

# PNWA SUPPORTED CORPS PROJECTS – FY 2026 & 2027 AT A GLANCE

The Pacific Northwest Waterways Association (PNWA) is a regional, multi-industry association focusing on 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 are expressed for FY2026 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)	FY2026 Appropriations	FY2026 Work Plan	FY2027 President's Budget	FY2026 Capability	PNWA FY2027 Request
<b>Columbia River Fish Mitigation</b> —FCRPS requirements (\$38.73M), Willamette Valley (\$98.45M), lamprey work (\$7.3M) – projects are annual	56,780,000	TBA	TBA	144,480,000	126,430,000*
<b>Columbia River (MCR) Jetties Rehabilitation</b> —South jetty rehab construction will continue through 2026—North Jetty sustained damage to emergency repairs from 2015 and requires additional repair (\$40M) {Moved to O & M}	0	TBA	TBA	0	0
<b>Columbia River Channel Improvements</b> —Preparations for dredge material disposal and containment berm (\$7.36M)	0	TBA	TBA	0	7,360,000*
<b>Columbia River Turning Basin Navigation Improvements</b> — Construction of turning basin improvements at Longview and Kalama based on Chief's Report (\$16.408M)	1,560,000	TBA	TBA	1,560,000**	16,408,000*
<b>Mount St. Helens Sediment Control</b> —Spillway crest raise funded in FY25, Toutle River fish facility now anticipated in 2027 (sediment monitoring moved to O & M)	0	TBA	TBA	0	0
<b>Howard Hanson Dam</b> —Additional water storage (\$580M)	190,000,000	TBA	TBA	580,000,000	390,000,000*
General Investigations (GI - studies)	FY2026 Appropriations	FY2026 Work Plan	FY2027 President's Budget	FY2026 Capability	PNWA FY2027 Request
<b>Tacoma Harbor</b> —Navigation improvement project, continue pre-construction, engineering, & design (PED) (\$1.9M for PED funded in FY24)	0	TBA	TBA	0	0
<b>Seattle Harbor</b> —Navigation improvement project, continue pre-construction, engineering, & design (PED) (\$2.33M) funded in FY26	2,330,000	TBA	TBA	2,330,000	0
<b>Columbia River Turning Basin Navigation Improvements</b> — PED for Longview and Kalama sites (\$1.56M) ** (Corps capability funds in the Construction account) funded in FY26	1,560,000	TBA	TBA	1,560,000**	0
<b>Columbia River Basin Flood Risk Management Study</b> —Conduct flood risk management study on mainstem of the Columbia River excluding tributaries (\$500K)	0	TBA	TBA	500,000	500,000*
<b>Columbia River Zone 6 Ecosystem Restoration, WA</b> —Feasibility study of aquatic ecosystem restoration of Wind, Klickitat, Hood, Deschutes, Rock Creek, White, Salmon tributary confluences on Washington side of the Columbia River (\$500K)	0	TBA	TBA	500,000	500,000*
<b>Columbia &amp; Lower Willamette (C&amp;LW) below Portland, OR/ Vancouver, WA</b> —Dredge Material Management Plan (DMMP) (funding moved to O & M account)	0	TBA	TBA	0	0
<b>Hood River Confluence Ecosystem Restorations</b> —Feasibility study Port of Hood River and Confederated Tribes of the Warm Springs plan to co-partner on this study (\$500K) funded in FY26	500,000	TBA	TBA	500,000	0
<b>Willamette River Environmental Dredging</b> —(\$940K for PED funded in FY24)	0	TBA	TBA	0	0
<b>Columbia River Treaty Implementation</b> — See O&M account for PNWA FY26 request** (Administration budgets CRT in GI account and Surveillance of the Northern Boundary Waters in O&M and Congress appropriates in O&M account) – project is annual	5,665,000	TBA	TBA	5,665,000	5,665,000*

\*Best estimate as the Corps is prohibited from providing FY27 capability information at this time. \*\*Funding appears in another account. ^CDS/CPF by a Member of Congress



