

PNWA SUPPORTED CORPS PROJECTS - FY2017/FY2018/FY2019 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.

PNWA's request numbers are a reflection of estimated capabilities from the Portland, Walla Walla, and Seattle Corps Districts. The capability level is the Corps estimate for the most that it could obligate efficiently during that fiscal year. Our numbers reflect the most critical needs at the projects; however, the Corps may have additional capabilities available.

Construction (CG)	Total FY2017 Funding	Total FY2018 Funding	FY2019 President's Budget	Additional Workplan Funding	Total FY2019 Funding
Columbia River Fish Mitigation	70,300,000	70,000,000	46,000,000	0	46,000,000
Columbia River (MCR) Jetties Rehabilitation	21,900,000	11,000,000	28,000,000	0	28,000,000
General Investigations (GI - studies)	Total FY2017 Funding	Total FY2018 Funding	FY2019 President's Budget	Additional Workplan Funding	Total FY2019 Funding
Seattle Harbor channel deepening study PED funding (\$1M)	500,000	**	0	0	0
Tacoma Harbor channel deepening study	0	500,000	0	1,000,000	1,000,000
Mill Creek Channel, WA (Port of Walla Walla) Flood damage reduction study	0	500,000	0	0	0

** No funding needed, PNWA is seeking authorization for this project in WRDA 2018

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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.

Operations & Maintenance (O&M)	Total FY2017 Funding	Total FY2018 Funding	FY2019 President's Budget	Additional Workplan Funding	Total FY2019 Funding
Everett Harbor and Snohomish River, WA Maintenance dredging - navigation channel and lower settling basin (\$700K)	2,438,000	2,281,000	1,980,000	700,000	2,680,000
Lake Washington Ship Canal, WA Priorities include \$1.36 million for critical non-routine maintenance as follows: Gate #2 rehab design (\$276K), Small lock emergency system design (\$315K), Small lock machinery design (\$455K), Saltwater drain intake design (\$314K)	15,604,000	23,019,000	8,066,000	2,937,000	11,003,000
Seattle Harbor, WA Duwamish maintenance dredging (\$700K), Donor port funding (\$2.782M)	3,505,000**	2,615,000**	1,816,000	3,482,000**	4,950,000**
Tacoma Harbor, WA Donor port funding (\$2.744M)	1,637,000**	2,200,000**	15,000	2,744,000**	2,759,000**
Grays Harbor, WA Breach fill (\$1.715M), North jetty repairs (\$300K), Westhaven breakwater "A" repair (\$1.065M), LTMS Engineering/Design (\$475K)	13,334,000	15,965,000	11,237,000	3,555,000	14,792,000
Columbia River at the Mouth (MCR), OR/WA South Jetty dune revetment repair (\$760K), Sand Island pile dike DDR (\$200K)	18,118,000	24,381,000	23,535,000	960,000	24,495,000
Columbia & Lower Willamette below Vancouver & Portland (C&LW), OR/WA Additional maintenance dredging (\$8M), DMMP (\$500K), Cottonwood pile dike MMR (\$550K), King pile safety repairs (\$3.928M), Regional Sediment Management Plan (\$75K), Longview turning basin maintenance (\$250K), Astoria turning basin maintenance (\$400K), Tongue Point sampling (\$537K), Albina Turning Basin dredging prep (\$1.195M), Westport Slough maintenance (\$1.552M), Miller Rice pile dikes (\$500K), Skamokawa pile dikes (\$500K), Old Mouth of the Cowlitz dredging (\$1.289M)	42,804,000	53,267,000	47,220,000	16,844,000	64,064,000
Columbia River between Vancouver & The Dalles, OR/WA Maintenance dredging (\$86K), King pile safety repairs (\$1.568M), Oregon Slough maintenance (\$1.227M), Washougal pile dike evaluation and design (\$500K)	200,000	1,246,000	881,000	3,381,000	4,262,000
Coos Bay, OR Entrance bar and lower river maintenance dredging (\$480K), Dredging for RM 12-15 (\$9.247M)	6,978,000	10,710,000	6,958,000	9,727,000	16,685,000

