

# PNWA SUPPORTED CORPS PROJECTS – FY 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 align with the priorities supported by PNWA; The Corps may have additional capabilities for projects not listed.

Construction (CG)	FY2024 Actual*	FY2025 Budget	FY2025 House Committee	FY2025 Senate Committee	PNWA FY2025 Request
<b>Columbia River Fish Mitigation</b> —FCRPS requirements (\$24.65M), Willamette Valley (\$50.55M), (FY22 IJA \$36.016M)	66,670,000	75,200,00	75,200,000	75,200,000	75,200,000
<b>Columbia River (MCR) Jetties Rehabilitation</b> —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)	13,592,000	0	0	0	8,046,000
<b>Columbia River Channel Improvements, OR &amp; WA</b>	0	0	0	0	0
<b>Mount St. Helens Sediment Control</b> —Spillway crest raise (\$22.7M), Toutle River fish facility P&S 2023-2025 (\$2.5M) (sediment monitoring moved to O & M)	0	0	0	2,500,000^	25,200,000
<b>Howard Hanson Dam</b> —Complete PED & initiate construction (FY22 IJA Amended to include \$220M)	50,000,000	500,000,000	500,000,000	500,000,000	500,000,000
General Investigations (GI - studies)	FY2024 Actual*	FY2025 Budget	FY2025 House Committee	FY2025 Senate Committee	PNWA FY2025 Request
<b>Tacoma Harbor</b> —Navigation improvement project, continue pre-construction, engineering, & design (PED) (\$1.9M) funded in FY24	1,900,000	0	0	0	0
<b>Columbia River Turning Basin Navigation Improvements Feasibility Study</b> —Study turning basin improvements at Longview and turning basin establishment at Kalama with study completion anticipated in 2025	0	0	0	0	0
<b>Columbia River Basin Flood Risk Management Study</b> —Conduct flood risk management study on mainstem of the Columbia River excluding tributaries	0	0	0	0	200,000
<b>Columbia River Zone 6 Ecosystem Restoration, WA</b> —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	0	100,000
<b>Columbia &amp; Lower Willamette (C&amp;LW) below Portland, OR/ Vancouver, WA</b> —Dredge Material Management Plan (DMMP) (funding is anticipated to be moved to O & M account)	0	0	0**	870,000**	0
<b>Hood River Confluence Ecosystem Restorations</b> —Feasibility study (\$500K) Port of Hood River and Confederated Tribes of the Warm Springs plan to co-partner on this study (FY24 work plan \$200K)	200,000	0	0	0	0
<b>Willamette River Environmental Dredging</b> —Pre-construction, engineering & design (PED) (\$940K) funded in FY24	940,000	0	0**	0	0
<b>Columbia River Treaty Implementation</b> —awaiting additional FY25 capability information	0**	4,600,000	0**	4,600,000**	4,600,000

\*The Actual FY2024 includes appropriations, work plan, and IJA funding. \*\*Funding appears in another account. ^CDS/CPF by a Member of Congress



# PNWA SUPPORTED CORPS PROJECTS – FY 2024/2025 AT A GLANCE

**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)	FY2024 Actual*	FY2025 Budget	FY2025 House Committee	FY2025 Senate Committee	PNWA 2025 Request
<b>Everett Harbor and Snohomish River, WA</b> —Includes maintenance dredging, project management, and sediment characterization (\$415K)	3,333,000	3,908,000	3,908,000	4,323,000^	4,323,000
<b>Lake Washington Ship Canal, WA</b> —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)	16,163,000	12,057,000	12,057,000	13,462,000^	13,462,000
<b>Seattle Harbor, WA</b> —Program management, annual condition survey, dredging, env documentation	25,210,000***	6,338,000	6,338,000	6,338,000	6,338,000
<b>Tacoma Harbor, WA</b>	28,863,000***	4,609,000	4,609,000	4,609,000	4,609,000
<b>Olympia Harbor, WA</b>	0	0	0	0	0
<b>Grays Harbor, WA</b> —Inner and outer harbor maintenance dredging, project management, and full North Jetty repair (\$20M) (FY22 IJA \$10.945M)	17,878,000	21,031,000	21,031,000	41,031,000^	41,031,000
<b>Columbia River at the Mouth (MCR), OR/WA</b> —Increase Essayons daily rate (\$1.4M), Sand Is. pile dike repair 5.15 (\$2M), 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)	22,770,000	23,186,000	23,186,000	23,186,000	26,836,000
<b>Columbia &amp; Lower Willamette (C&amp;LW) below Portland, OR/Vancouver, WA</b> —Critical minimum maintenance dredging required for safe navigation. Additional dredging capability (\$5.212M), increase Essayons daily rate (\$2.625M), DMMP env coord (\$1.87M), repair of Miller-Rice Islands pile dikes (\$39M), 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)	73,151,000	68,349,000	69,219,000	69,219,000	120,777,000
<b>Columbia River between The Dalles, OR/Vancouver, WA</b> —Washougal pile dike P&S (\$2.115M) (FY24 work plan env compliance for Washougal pile dike repairs \$200K)	1,231,000	1,033,000	1,033,000	1,033,000	3,148,000
<b>Coos Bay, OR</b> —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)	9,076,000	9,404,000	9,404,000	9,404,000	10,034,000

