

PNWA SUPPORTED CORPS PROJECTS - FY2023/2024/2025 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” reflects additional, estimated capabilities from the Portland, Walla Walla, and Seattle Corps Districts which will be expressed for FY2025 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)	FY2023 Actual*	FY2024 Actual*	FY2025 Budget	PNWA 2025 Request
Columbia River Fish Mitigation —FCRPS requirements (\$24.65M), Willamette Valley (\$50.55M), (FY22 IIJA \$36.016M)	47,400,000	66,670,000	75,200,00	75,200,000
Columbia River (MCR) Jetties Rehabilitation —South jetty rehab construction through 2026—remaining rock to address advanced jetty degradation and complete rehabilitation (\$8.046M) (FY24 workplan \$13.592m for jetty rock acquisition)	0	13,592,000	0	8,046,000
Columbia River Channel Improvements, OR & WA	4,000,000	0	0	0
Mount St. Helens Sediment Control —Toutle River fish facility P&S 2023-2025 (\$2.5M) (sediment monitoring moved to O & M)	4,500,000	0	0	2,500,000
Howard Hanson Dam —Complete PED & initiate construction— (FY22 IIJA Amended to include \$220M)	0	50,000,000	500,000,000	500,000,000
General Investigations (GI - studies)	FY2023 Actual*	FY2024 Actual*	FY2025 Budget	PNWA 2025 Request
Tacoma Harbor, WA —Navigation improvement project—continue pre-construction, engineering, & design (PED) (\$1.9M) funded in FY24	1,500,000	1,900,000	0	0
Columbia River Turning Basin Navigation Improvements Feasibility Study —Study turning basin improvements at Longview and turning basin establishment at Kalama with study completion anticipated in 2025	900,000	0	0	0
Columbia River Basin Flood Risk Management Study —Conduct flood risk management study on mainstem of the Columbia River excluding tributaries	0	0	0	200,000
Columbia River Zone 6 Ecosystem Restoration, WA —Feasibility study (\$100K) of aquatic ecosystem restoration of Wind, Klickitat, Hood, Deschutes, Rock Creek, White, Salmon tributary confluences on Washington side of the Columbia River	0	0	0	100,000
Columbia & Lower Willamette below Vancouver & Portland (C&LW), OR/WA —Dredge Material Management Plan (DMMP) (funding is anticipated to be moved to O & M account)	0	0	870,000	870,000
Hood River Confluence Ecosystem Restorations, OR Feasibility study (\$500K) Port of Hood River and Confederated Tribes of the Warm Springs plan to co-partner on this study	0	0	0	500,000
Willamette River, OR environmental dredging —Pre-construction, engineering & design (PED) (\$940K) funded in FY24	374,000	940,000	0	0
Columbia River Treaty Implementation —awaiting FY25 capability information	0	0**	4,600,000	4,600,000

*The Actual 2023 and 2024 includes appropriations, work plan, and IIJA funding. **Funding appears in another account.

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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)	FY2023 Actual*	FY2024 Actual*	FY2025 Budget	PNWA 2025 Request
Everett Harbor and Snohomish River, WA —Includes maintenance dredging, project management, and sediment characterization (\$415K)	3,110,000	3,333,000	3,908,000	4,323,000
Lake Washington Ship Canal, WA —Install d/s boat barrier (\$550K), Arc Flash update (\$130K), fish ladder & system (\$500K), adult salmon study (\$225K) (FY22 IJA \$10.8M replace small lock machinery and controls system, FY24 IJA replace small lock machinery and controls system \$5.2M)	11,634,000	16,163,000	12,057,000	13,462,000
Seattle Harbor, WA —Program management, annual condition survey, dredging, env documentation	4,699,000***	25,210,000****	6,338,000	6,338,000
Tacoma Harbor, WA	3,364,000***	28,863,000****	4,609,000	4,609,000
Olympia Harbor, WA	0	0	0	0
Grays Harbor, WA —Inner and outer harbor maintenance dredging, project management, and full North Jetty repair (\$20M) (FY22 IJA \$10.945M)	17,910,000	17,878,000	21,031,000	41,031,000
Columbia River at the Mouth (MCR), OR/WA —Increase Essayons daily rate (\$1.4M), North Jetty Repair for tip erosion not in rehab MMR (\$250K) (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, FY24 work plan increase Essayons daily rate \$1.6M)	30,987,000	22,770,000	23,186,000	24,836,000
Columbia & Lower Willamette below Vancouver & Portland (C&LW), OR/WA —Critical minimum maintenance dredging required for safe navigation. Additional dredging capability (\$5.212M), increase Essayons daily rate (\$2.625M), DMMP env coord (\$870K), repair of Miller-Rice Islands pile dikes (\$37M), stern buoy repair contract (\$300K), R&D modeling of placement sites (\$1.095M), MMR for pile dikes RM 28-29 (\$250K), macroinvertebrate sampling (\$375K), USCG anchorage dredging RM 75.8 to 76.2 (\$1.701M) (FY23 IJA includes additional dredging \$6.241M and FY23 work plan included \$41M for pile dike repairs, FY24 work plan env docs for Miller Rice pile dike \$200K, additional dredging \$1M, Lower Willamette dredged material management study \$20K, Lower Willamette validation study RM 0-11.7 \$50K)	120,887,000	73,151,000	68,349,000	117,777,000
Columbia River between Vancouver & The Dalles, OR/WA —Washougal pile dike P&S (\$1.5M) (FY24 work plan env compliance for Washougal pile dike repairs \$200K)	1,129,000	1,231,000	1,033,000	2,533,000
Coos Bay, OR —Increase Essayons daily rate (\$630K) (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, FY24 approps increase Essayons daily rate \$720K)	18,576,000	9,076,000	9,404,000	10,034,000