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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)	FY2026 Appropriations	FY2026 Work Plan	FY2027 President's Budget	FY2026 Capability	PNWA 2027 Request
<b>Everett Harbor and Snohomish River, WA</b> —Includes maintenance dredging, project management, and sediment characterization	3,739,000	TBA	TBA	3,739,000	4,000,000*
<b>Lake Washington Ship Canal, WA</b> —Annual maintenance and additional maintenance work (\$4.425M)	11,364,000	TBA	TBA	15,789,000	15,789,000*
<b>Seattle Harbor, WA</b> —(***)Received \$25.21M in 2024) – +8% of HMTF for donor port funding unknown	3,679,000^^	TBA	TBA	3,679,000	TBA
<b>Tacoma Harbor, WA</b> —(***)Received \$28.863M in 2024) - +8% of HMTF for donor port funding unknown	3,936,000^^	TBA	TBA	3,936,000	TBA
<b>Olympia Harbor, WA</b>	0	TBA	TBA	0	0
<b>Grays Harbor, WA</b> —Inner and outer harbor maintenance dredging & project management, and north jetty work continues, Westport breakwater env doc (anticipating construction in 2026), Point Chehalis revetment repair env is being evaluated and timeline TBD – dredging is annual	20,866,000	TBA	TBA	20,866,000	20,866,000*
<b>Columbia River at the Mouth (MCR), OR/WA</b> —Increase daily rate Essayons (\$800K), Clatsop Spit/South Jetty survey re: curb erosion/beneficial use (\$385K), Fort Stevens cultural resource inventory (\$290K), dredging and pump ashore East Sand Is. Hopper contract (\$5.253M), MCR North Jetty repairs Phase 2 (\$40M)	25,159,000	TBA	TBA	71,887,000	71,887,000*
<b>Columbia &amp; Lower Willamette (C&amp;LW) below Portland, OR/Vancouver, WA</b> —Additional dredging (\$7.546M), increase daily rate Essayons (\$1.5M) & Yaquina (\$1.06M), Wahkiakum Ferry channel (\$300K), pile dikes critical repairs Miller-Rice (\$38.554M) & Brookfield (\$2.325M), dredged material placement site design (\$8.262M), Old Mouth Cowlitz sediment quality (\$55K), king pile rebuild for public safety (\$2.931M), additional dredging for USCG anchorage(\$1.307M), Oregon Slough channel (\$628K), Skamokawa Creek channel (\$958K), Westport Slough channel (\$245K), and Willamette River-Albina turning basin (\$15.445M)	72,017,000	TBA	TBA	153,133,000	153,133,000*
<b>Columbia River between The Dalles, OR/Vancouver, WA</b> —Increase daily rate Yaquina (\$120K), Washougal pile dike P&S (\$2.329M), King pile rebuild (\$410K)	1,128,000	TBA	TBA	3,987,000	3,987,000*

\* Best estimate as the Corps is prohibited from providing FY27 capability information at this time. \*\*Funding appears in another account. \*\*\* Includes WRRDA Section 2106(c) donor port and HMTF allocation funding. ^CDS/CPF by a Member of Congress. ^^Includes WRRDA Section 2106(c) donor port funds only – does not include HMTF portion of funds allocated for donor ports. TBA – some information is not known until after the President's FY27 Budget is announced.



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**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 FY26 Budget includes funds for Environmental Stewardship, Recreation, and Navigation for Federal dams.)

