,000,000	0	0	0	0
<b>Mount St. Helens Sediment Control</b> 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
<b>Willamette Falls River at Willamette Falls (Willamette Falls Locks)</b> Disposition improvements, recommendation measures (funded in FY22)	6,200,000	0	0	0	0	0
<b>Howard Hanson Dam</b> 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
<b>Tacoma Harbor, WA</b> Navigation improvement project—continue pre-construction, engineering, & design (PED)	0	1,500,000	0	0	1,900,000	1,900,000
<b>Willamette River, OR environmental dredging</b> Continue pre-construction, engineering & design (PED) (\$940K)	732,000	374,000	0	0	940,000	940,000
<b>Columbia River Turning Basin Navigation Improvements Feasibility Study</b> Study turning basin improvements at Longview and turning basin establishment at Kalama	200,000	900,000	0	0	0	0
<b>Columbia &amp; Lower Willamette below Vancouver &amp; Portland (C&amp;LW), OR/WA</b> 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
<b>Columbia River Treaty Implementation</b>	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
<b>Everett Harbor and Snohomish River, WA</b> —Includes maintenance dredging, project management, and sediment characterization	2,513,000	3,110,000	3,333,000	0	0	3,333,000
<b>Lake Washington Ship Canal, WA</b> —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
<b>Seattle Harbor, WA</b> —Program management, annual condition survey, dredging, env documentation	3,159,000**	4,699,000**	193,000	0	0	193,000
<b>Tacoma Harbor, WA</b>	2,744,280**	3,364,000**	0	0	0	0
<b>Olympia Harbor, WA</b>	0	0	73,000	0	0	73,000
<b>Grays Harbor, WA</b> —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
<b>Columbia River at the Mouth (MCR), OR/WA</b> —Increase Essayons daily rate (\$1.6M) (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	1,600,000	30,940,000
<b>Columbia &amp; Lower Willamette below Vancouver &amp; Portland (C&amp;LW), OR/WA</b> —Essayons daily rate increase (\$3M), DMMP env coordination (\$782K), Miller-Rice Islands pile dike environmental compliance (\$200K), Programmatic Env Compliance (\$1M), 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) (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	7,447,000	75,816,000
<b>Columbia River between Vancouver &amp; The Dalles, OR/WA</b> —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
<b>Coos Bay, OR</b> —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
<b>Bonneville Lock &amp; Dam</b> — Bradford Is. CERCLA docs P&S (\$5.555M), Bradford Is. CERCLA remediation packages (\$19.95M), navlock #2 d/s & u/s miter gate (\$800K), navlock #1 u/s stoplogs (\$16.9M), wire rope replacement (\$180K), BN1 fishway controls (\$200K), stilling basin rock removal (\$50K), stilling basin rock removal mitigation P&S (\$6.6M), (FY22 work plan \$4.45M, FY23 IJA repair spillway gate & service pit modernization \$1M, FY24 IJA update exhibits at visitor center \$300K, spillway gate repair & pit mod B1 w/1% funds)	14,031,000	11,000,000	14,357,000	300,000	50,235,000	64,829,000
<b>The Dalles Lock &amp; Dam</b> —(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
<b>John Day Lock &amp; Dam</b> —Tainter valve construction (\$1.5M), AWS fish turbine pumps MMR/DDR (\$164K), navlock caisson repair & u/s & d/s gate spare parts (\$950K) underground storage tank removal (\$150K) (IJA FY22 \$3.168M)	9,468,000	8,493,000	6,212,000	0	2,764,000	8,976,000
<b>McNary Lock &amp; Dam</b> —Navlock power system/control replacement (\$800K), machine shop upgrades (\$300K), navlock tainter valve system fund shortfall (\$4M), spillway gate repair pit rehab (\$40K), spillway crane 6 & 7 replacement (\$1.5M), fish pump system upgrade (\$500K), env compliance (\$60K), spillway gate & hoist replacement (1.2M), spillway gate dogging mechanism repair (\$300K) (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	8,700,000	22,021,000
