

# PNWA SUPPORTED CORPS PROJECTS - FY2022/FY2023 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" reflect additional, estimated capabilities from the Portland, Walla Walla, and Seattle Corps Districts which will be expressed for FY2023 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 reflect priorities supported by PNWA; the Corps may have additional capabilities for other activities at certain projects.

Construction (CG)	FY2022 Actual*	FY2023 Budget	FY2023 IIJA Spend plan	Additional Capability	PNWA FY2023 Request	FY2023 Omnibus	FY2023 Workplan
<b>Columbia River Fish Mitigation</b> FCRPS requirements (\$1.965M), Willamette River Fish Mitigation research, Foster adult fish facility corrections, Dexter adult fish facility work, Big Cliff total dissolved gas modification, Green Peter injunction power supply (\$28.61M), NWW (\$1.25M), lamprey funded through FY23, (FY22 IIJA \$36.016M)	74,391,000	29,175,000	0	24,225,000	53,400,000	29,175,000	18,225,000
<b>Columbia River (MCR) Jetties Rehabilitation</b> South jetty rehab construction completion (funded in FY22)	25,609,000	0	0	0	0	0	0
<b>Columbia River Channel Improvements, OR &amp; WA</b> Prepare and construct Vik property for use as a disposal site	0	0	0	6,900,000	6,900,000	4,000,000	0
<b>Mount St. Helens Sediment Control</b> Toutle River fish facility P&S	29,749,000	3,000,000	0	1,500,000	4,500,000	3,000,000	1,500,000
<b>Willamette Falls River at Willamette Falls (Willamette Falls Locks)</b> Disposition improvements, recommendation measures (funded in FY22)	6,200,000	0	0	0	0	0	0
<b>Howard Hanson Dam</b> Complete PED & initiate construction— (FY22 IIJA Amended to include \$220M)	220,000,000	0	0	0	0	0	0
<b>Mud Mountain Dam, WA (Fish Passage Facility)</b> Ongoing S&A/Construction management (\$5M), payment of Request for Equitable Adjustment (REA) (\$7M) (FY22 work plan \$34.818M)	34,818,000	0	0	In process	In process	0	0
General Investigations (GI - studies)	FY2022 Actual*	FY2023 Budget	FY2023 IIJA Spend Plan	Additional Capability	PNWA FY2023 Request	FY2023 Omnibus	FY2023 Workplan
<b>Tacoma Harbor, WA</b> Navigation improvement project	0	0	0	0	1,500,000	1,500,000	0
<b>Willamette River, OR environmental dredging</b> Initiate pre-construction, engineering & design (PED) (\$374K)	732,000	0	0	374,000	374,000	374,000	0
<b>Columbia River Turning Basin Navigation Improvements Feasibility Study</b> 204(f) Study with Port of Kalama & Port of Longview	200,000	0	0	900,000	900,000	900,000	0

\*The FY2022 Actual includes appropriations, work plan, and FY2022 IIJA funding.

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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)	FY2022 Actual*	FY2023 Budget	FY2023 IIJA Spend Plan	Additional Capabilities	PNWA FY2023 Request	FY2023 Omnibus	FY2023 Workplan
<b>Everett Harbor and Snohomish River, WA</b> Includes maintenance dredging, project management, and sediment characterization	2,513,000	3,110,000	0	0	3,110,000	3,110,000	0
<b>Lake Washington Ship Canal, WA</b> Second maintenance package, generator/electrical upgrades, BiOp implementation, and ArcFlash Update (FY22 IIJA \$10.8M)	21,999,000	10,564,000	0	1,070,000	11,634,000	10,564,000	1,070,000
<b>Seattle Harbor, WA</b> Program management, annual condition survey, dredging, env documentation	3,159,000**	1,985,000	0	0	1,985,000	1,985,000	2,714,000
<b>Tacoma Harbor, WA</b>	2,744,280**	0	0	0	0	0	3,364,000
<b>Olympia Harbor, WA</b>	0	0	0	0	0	0	0
<b>Grays Harbor, WA</b> Inner and outer harbor maintenance dredging, project management, and North Jetty partial repair (FY22 IIJA \$10.945M)	29,976,000	17,910,000	0	0	17,910,000	17,910,000	0
<b>Columbia River at the Mouth (MCR), OR/WA</b> (FY22 work plan \$24.437M, FY23 IIJA Procurement, engineering during construction and S&A for the Sand Island pile dike 5.15 construction \$10.3M)	65,498,000	20,687,000	10,300,000	0	30,987,000	20,687,000	0
<b>Columbia &amp; Lower Willamette below Vancouver &amp; Portland (C&amp;LW), OR/WA***</b> (FY23 IIJA includes additional dredging \$6.241M)	69,284,000	79,226,000	6,241,000	0	78,037,000	73,646,000	41,000,000
<b>Columbia River between Vancouver &amp; The Dalles, OR/WA</b>	1,117,000	1,129,000	0	0	1,129,000	1,129,000	0
<b>Coos Bay, OR</b> Dredging RM 12-15 (\$10.528M) (North Jetty Root & Trunk \$32.72M funded in FY22 disaster relief supplemental appropriations and \$6.889M major rehabilitation funded in FY22 omnibus)	14,840,000	8,048,000	0	10,528,000	18,576,000	18,576,000	0