*The Actual 2023 and 2024 includes appropriations, work plan, and IJA funding **Funding appears in another account. *** Includes WRRDA Section 2106 donor port funding. ****Includes WRRDA Section 2106 donor port and HMTF allocation 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 2023 and 2024 Actual includes appropriations, work plan, and IIJA funding . **May be in other agency accounts.**

Operations & Maintenance (O&M)	FY2023 Actual*	FY2024 Actual*	FY2025 Budget	PNWA 2025 Request
Bonneville Lock & Dam — Navlock #2 d/s & u/s miter gate design report (\$800K), Old navlock #1 u/s stoplogs (\$16.9M), BN1 Fishway Controls (\$125K), Old navlock bridge design & construction (\$24M), spillway crane contract award (\$3M), LCAP wastewater treatment plant system (\$400K), SW gate repair pit EDC & S&A (\$1.2M), radio system upgrade (\$45K) (FY22 work plan \$4.45M, FY23 IIJA repair spillway gate & pit modernization \$1M, FY24 IIJA update VC exhibits \$300K, spillway gate repair & pit mod B1 w/1% funds, FY24 work plan Bradford Island CERCLA remediation \$25.705M)	11,000,000	40,362,000	25,985,000	72,455,000
The Dalles Lock & Dam — Post derrick cranes rehab DDR (\$1M), navlock tainter valves (\$2.5M), spillway gantry crane MMR (\$78K), LCAP sewer rehab E&D (\$56K), LCAP service bldg roof (\$28K), OR bridge approach repair E&D (\$56K), NPDES temperature monitoring system (\$98K), radio system upgrade (\$24K) (FY23 IIJA fabricate & install tainter valve \$3.025M FY24 IIJA 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)	8,378,000	4,296,000	5,580,000	9,420,000
John Day Lock & Dam —Navlock emergency gate caisson repair & u/s & d/s gate spare parts (\$450K) underground storage tank removal (\$230K), navlock caisson repairs (\$200K), navlock spare parts (\$300K), radio system upgrade (\$21K), navlock risk mgmt framework upgrades (\$300K), submersible traveling screen parts (\$168K), (IIJA FY22 \$3.168M)	8,493,000	6,212,000	7,961,000	9,630,000
McNary Lock & Dam —Wastewater system upgrade (\$750K), levee vegetation env compliance (\$60K), CR Stay fish pump design (\$350K), Cottonwood Cove shoreline stabilization (\$281K), machine shop upgrades (\$75K), spillway gate repair pit rehab (\$250K), (FY22 IIJA \$22.797M, FY23 IIJA repair sump unwatering system & replace navlock power controls \$21M, FY24 IIJA rehab levee drainage pump stations \$2.5M)	35,362,000	13,321,000	17,029,000	18,795,000
Ice Harbor Lock & Dam — Spillway crane & stopgap/bulkhead replacement MMR/plng (\$75K), replace navlock culvert trash racks (\$740K), spillway gate rehab design/plng (\$140K) (FY24 IIJA 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)	23,897,000	25,909,000	5,527,000	6,482,000
Lower Monumental Lock & Dam —Tainter valve bulkhead fabrication (\$968K), spillway elevator rehab (\$40K), wastewater treatment system upgrade (\$40K) (*1% funds for floating guidewall cables \$1.4M in FY22) (FY22 IIJA \$10.21M, FY24 IIJA replace navlock tainter valve systems \$11.2M)	10,794,000	14,523,000	3,512,000	4,560,000
Little Goose Lock & Dam —North non-overflow elevator rehab plng scoping (\$40K) (*1% funds for floating guidewall cables \$2.65M in FY22) (FY22 IIJA \$2.2M and FY24 IIJA \$11.2M replace navlock tainter valve system)	11,298,000	14,472,000	3,429,000	3,469,000
