

PNWA SUPPORTED CORPS PROJECTS - FY2019/FY2020/FY2021 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 needs” reflect additional, estimated capabilities from the Portland, Walla Walla, and Seattle Corps Districts which were expressed for FY2021. 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) | FY2019 Workplan | FY2020 Workplan | FY2021 Budget | Additional Capability | PNWA FY2021 Request |
|---|-----------------|-----------------|---------------|-----------------------|---------------------|
| Columbia River Fish Mitigation Columbia River FCRPS requirements(\$20K), Willamette Valley projects (\$5.783M), lamprey passage work is fully funded through FY23 | 46,000,000 | 41,602,000 | 15,377,000 | 5,803,000 | 21,180,000 |
| Columbia River (MCR) Jetties Rehabilitation South jetty rehab construction fully funded through FY23 | 28,000,000 | 36,000,000 | 119,003,000 | 0 | 119,003,000 |
| Mount St. Helens Sediment Control Sediment monitoring (\$370K), first spillway raise DDR (\$500K) and P&S (\$400K), Toutle River Fish Facility EDR (\$2.765M), Deer Creek Release Site DDR & P&S (\$200K) | 0 | 0 | 0 | 4,235,000 | 4,235,000 |
| General Investigations (GI - studies) | FY2019 Workplan | FY2020 Workplan | FY2021 Budget | Additional Capability | PNWA FY2021 Request |
| Seattle Harbor channel deepening study Planning, engineering & design (PED) funding (\$1M) with additional funding to initiate and complete PED phase in FY20 | 0 | 1,670,000 | 0 | 0 | 0 |
| Tacoma Harbor channel deepening study | 1,000,000 | ** | 0 | 0 | 0 |
| Willamette River, OR environmental dredging Initiate pre-construction, engineering & design (PED) (\$732K) | | | 732,000 | 0 | 732,000 |

** No funding needed at this time.

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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) | FY2019 Workplan | FY2020 Workplan | FY2021 Budget | Additional Capabilities | PNWA FY2021 Request |
|---|-----------------|-----------------|---------------|-------------------------|---------------------|
| Everett Harbor and Snohomish River, WA FY19 funds were used so secondary maintenance dredging was not required. | 2,680,000 | 1,337,000 | 2,228,000 | 0 | 2,228,000 |
| Lake Washington Ship Canal, WA Large lock center gate construction (\$14.4M), Stoney Gate valve construction oversight (\$370K), security camera upgrade (\$1.7M), Montlake wall repair (\$358K), repair Fremont Cut sinkholes (\$500K), (FY21 has recreation, env/nat res/nav) | 11,003,000 | 9,319,000 | 9,279,000 | 19,194,000 | 28,473,000 |
| Seattle Harbor, WA Program management, annual condition survey; FY20 workplan funds reflect Donor & Energy Transfer Port monies | 5,298,000** | 2,782,000** | 1,918,000 | 0 | 1,918,000 |
| Tacoma Harbor, WA FY20 workplan funds reflect Donor & Energy Transfer Port monies | 2,759,000** | 2,744,000** | 0 | 0 | 0 |
| Olympia Harbor, WA Real estate | | 0 | 0 | 0 | 0 |
| Grays Harbor, WA Essayons contract for inner and outer harbor maintenance dredging | 14,792,000 | 7,828,000 | 11,789,000 | 0 | 11,789,000 |
| Columbia River at the Mouth (MCR), OR/WA Sand Island pile dike construction Phase 1 (\$21.7M), Phase 2 (\$5.5M), Phase 3 (\$12.1M), Phase 4 (\$11.9M), Phase 5 (\$16.7M) - need to work through environmental documentation before seeking funds for pile dike construction, so not included at this time | 24,495,000 | 23,759,000 | 19,054,000 | 67,900,000 | 86,954,000 |
| Columbia & Lower Willamette below Vancouver & Portland (C&LW), OR/WA Cottonwood Island pile dikes (\$250K), additional dredging capability (\$5.1M), regional sediment management (RSM) (\$145K), Longview turning basin (\$134K), Old Mouth of the Cowlitz dredging (\$329K), DMMP environmental coordination(\$1.87M), Miller Rice pile dikes (\$250K), Skamokawa pile dikes at Price Island (\$250K) | 64,064,000 | 54,876,000 | 52,662,000 | 8,328,000 | 60,990,000 |
| Columbia River between Vancouver & The Dalles, OR/WA Washougal pile dike repairs (\$250K) | 4,262,000 | 1,057,000 | 1,001,000 | 250,000 | 1,251,000 |
| Coos Bay, OR Critical maintenance dredging (\$7.349M) and ESA habitat maintenance (\$175K) in PBUD, North jetty major maintenance (\$650K), North Jetty head construction (\$34M) | 16,685,000 | 12,802,000 | 7,524,000 | 34,650,000 | 42,174,000 |