\*The FY2022 Actual includes appropriations, work plan, and FY2022 IIJA funding. \*\* Includes WRRDA Section 2106 donor port funding. \*\*\* Corps received funding from both the President's Budget (PBud) and IIJA so the need was reduced from the President's Budget resulting in a request less than PBud.

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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.

Note: PNWA advocates for project needs directly related to navigation and ecosystem restoration. The Corps may have additional capabilities for each project related to other mission areas, which are not reflected on our document. (FY23 Budget includes funding for Environmental Stewardship, Recreation, and Navigation for the Federal dams). \*The FY2022 Actual includes appropriations, work plan, and FY2022 IIJA funding.

Operations & Maintenance (O&M)	FY2022 Actual*	FY2023 Budget	FY2023 IIJA Spend Plan	Additional Capability	PNWA FY2023 Request	FY2023 Omnibus	FY2023 Workplan
<b>Bonneville Lock &amp; Dam</b> —Bradford Is. CERCLA docs & P&S (\$600K), MRR (\$500K), rock removal (\$500K) (FY22 work plan \$4.45M, FY23 IIJA repair spillway gate & service pit modernization \$1M)	14,031,000	8,900,000	1,000,000	1,600,000	11,500,000	8,900,000	1,100,000
<b>The Dalles Lock &amp; Dam</b> —MRR (\$280K) (FY23 IIJA fabricate & install tainter valve \$3.025M)	4,047,000	5,353,000	3,025,000	280,000	8,658,000	5,353,000	0
<b>John Day Lock &amp; Dam</b> —STS Crane contract award (\$960K) (IIJA FY22 \$3.168M)	9,468,000	7,533,000	0	960,000	8,493,000	8,493,000	0
<b>McNary Lock &amp; Dam</b> —Spillway gate repair pit (\$60K), (FY22 IIJA \$22.797M, FY23 IIJA repair sump unwatering system & replace navlock power controls \$21M)	37,780,000	14,362,000	21,000,000	60,000	35,422,000	14,362,000	0
<b>Ice Harbor Lock &amp; Dam</b> —U/s navlock tainter gate & machinery (\$3.447M), Spillway 1 leak investigation (\$143K) (FY23 IIJA repair coffer cell #4 \$412K)	5,355,000	23,485,000	412,000	3,590,000	27,423,000	23,485,000	0
<b>Lower Monumental Lock &amp; Dam</b> —Adult collection channel/diffuser grating upgrade (\$42K), (*1% funds for floating guidewall cables \$1.4M in FY22) (FY22 IIJA \$10.21M)	13,305,000	10,494,000 (9,094,000)*	0	42,000	9,136,000	9,094,000	1,700,000
<b>Little Goose Lock &amp; Dam</b> —(*1% funds for floating guidewall cables \$2.65M in FY22) (FY22 IIJA 2.2M)	5,333,000	13,948,000 (11,298,000)*	0	0	11,298,000	11,298,000	0
<b>Lower Granite Lock &amp; Dam</b> —Trash shear boom upgrade(\$10K), (FY22 IIJA \$6.176M, FY23 IIJA timber replacement of U/S floating guidewall \$3.243M)	9,735,000	15,061,000	3,243,000	10,000	18,314,000	15,061,000	0
<b>Mount St. Helens Sediment Control</b> —Sediment monitoring (\$160K)	918,000	696,000	0	160,000	856,000	856,000	0
<b>Howard Hanson Dam, WA</b> (FY23 IIJA asphalt coating/sealing & security system upgrade \$274K)	9,065,000	5,251,000	274,000	In process	5,525,000	5,251,000	0
<b>Mud Mountain Dam, WA</b>	13,049,000	8,861,000	0	In process	8,861,000	8,861,000	0
<b>Columbia River Treaty 2024 Implementation</b> (flood control expires in 2024)**	10,403,000	10,350,000	0	0	10,417,000	557,000**	0