Lower Granite Lock & Dam —Replace navlock culvert trash racks (\$1.334M), levee pump system upgrades (\$20K), trash shear boom upgrades (\$10K) (FY22 IIJA \$6.176M, FY23 IIJA timber replacement of U/S floating guidewall \$3.243M, FY24 IIJA replace navlock tainter valve systems \$11.2M and fish pump motors rewind & bearing upgrade \$120K)	18,304,000	15,088,000	8,672,000	10,036,000
Mount St. Helens Sediment Control —Sediment monitoring \$550K moved from construction	856,000	954,000	895,000	895,000
Howard Hanson Dam, WA —Hydraulic cylinder rehab for regulating gates (\$3.8M) (FY23 IIJA asphalt coating/sealing & security system upgrade \$274K, FY24 work plan relief tunnel drain maintenance \$96.08M)	5,525,000	100,455,000	4,769,000	8,569,000
Mud Mountain Dam, WA —Phase II tailrace bridge pier repair/replacement (\$1.6M) (FY22 work plan \$34.818M, FY24 work plan tail race bridge repair \$1.325M)	8,861,000	18,666,000	18,813,000	20,413,000
Columbia River Treaty 2024 Implementation (flood control expires September 2024)** - awaiting FY25 capability	557,000**	7,832,000	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)	FY2023 Actual*	FY2024 Actual*	FY2025 Budget	PNWA 2025 Request
<u>OREGON</u>				
Skipanon Channel, OR (Port of Astoria) Dredge every 5-7 years (FY22 work plan \$1.12M)	59,000	0	0	0
Tillamook Bay & Bar (Port of Garibaldi) Boat Basin pipeline dredging CT (\$452K), south jetty construction contract modification (\$12M), (FY22 IJA S. jetty head \$41.5M & S. jetty trunk \$20.5M)	639,000	800,000	52,000	12,504,000
Yaquina Bay & Harbor, OR (Port of Newport) North & south jetty MMR (\$250K)	4,529,000	4,706,000	5,075,000	5,325,000
Yaquina River (Port of Toledo) Maintenance dredging RM 2-13 (\$9,3M)	2,296,000	0	0	9,300,000
Siuslaw River (Port of Siuslaw)	1,059,000	1,099,000	1,189,000	1,189,000
Umpqua River (Port of Umpqua)	1,980,000	1,223,000	1,321,000	1,321,000
Coquille River (Port of Bandon) Detail design report & begin P&S for North and South Jetties (\$1.3M) and dredge every 7-10 years	894,000	578,000	624,000	1,924,000
Rogue River (Port of Gold Beach)	1,531,000	1,076,000	1,166,000	1,166,000
Willamette Falls Locks Project maintained in caretaker status	176,000	128,000	97,000	97,000
<u>WASHINGTON</u>				
Bellingham Bay, Squalicum Harbor (Port of Bellingham) Dredged in FY20 and dredge every 7-10 years (anticipate env docs in FY25/26 and dredge in FY26-29)	0	0	0	0
Swinomish Channel (Port of Skagit & Port of Anacortes) Dredge every 5 years, McGlenn Island Jetty repairs (\$980K) (FY24 work plan McGlenn jetty repairs \$900K)	1,857,000	3,097,000	0	980,000
Port Townsend (Port of Port Townsend) Sediment characterization, env documentation for future dredging of the federal channel/marina access lane	315,000	185,000	0	0
Willapa River & Harbor (Port of Willapa Harbor) Maintenance dredging at Tokeland, Bay Center, and Nahcotta, and project management funded in 2022. Project environmental permitting documentation is underway. Dredging is anticipated in mid-July 2025	0	0	0	0
Columbia River at Baker Bay (Port of Ilwaco) (FY24 work plan Baker Bay pile dike repairs \$21.8M)	1,374,000	1,272,000	1,354,000	1,354,000
Columbia River b/t Chinook & Sand Island (Port of Chinook) Dredged in FY22 and on 5-7 year cycle	5,000	1,373,000	1,409,000	1,409,000
Lake River, WA (Port of Ridgefield) Dredged in FY21	0	0	0	0

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