Operations & Maintenance (O&M)	FY2026 Appropriations	FY2026 Work Plan	FY2027 President's Budget	FY2026 Capability	PNWA FY2027 Request
<b>Bonneville Lock &amp; Dam</b> —MRR (\$1.763M), Old Navlock Bridge design & construction (\$27M), radio systems upgrade (\$73K)	8,513,000	TBA	TBA	37,349,000	37,349,000*
<b>The Dalles Lock &amp; Dam</b> —Navlock post derrick cranes rehab design-build contract package (\$1M), miter gate analysis (\$300K), tainter valve #1 construction (\$6.5M), spillway gantry crane MMR (\$140K), radio system upgrades (\$41K)	4,472,000	TBA	TBA	12,453,000	12,453,000*
<b>John Day Lock &amp; Dam</b> —Navlock caisson repairs (\$200K), navlock gate spare parts (\$300K), hatchery house window replacement (\$300K), hatchery HVAC system (\$300K), radio system upgrades (\$33K)	7,078,000	TBA	TBA	8,211,000	8,211,000*
<b>McNary Lock &amp; Dam</b> —Spillway crane 6 & 7 replacement (\$14M), fish pump system upgrade (\$500K), spillway gate replacements (145K), machine shop upgrades (\$200K), Cottonwood Cove shoreline stabilization (\$281K), spillway gate repair pit rehab (\$250K), Columbia Point shoreline stabilization (\$140K)	8,185,000	TBA	TBA	23,701,000	23,701,000*
<b>Ice Harbor Lock &amp; Dam</b> —Spillway crane stoplog/bulkhead replacement (\$175K), rehab spillway gates (\$200K), replace fish ladder entrance weir gates hoists (\$1.2M), rehab navlock floating bulkhead stoplog & hoist (\$1.321M), repair navlock d/s lift gate tower elevator (\$6.883M), repair navlock parapet walls (\$1.066M), replace d/s gate tower windows (\$1.383M), replace navlock culvert trash racks (\$687K)	5,635,000	TBA	TBA	18,550,000	18,550,000*
<b>Lower Monumental Lock &amp; Dam</b> —Spillway gates rehab (\$150K), fish collection channel & N. entrance diffuser grating upgrade (\$75K), upgrade primary dewatering structure flow controls (\$25K), nav tainter valve bulkhead fabrication (\$924K), NEPA/EIS gap analysis (\$7K), spillway elevator rehab (\$40K), stilling basin erosion damage repair (\$1.054M), SEIS based on gap analysis (\$18K), u/s nav gate guide replacement (\$1.02M), wastewater treatment system upgrade (\$40K)	3,347,000	TBA	TBA	6,700,000	6,700,000*
<b>Little Goose Lock &amp; Dam</b> —NEPA/EIS gap analysis (\$7K), N. non-overflow elevator rehab (\$40K), repair u/s gate mechanical components (\$564K), replace navlock controls & operator stands (\$7.182M), stilling basin erosion damage repair (\$705K), SEIS for gap analysis (\$18K)	3,426,000	TBA	TBA	11,942,000	11,942,000*
<b>Lower Granite Lock &amp; Dam</b> —Levee pump system upgrades (\$20K), implement channel maintenance alt (\$6.156M), navlock floating bulkhead rehab (\$657K), improve navlock floor slabs (\$436K), replace navlock gate control systems & operator stands (\$6.413K), replace navlock culvert trash racks (\$1.334M), stilling basin erosion repair (\$73K), trash shear boom upgrade (\$10K), u/s nav gate repairs & paint (\$1.488M)	3,964,000	TBA	TBA	20,551,000	20,551,000*
<b>Mount St. Helens Sediment Control</b> —Sediment monitoring (\$80K), Cowlitz water surface gauge, Castle Rock sediment gauge & hydrologic assessment update (\$135K)	1,001,000	TBA	TBA	1,001,000	1,001,000*
<b>Howard Hanson Dam</b> —Rehabilitation of the hydraulic cylinder regulating gates (\$8.461M)	4,961,000	TBA	TBA	13,422,000	13,422,000*
<b>Mud Mountain Dam</b> —Repair tail race bridge and its pier and reline the tunnel (\$11.956M)	7,192,000	TBA	TBA	19,148,000	19,148,000*
<b>Columbia River Treaty 2024 Implementation **</b> —FY2026 Payment to Canada for water year 2027 was secured. Continue FRM payments to Canada escalated annually to the Consumer Price Index which will be known in summer 2026.	40,400,000**	TBA	TBA	40,400,000	40,400,000*
<b>Surveillance of the Northern Boundary Waters OR &amp; WA **</b> —Technical work and modeling (House provided \$5.3M for Oregon and \$365K for Washington)	5,665,000	TBA	TBA	5,665,000	5,665,000*

