



Nor'wester newsletter

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Great news for Northwest navigation in FY2019 Corps workplan

Today, the U.S. Army Corps of Engineers released their [FY2019 workplan](#). As Nor'wester readers will remember, the Corps was required to develop this workplan for additional funding provided in the FY2019 Energy & Water Development bill. PNWA's advocacy efforts over the last year have been closely focused on increasing funding for our regional navigation projects, and we are so pleased to report that they did extremely well in this year's workplan.

PNWA supported projects received an additional \$60.586M in the workplan for a total of over \$283M in FY2019. Details, including project level funding, can be found [here](#). Highlights of both the workplan and overall F2019 funding are as follows:

	FY2019 President's Budget	Additional Workplan Funding	Total FY2019 Funding
Construction Account			
Columbia River Fish Mitigation	\$46,000,000	\$0	\$46,000,000
Columbia River (MCR) Jetties Rehab	\$28,000,000	\$0	\$28,000,000
General Investigations Account			

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Tacoma Harbor deepening study	\$0	\$1,000,000	\$1,000,000
Operations & Maintenance			
Everett Harbor (Port of Everett)	\$1,980,000	\$700,000	\$2,680,000
Lake Washington Ship Canal	\$8,066,000	\$2,937,000	\$11,003,000
Seattle Harbor	\$1,816,000	\$3,482,000	\$4,950,000
Tacoma Harbor	\$15,000	\$2,744,000	\$2,759,000
Grays Harbor (Port of Grays Harbor)	\$11,237,000	\$3,555,000	\$14,792,000
Columbia River at the Mouth	\$23,535,000	\$960,000	\$24,495,000
Lower Columbia River	\$47,220,000	\$16,844,000	\$64,064,000
Columbia River between Vancouver & The Dalles	\$881,000	\$3,381,000	\$4,262,000
Coos Bay (Port of Coos Bay)	\$6,958,000	\$9,727,000	\$16,685,000
Bonneville Lock & Dam	\$8,000,000	\$925,000	\$8,925,000
The Dalles Lock & Dam	\$3,274,000	\$0	\$3,274,000
John Day Lock & Dam	\$5,688,400	\$0	\$5,688,400
McNary Lock & Dam	\$9,623,000	\$0	\$9,623,000
Ice Harbor Lock & Dam	\$5,075,000	\$60,000	\$5,135,000
Lower Monumental Lock & Dam	\$3,430,000	\$25,000	\$3,455,000
Little Goose Lock & Dam	\$3,506,000	\$0	\$3,506,000
Lower Granite Lock & Dam	\$4,347,000	\$0	\$4,347,000
Skipanon Channel (Port of Astoria)	\$5,000	\$1,308,000	\$1,313,000
Tillamook Bay & Bar (Port of Garibaldi)	\$5,000	\$1,658,000	\$1,663,000
Yaquina Bay & Harbor (Port of Newport)	\$3,080,000	\$975,000	\$4,055,000
Siuslaw River (Port of Siuslaw)	\$10,000	\$1,098,000	\$1,108,000
Umpqua River (Port of Umpqua)	\$939,000	\$954,000	\$1,893,000
Coquille River (Port of Bandon)	\$26,000	\$411,000	\$437,000
Rogue River (Port of Gold Beach)	\$5,000	\$963,000	\$968,000
Willamette Falls Locks	\$161,000	\$500,000	\$661,000
Bellingham Bay, Squalicum Harbor (Port of Bellingham)	\$2,000	\$5,145,000	\$5,147,000

Swinomish Channel (Ports of Anacortes/Skagit)	\$2,000	\$0	\$2,000
Willapa Harbor (Port of Willapa Harbor)	\$44,000	\$0	\$44,000
Columbia River at Baker Bay (Port of Ilwaco)	\$5,000	\$1,234,000	\$1,239,000
Columbia River b/t Chinook & Sand Island (Port of Chinook)	\$1,000	\$0	\$1,000

PNWA is extremely grateful for the support we received on these projects. We sincerely thank our Northwest Congressional delegation and their staffs for their support of navigation in our region, and their efforts to increase funding for our projects this year. We also thank the Administration for their support of our region, and providing these critical dollars needed to ensure continued efficient waterborne transportation in the Northwest. We will be talking with the Portland, Seattle and Walla Walla Districts of the Corps to fully understand these numbers, and to refine our requests as we look ahead to FY2020.

For more information, contact [Heather Stebbings](#).





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