** 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 9 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.

Operations & Maintenance (O&M)	Total FY2017 Funding	Total FY2018 Funding	FY2019 President's Budget	Additional Workplan Funding	Total FY2019 Funding
Bonneville Lock & Dam	8,696,000	10,241,000	8,000,000	925,000	8,925,000
The Dalles Lock & Dam	4,367,000	3,776,000	3,274,000	0	3,274,000
John Day Lock & Dam	4,901,000	5,762,000	5,688,400	0	5,688,400
McNary Lock & Dam	8,309,000	13,042,000	9,623,000	0	9,623,000
Ice Harbor Lock & Dam	4,760,000	5,661,000	5,075,000	60,000	5,135,000
Lower Monumental Lock & Dam	2,860,000	3,636,000	3,430,000	25,000	3,455,000
Little Goose Lock & Dam	2,741,000	2,836,000	3,506,000	0	3,506,000
Lower Granite Lock & Dam	3,218,000	5,484,000	4,347,000	0	4,347,000

Note: PNWA advocates for project needs directly related to navigation. The Corps may have additional capabilities for each project related to their other mission areas, which are not reflected on our document.

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PNWA Member 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 significant percentage of the local community.

Operations & Maintenance (O&M)	Total FY2017 Funding	Total FY2018 Funding	FY2019 President's Budget	Additional Workplan Funding	Total FY2019 Funding
<u>OREGON</u>					
Skipanon Channel, OR (Port of Astoria) Maintenance dredging (\$1.308M)	0**	123,000	5,000	1,308,000	1,313,000
Tillamook Bay & Bar (Port of Garibaldi) Maintenance dredging (\$1.018M), S. Jetty P&S (\$355K), S. Jetty DDR (\$265K), routine dredging support (\$20K)	28,000	30,000	5,000	1,658,000	1,663,000
Yaquina Bay & Harbor, OR (Port of Newport) Maintenance dredging (\$975K)	3,699,000	3,096,000	3,080,000	975,000	4,055,000
Yaquina River (Port of Toledo)	0	0	0	0	0
Siuslaw River (Port of Siuslaw) Annual maintenance dredging (\$818K), sediment study (\$150K), Survey to support future jetty repairs (\$130K)	746,000	837,000	10,000	1,098,000	1,108,000
Umpqua River (Port of Umpqua) Clamshell dredging at Winchester Boat Basin entrance (\$954K)	0	1,326,000	939,000	954,000	1,893,000
Coquille River (Port of Bandon) Annual maintenance dredging (\$411K)	467,000	453,000	26,000	411,000	437,000
Rogue River (Port of Gold Beach) Annual maintenance dredging (\$963K)	1,473,000	809,000	5,000	963,000	968,000
Willamette Falls Locks Design report for disposition (\$500K), Dam safety assessment (\$100K)	63,000	64,000	161,000	500,000	661,000
<u>WASHINGTON</u>					
Bellingham Bay, Squalicum Harbor (Port of Bellingham) Maintenance dredging (\$5.115M), condition surveys (\$30K)	150,000	30,000	2,000	5,145,000	5,147,000
Swinomish Channel (Port of Skagit & Port of Anacortes)	751,000	2,418,000	2,000	0	2,000
Willapa River & Harbor (Port of Willapa Harbor) Sediment characterization (\$290K)	90,000	290,000	44,000	0	44,000
Columbia River at Baker Bay (Port of Ilwaco) Maintenance dredging (\$973M), Pile dike design report (\$261K)	2,459,000	1,809,000	5,000	1,234,000	1,239,000
Columbia River b/t Chinook & Sand Island (Port of Chinook)	1,200,000	0**	1,000	0	1,000
Lake River, WA (Port of Ridgefield) Environmental compliance for future dredging (\$250K)	0	138,000	0	0	0