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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)	FY2026 Appropriations	FY2026 Work Plan	FY2027 President's Budget	FY2026 Capability	PNWA FY2027 Request
<b>OREGON</b>					
<b>Skipanon Channel</b> , (Port of Astoria)—Critical min dredging (\$2.609M) Dredge every 5-7 years	0	TBA	TBA	2,609,000	2,609,000*
<b>Tillamook Bay &amp; Bar</b> (Port of Garibaldi)—Critical min dredging (\$54K), CDIP wave buoy monitoring (\$25K), wave entrance study (\$30K), jetty structure survey (\$180K)	0	TBA	TBA	289,000	289,000*
<b>Yaquina Bay &amp; Harbor</b> (Port of Newport)—Site mgmt & monitoring plan update for ODMDS (\$110K), increase daily rate Yaquina (\$700K), South Beach marina design report & sand removal env docs (\$662K), N & S jetty MMR (\$100K) – annual dredging	5,531,000	TBA	TBA	7,103,000	7,103,000*
<b>Yaquina River</b> (Port of Toledo)—Dredging RM 2-13 down to -13 feet (\$10.454M)	0	TBA	TBA	10,454,000	10,454,000*
<b>Siuslaw River</b> (Port of Siuslaw)—Critical min dredging (\$1.315M), increase daily rate Yaquina (\$160K), jetty structure survey contract (\$180K)	0	TBA	TBA	1,655,000	1,655,000*
<b>Umpqua River</b> (Port of Umpqua)—Critical min dredging (\$1.462M), increase daily rate Yaquina (\$180K)	0	TBA	TBA	1,642,000	1,642,000*
<b>Coquille River</b> (Port of Bandon)—Critical min dredging (\$689K), increase daily rate Yaquina (\$80K) [Bar crossing dredged annually by hopper dredge & cutter head suction pipe dredging in the federal channel inside of the Port's marina every 7-10 years]	667,000	TBA	TBA	769,000	769,000*
<b>Rogue River</b> (Port of Gold Beach)—Critical min dredging (\$1.291M), increase daily rate Yaquina (\$160K)	0	TBA	TBA	1,451,000	1,451,000*
<b>Willamette Falls Locks Project</b> —maintained in caretaker status	72,000	TBA	TBA	72,000	72,000*
<b>WASHINGTON</b>					
<b>Bellingham Bay, Squaticum Harbor</b> (Port of Bellingham)—Dredged in FY20 and dredge every 7-10 years (anticipated env docs in FY25/26 and dredging in FY26-29 but no capability is currently expressed)	0	TBA	TBA	0	0
<b>Ediz Hook</b> (Port of Port Angeles)—Received \$1.545M from IJA in 2022 for revetment repairs and needs beach nourishment. Beach nourishment contract solicitation closed in January 2026.	0	TBA	TBA	0	0*
<b>Swinomish Channel</b> (Port of Skagit & Port of Anacortes)—Dredge every 5 years and evaluating pipeline issues	0	TBA	TBA	0	0
<b>Port Townsend</b> (Port of Port Townsend)	0	TBA	TBA	0	0
<b>Willapa River &amp; Harbor</b> (Port of Willapa Harbor)—Maintenance dredging at Tokeland, Bay Center, and Nahcotta, and project mgmt funded in 2022 and env doc completed 2025. Dredging was anticipated in July 2025 but bid solicitation is being revamped and dredging will be delayed to 2026. Additional dredging (\$5M), sediment characterization for future env doc (\$330K) [2022 remaining funds, FY25 work plan, FY26 PBUD, and increased funds = \$10.8M total] partially funded in FY26	330,000	TBA	TBA	5,330,000	5,000,000*
<b>Columbia River at Baker Bay</b> (Port of Ilwaco)—Critical min dredging (\$1.489M), sediment quality sampling (\$85K)	0	TBA	TBA	1,574,000	1,574,000*
<b>Columbia River b/t Chinook &amp; Sand Island</b> (Port of Chinook)—Critical min dredging (\$1.489M) Dredged in FY22 and on 5–7-year cycle	0	TBA	TBA	1,489,000	1,489,000*
<b>Lake River</b> (Port of Ridgefield)—Dredged in FY21	0	TBA	TBA	0	0

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