\*The Actual FY2024 includes appropriations, work plan, and IJA funding \*\*Funding appears in another account. \*\*\* Includes WRRDA Section 2106(c) donor port and HMTF allocation funding. ^CDS/CPF by a Member of Congress



# PNWA SUPPORTED CORPS PROJECTS – FY 2024/2025 AT A GLANCE

**Columbia Snake River System Inland Navigation.** Barging transports over 8.6 million tons of cargo worth \$3 billion annually and handles 20% of U.S. wheat exports. It is the most cost-effective, fuel-efficient, and eco-friendly transportation mode. Note: Our numbers align with the priorities supported by PNWA; The Corps may have additional capabilities for projects not listed. (The FY25 Budget includes funds for Environmental Stewardship, Recreation, and Navigation for Federal dams.)

Operations & Maintenance (O&M)	FY2024 Actual*	FY2025 Budget	FY2025 House Committee	FY2025 Senate Committee	PNWA FY2025 Request
<b>Bonneville Lock &amp; Dam</b> —Navlock #2 d/s & u/s miter gate design report (\$800K), Old navlock #1 u/s stoplogs (\$16.9M), BN1 Fishway Controls (\$125K), 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 IJJA repair spillway gate & pit modernization \$1M, FY24 IJJA update VC exhibits \$300K, spillway gate repair & pit mod B1 w/1% funds, FY24 work plan Bradford Island CERCLA remediation \$25.705M)	40,362,000	25,985,000	25,985,000	25,985,000	48,455,000
<b>The Dalles Lock &amp; Dam</b> —Navlock tainter valves (\$2.5M), spillway gantry crane MMR (\$140K), 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 IJJA fabricate & install tainter valve \$3.025M FY24 IJJA 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)	4,296,000	5,580,000	5,580,000	5,580,000	8,482,000
<b>John Day Lock &amp; Dam</b> —Navlock emergency gate caisson repair & u/s & d/s gate spare parts (\$450K), navlock caisson repair (\$200K), navlock u/s spare parts (\$300K), radio system upgrade (\$21K), NPDES implementation (\$518K), navlock risk mgmt. framework upgrades (\$300K), submersible traveling screen parts (\$168K), S. fish ladder bearing repair (\$1.3M), (IJJA FY22 \$3.168M)	6,212,000	7,961,000	7,961,000	7,961,000	11,218,000
<b>McNary Lock &amp; Dam</b> —Spillway lifting auxiliary beams (\$750K), monolith water stops (\$600K), navlock culvert trash racks (\$750k), wastewater system upgrade (\$750K), levee vegetation env compliance (\$60K), CR Stay fish pump design (\$350K), Cottonwood Cove shoreline stabilization (\$281K), spillway gate repair pit rehab (\$250K), (FY22 IJJA \$22.797M, FY23 IJJA repair sump unwatering system & replace navlock power controls \$21M, FY24 IJJA rehab levee drainage pump stations \$2.5M)	13,321,000	17,029,000	17,029,000	17,029,000	20,820,000
<b>Ice Harbor Lock &amp; Dam</b> —Navlock u/s gate replacement (\$10M), fish ladder weir gate machinery (\$75K), spillway crane & stopgap/bulkhead replacement MMR/plng (\$75K), replace navlock culvert trash racks (\$740K), spillway gate rehab design/plng (\$140K) (FY24 IJJA 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)	25,909,000	5,527,000	5,527,000	5,527,000	16,557,000
<b>Lower Monumental Lock &amp; Dam</b> —Spillway gate rehab (\$100K), tainter valve bulkhead fabrication (\$968K) (*1% funds for floating guidewall cables \$1.4M in FY22, FY22 IJJA \$10.21M, FY24 IJJA replace navlock tainter valve systems \$11.2M)	14,523,000	3,512,000	3,512,000	3,512,000	4,580,000
<b>Little Goose Lock &amp; Dam</b> —(*1% funds for floating guide wall cables \$2.65M in FY22, FY22 IJJA \$2.2M and FY24 IJJA \$11.2M replace navlock tainter valve system)	14,472,000	3,429,000	3,429,000	3,429,000	3,429,000
<b>Lower Granite Lock &amp; Dam</b> —Navlock switch gear (\$3.4M), replace navlock culvert trash racks (\$1.334M), trash sheer boom upgrades (\$10K) (FY22 IJJA \$6.176M, FY23 IJJA timber replacement of U/S floating guide wall \$3.243M, FY24 IJJA replace navlock tainter valve systems \$11.2M and fish pump motors rewind & bearing upgrade \$120K)	15,088,000	8,672,000	8,672,000	8,672,000	13,416,000
<b>Mount St. Helens Sediment Control</b> —Sediment monitoring \$550K moved from construction	954,000	895,000	895,000	895,000	895,000
<b>Howard Hanson Dam</b> —Hydraulic cylinder rehab for regulating gates (\$3.8M) (FY23 IJJA asphalt coating/sealing & security system upgrade \$274K, FY24 work plan relief tunnel drain maintenance \$96.08M)	100,455,000	4,769,000	4,769,000	8,569,000^	8,569,000
<b>Mud Mountain Dam</b> —Phase II tailrace bridge pier repair/replacement (\$1.6M) (FY22 work plan \$34.818M, FY24 work plan tail race bridge repair \$1.325M)	18,666,000	18,813,000	18,813,000	20,413,000^	20,413,000
<b>Columbia River Treaty 2024 Implementation</b> (flood control expires September 2024) ** - awaiting additional FY25 capability information	7,832,000	0	5,389,000	5,389,000	5,389,000