<b>Ice Harbor Lock &amp; Dam</b> — Navlock tainter valve system (\$3,447M), u/s navlock tainter gate, machinery & controls replacement steel price increase (\$3.6M) (FY24 IJA replace navlock tainter valve system \$11.2M, coffer cell #4 repairs \$422K, park septic system upgrade \$2M, u/s navlock tainter gate, machinery & controls replacement \$3.447M)	5,355,000	23,897,000	8,840,000	17,069,000	7,047,000	32,956,000
<b>Lower Monumental Lock &amp; Dam</b> —Adult fish collection & north entrance diffuser grating upgrade (\$15K), spillway gates rehab (\$90K), electrical power system/control replacement (\$0.5K), tainter valve bulkhead fabrication (\$900K)(**1% funds for floating guidewall cables \$1.4M in FY22) (FY22 IJA \$10.21M, FY24 IJA replace navlock tainter valve systems \$11.2M)	13,305,000	10,794,000	3,323,000	11,200,000	1,005,500	15,528,500
<b>Little Goose Lock &amp; Dam</b> —Navlock culvert concrete repairs (\$400K) (**1% funds for floating guidewall cables \$2.65M in FY22) (FY22 IJA \$2.2M and FY24 IJA \$11.2M replace navlock tainter valve system)	5,333,000	11,298,000	3,272,000	11,200,000	400,000	14,872,000
<b>Lower Granite Lock &amp; Dam</b> —(FY22 IJA \$6.176M, FY23 IJA timber replacement of U/S floating guidewall \$3.243M, FY24 IJA replace navlock tainter valve systems \$11.2M and fish pump motors rewind & bearing upgrade \$120K)	9,735,000	18,304,000	3,768,000	11,320,000	0	15,088,000
<b>Mount St. Helens Sediment Control</b> —Sediment monitoring (\$180K)	918,000	856,000	774,000	0	180,000	954,000
<b>Howard Hanson Dam, WA</b> (FY23 IJA asphalt coating/sealing & security system upgrade \$274K)	9,065,000	5,525,000	4,375,000	0	0	4,375,000
<b>Mud Mountain Dam, WA</b> —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
<b>Columbia River Treaty 2024 Implementation</b> (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
<b><u>OREGON</u></b>						
<b>Skipanon Channel, OR (Port of Astoria)</b> Dredge every 5-7 years (FY22 work plan \$1.12M)	1,120,000	59,000	0	0	0	0
<b>Tillamook Bay &amp; Bar (Port of Garibaldi)</b> Boat Basin pipeline dredging (\$750K) (FY22 IJJA S. jetty head \$41.5M & S. jetty trunk \$20.5M)	62,172,000	639,000	52,000	0	750,000	802,000
<b>Yaquina Bay &amp; Harbor, OR (Port of Newport)</b>	4,572,000	4,529,000	4,706,000	0	0	4,706,000
<b>Yaquina River (Port of Toledo)</b> (Dredging \$2.249M funded in FY23)	0	2,296,000	0	0	0	0
<b>Siuslaw River (Port of Siuslaw)</b>	1,049,000	1,059,000	1,099,000	0	0	1,099,000
<b>Umpqua River (Port of Umpqua)</b>	1,183,000	1,980,000	1,223,000	0	0	1,223,000
<b>Coquille River (Port of Bandon)</b>	619,000	894,000	578,000	0	0	578,000
<b>Rogue River (Port of Gold Beach)</b>	2,781,000	1,531,000	1,076,000	0	0	1,076,000
<b>Willamette Falls Locks</b> Project maintained in caretaker status	80,000	176,000	128,000	0	0	128,000
<b><u>WASHINGTON</u></b>						
<b>Bellingham Bay, Squalicum Harbor (Port of Bellingham)</b> Dredge every 10 years	0	0	0	0	0	0
<b>Swinomish Channel (Port of Skagit &amp; Port of Anacortes)</b> Dredge every 5 years, dredging, sediment characterization, env documentation	0	1,857,000	2,197,000	0	0	2,197,000
<b>Port Townsend (Port of Port Townsend)</b> Sediment characterization, env documentation for future dredging of the federal channel/marina access lane	0	315,000	185,000	0	0	185,000
<b>Willapa River &amp; Harbor (Port of Willapa Harbor)</b> 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
<b>Columbia River at Baker Bay (Port of Ilwaco)</b> Construction contract for Baker Bay pile dike repairs (\$21.8M)	849,000	1,374,000	1,272,000	0	21,800,000	23,072,000
<b>Columbia River b/t Chinook &amp; Sand Island (Port of Chinook)</b> Dredged in FY22 instead, only \$5K needed in FY23 for O&M	1,894,000	5,000	1,373,000	0	0	1,373,000
<b>Lake River, WA (Port of Ridgefield)</b> Dredged in FY21	0	0	0	0	0	0

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