\*The FY2022 Actual includes appropriations, work plan, and FY2022 IIJA funding. \*\*Additional funding may be in other agency program accounts.

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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)	FY2022 Actual*	FY2023 Budget	FY2023 IIJA Spend Plan	Additional Capability	PNWA FY2023 Request	FY2023 Omnibus	FY2023 Workplan
<b><u>OREGON</u></b>							
<b>Skipanon Channel, OR (Port of Astoria)</b> Dredge every 5-7 years CWA and ESA/NEPA sediment sampling (\$50K) (FY22 work plan \$1.12M)	1,120,000	9,000	0	50,000	59,000	59,000	0
<b>Tillamook Bay &amp; Bar (Port of Garibaldi)</b> Nearshore beneficial use site assessment (\$330K), wave buoy eval (\$250K) (FY22 IIJA S. jetty head \$41.5M & S. jetty trunk \$20.5M)	62,172,000	59,000	0	580,000	639,000	389,000	250,000
<b>Yaquina Bay &amp; Harbor, OR (Port of Newport)</b>	4,572,000	4,529,000	0	0	4,529,000	4,529,000	0
<b>Yaquina River (Port of Toledo)</b> Dredging (\$2.249M)	0	47,000	0	2,249,000	2,296,000	47,000	2,249,000
<b>Siuslaw River (Port of Siuslaw)</b>	1,049,000	1,059,000	0	0	1,059,000	1,059,000	0
<b>Umpqua River (Port of Umpqua)</b> South Coast clamshell contract for Winchester Boat Basin entrance (\$452K), MMR (\$250K)	1,183,000	1,278,000	0	702,000	1,980,000	1,980,000	0
<b>Coquille River (Port of Bandon)</b> Jetty evaluation surveys (\$70K), MMR (\$250K)	619,000	574,000	0	320,000	894,000	894,000	0
<b>Rogue River (Port of Gold Beach)</b>	2,781,000	1,531,000	0	0	1,531,000	1,531,000	0
<b>Willamette Falls Locks</b> Project maintained in caretaker status	80,000	176,000	0	0	176,000	176,000	0
<b><u>WASHINGTON</u></b>							
<b>Bellingham Bay, Squalicum Harbor (Port of Bellingham)</b> Dredge every 10 years	0	0	0	0	0	0	0
<b>Swinomish Channel (Port of Skagit &amp; Port of Anacortes)</b> Dredge every 5 years, dredging, sediment characterization, env documentation	0	1,857,000	0	0	1,857,000	1,857,000	0
<b>Port Townsend (Port of Port Townsend)</b> Sediment characterization, env documentation for future dredging of the federal channel/marina access lane	0	315,000	0	0	315,000	315,000	0
<b>Willapa River &amp; Harbor (Port of Willapa Harbor)</b> Maintenance dredging at Tokeland, Bay Center, and Nahcotta, and project management	2,290,000	0	0	0	0	0	0
<b>Columbia River at Baker Bay (Port of Ilwaco)</b> Pile dike P&S (\$125K), pile dike construction (\$21M)	849,000	1,249,000	0	21,125,000	22,374,000	1,249,000	125,000
<b>Columbia River b/t Chinook &amp; Sand Island (Port of Chinook)</b> Dredged in FY22 instead, only \$7K needed in FY23 for O&M	1,894,000	1,209,000	0	0	7,000	7,000	0
<b>Lake River, WA (Port of Ridgefield)</b> Dredged in FY21, no additional FY23 needs	0	0	0	0	0	0	0

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