\*The Actual FY2024 includes appropriations, work plan, and IJJA funding. \*\*May be in other agency accounts. ^CDS/CPF by a Member of Congress.



# PNWA SUPPORTED CORPS PROJECTS – FY 2024/2025 AT A GLANCE

**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)	FY2024 Actual*	FY2025 Budget	FY2025 House Committee	FY2025 Senate Committee	PNWA FY2025 Request
<b>OREGON</b>					
<b>Skipanon Channel</b> , (Port of Astoria)—Dredge every 5-7 years ( <i>FY22 work plan \$1.12M</i> )	0	0	0	0	0
<b>Tillamook Bay &amp; Bar</b> (Port of Garibaldi)—Boat Basin pipeline dredging CT (\$1.15M), south jetty construction contract modification (\$12M), ( <i>FY22 IJJA S. jetty head \$41.5M &amp; S. jetty trunk \$20.5M</i> )	800,000	52,000	52,000	52,000	13,202,000
<b>Yaquina Bay &amp; Harbor</b> (Port of Newport)—North & south jetty MMR (\$250K) sign report	4,706,000	5,075,000	5,075,000	5,075,000	5,325,000
<b>Yaquina River</b> (Port of Toledo) —Maintenance dredging RM 2-13 (\$11.835M)	0	0	0	0	11,835,000
<b>Siuslaw River</b> (Port of Siuslaw)	1,099,000	1,189,000	1,189,000	1,189,000	1,189,000
<b>Umpqua River</b> (Port of Umpqua)	1,223,000	1,321,000	1,321,000	1,321,000	1,321,000
<b>Coquille River</b> (Port of Bandon)—Detail design report & begin P&S for North and South Jetties (\$1.3M) and dredge every 7-10 years	578,000	624,000	624,000	624,000	1,924,000
<b>Rogue River</b> (Port of Gold Beach)	1,076,000	1,166,000	1,166,000	1,166,000	1,166,000
<b>Willamette Falls Locks Project</b> —maintained in caretaker status	128,000	97,000	97,000	97,000	97,000
<b>WASHINGTON</b>					
<b>Bellingham Bay, Squalicum Harbor</b> (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	0
<b>Swinomish Channel</b> (Port of Skagit & Port of Anacortes)—Dredge every 5 years, McGlenn Island Jetty repairs (\$980K) ( <i>FY24 work plan McGlenn jetty repairs \$900K</i> )	3,097,000	0	0	980,000^	980,000
<b>Port Townsend</b> (Port of Port Townsend)—Sediment characterization, env documentation for future dredging of the federal channel/marina access lane	185,000	0	0	0	0
<b>Willapa River &amp; Harbor</b> (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	0
<b>Columbia River at Baker Bay</b> (Port of Ilwaco)— ( <i>FY24 work plan Baker Bay pile dike repairs \$21.8M</i> )	1,272,000	1,354,000	1,354,000	1,354,000	1,354,000
<b>Columbia River b/t Chinook &amp; Sand Island</b> (Port of Chinook)—Dredged in FY22 and on 5–7-year cycle	1,373,000	1,409,000	1,409,000	1,409,000	1,409,000
<b>Lake River</b> (Port of Ridgefield)—Dredged in FY21	0	0	0	0	0

\*The Actual FY2024 includes appropriations, work plan, and IJJA funding. ^CDS/CPF by a Member of Congress