** 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 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.

| Operations & Maintenance (O&M) | FY2019 Workplan | FY2020 Workplan | FY2021 Budget | Additional Capability | PNWA FY2021 Request |
|---|-----------------|-----------------|---------------|-----------------------|---------------------|
| Bonneville Lock & Dam Navlock 1 Miter Gate inspection (\$634K) in FY20 workplan, Spillway North Viaduct Bridge P&S (\$500K), Spillway gate repair (\$1.045M), Spillway crane (\$750K), Old Navlock Bridge (\$500K) EDR in FY19 and P&S in FY20 workplan | 8,925,000 | 9,281,000 | 7,536,000 | 2,295,000 | 9,831,000 |
| The Dalles Lock & Dam Navlock tainter valves DDR (\$400K) in FY20 workplan, fish mitigation (\$45K) | 3,274,000 | 4,007,000 | 4,227,000 | 45,000 | 4,272,000 |
| John Day Lock & Dam Navlock bearing shoe repair (\$2.3M), Fish mitigation requirements (\$2.525M) was included in FY21 PBUD | 5,688,400 | 6,364,000 | 6,451,000 | 2,300,000 | 8,751,000 |
| McNary Lock & Dam 2nd Derrick Crane (\$8.9M), gudgeon anchors/quoins (\$8M) | 9,623,000 | 10,482,000 | 15,921,000 | 16,900,000 | 32,821,000 |
| Ice Harbor Lock & Dam Coffer Cell #4 (\$389K) | 5,135,000 | 7,088,000 | 4,627,000 | 0 | 0 |
| Lower Monumental Lock & Dam | 3,455,000 | 2,969,000 | 2,769,000 | 0 | 0 |
| Little Goose Lock & Dam U/S Gate Hoist Machinery(\$288K), Gate Controls and Op Stands (\$549K), U/S Guidewall (\$1.7M) | 3,506,000 | 4,523,000 | 2,687,000 | 0 | 0 |
| Lower Granite Lock & Dam Gate Controls and Op Stands (\$484K) | 4,347,000 | 3,402,000 | 3,458,000 | 0 | 0 |
| Mount St. Helens Sediment Control O&M Retaining wall stability evaluation (\$75K) and O&M (\$298K) | 135,000 | 266,000 | 373,000 | 0 | 373,000 |

Note: PNWA advocates for project needs directly related to navigation and ecosystem restoration. 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) | FY2019 Workplan | FY2020 Workplan | FY2021 Budget | Additional Capability | PNWA FY2021 Request |
|--|-----------------|-----------------|---------------|-----------------------|---------------------|
| OREGON | | | | | |
| Skipanon Channel, OR (Port of Astoria) Channel does not require dredging in FY21 | 1,313,000 | 3,000 | 0 | 0 | 0 |
| Tillamook Bay & Bar (Port of Garibaldi) Dredging (\$104K), new near shore disposal site (\$269K), South Jetty Head construction (\$34.46M), | 1,663,000 | 25,000 | 0 | 34,833,000 | 34,833,000 |
| Yaquina Bay & Harbor, OR (Port of Newport) South Beach East & West breakwater major maintenance report (\$725K) will use FY19 funds to complete | 4,055,000 | 4,075,000 | 4,095,000 | 0 | 4,095,000 |
| Yaquina River (Port of Toledo) Depoe Slough dredging and pre & post-surveys (\$2.871M) | 0 | 158,000 | 0 | 2,871,000 | 2,871,000 |
| Siuslaw River (Port of Siuslaw) Ocean disposal site management/monitoring plan funded in FY20 workplan, critical dredging (\$960K) | 1,108,000 | 3,424,000 | 15,000 | 960,000 | 975,000 |
| Umpqua River (Port of Umpqua) | 1,893,000 | 1,099,000 | 1,074,000 | 0 | 1,074,000 |
| Coquille River (Port of Bandon) Dredging Coquille entrance (\$563K) | 437,000 | 1,221,000 | 563,000 | 0 | 563,000 |
| Rogue River (Port of Gold Beach) Disposal study (\$247K) funded in FY20 workplan, boat basin dredging (\$5M), critical dredging (\$967K) | 968,000 | 1,189,000 | 116,000 | 5,967,000 | 6,083,000 |
| Willamette Falls Locks Disposition improvements recommendation measures, P&S (\$3M) | 661,000 | 365,000 | 65,000 | 3,000,000 | 3,065,000 |
| WASHINGTON | | | | | |
| Bellingham Bay, Squilicum Harbor (Port of Bellingham) Channel does not require dredging in FY2021 | 5,147,000 | 0 | 0 | 0 | 0 |
| Swinomish Channel (Port of Skagit & Port of Anacortes) Channel does not require dredging in FY2021 | 2,000 | 0 | 0 | 0 | 0 |
| Willapa River & Harbor (Port of Willapa Harbor) Environmental documentation for Nahcotta, Bay Center, and Tokeland will be completed with FY19 funds | 44,000 | 440,000 | 0 | 0 | 0 |
| Columbia River at Baker Bay (Port of Ilwaco) Dredging (\$906K), Baker Bay pile dike DDR in FY20, RE/P&S/VE in FY21 (\$770K), construction FY22 | 1,239,000 | 1,828,000 | 906,000 | 770,000 | 1,676,000 |
| Columbia River b/t Chinook & Sand Island (Port of Chinook) Maintenance dredging (\$1.494M) - Channel does not require dredging in FY21 | 1,000 | 1,494,000 | 0 | 0 | 0 |
| Lake River, WA (Port of Ridgefield) Navigation channel dredging with clamshell (\$358K) | 0 | 150,000 | 0 | 358,000 | 358,000 |