INVESTIGATIONS

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INVESTIGATIONS

FOOTNOTES:

1/ This study is funded in Disposition of Completed Projects. The justification materials for Disposition of Completed Projects are located in the Remaining Items section.

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APPROPRIATION TITLE: Investigations, Fiscal Year 2026

PRECONSTRUCTION ENGINEERING AND DESIGN – Completion

Total Estimated Federal Cost	Allocations Prior to FY 2023	Allocation in FY 2023	Allocation in FY 2024	Allocation in FY 2025	Budgeted Amount in FY 2026	Additional to Complete After FY 2026
$	$ 1/	$	$	$	$ 2/	$
6,635,000	5,335,000	0	0	0	1,300,000	0

PROJECT NAME: Elim Subsistence Harbor, AK – Navigation

Elim, Alaska is located on the north side of Norton Sound, about 460 miles northwest of Anchorage, 96 miles east of Nome, and 70 miles northwest of Unalakleet (across the eastern end of Norton Sound). The 2018 population of Elim was 368. Elim is accessible only by water and air and, during the winter, snow machine. The Native Village of Elim is the federally-recognized tribe associated with the community of Elim. Subsistence activities are vital to this Alaskan community.

The Chief's Report for this project, signed on March 12, 2021, recommended a harbor at Elim Beach sized to accommodate one 160-foot barge and associated 86-foot tug, two tenders, and 50 vessels varying in size from 18 feet to 32 feet. The plan consists of a 300-foot wide entrance channel with a dredging depth of-13.0 feet Mean Lower Low Water (MLLW). Two rubble-mound breakwaters will encompass a 1 .4-acre moorage basin to accommodate the 50 vessels and an interior channel to provide access to a boat launch with a dredging depth of -9.0 feet MLLW and a 2.5-acre turning and maneuvering basin for the tenders and barge and tug with a dredging depth of -13.0 feet MLLW. The west breakwater would be approximately 986 feet long and the east breakwater approximately 820 feet long. The eastern breakwater would be attached to the land. Also included in the project is approximately 1 acre of uplands for upland boat moorage, vehicle and trailer parking, and temporary connex storage. The plan includes an 87-foot long tender dock and a 100-foot wide barge landing with two moorage points. A road approximately 250 feet in length would connect the uplands to the boat launch. The fuel header would be extended from the existing fuel header currently located on the bluffs above Elim Beach. The fish buying station would also be relocated from Moses Point to Elim. Maintenance dredging of the entrance channel and maneuvering basin would be conducted on an estimated 20-year cycle requiring dredging of approximately 40,000 cubic yards (CY) each cycle. The material from maintenance dredging would be disposed of in the offshore disposal area east southeast of the project site. Approximately 1, 177 CY of the armor stone for the breakwater would need to be replaced every 25 years.

After application of the waiver authorized by Section 1156 of the Water Resource Development Act for 1986 (as amended) and the Ability-to-Pay provisions of the Tribal Partnership Program, the recommended project is estimated to cost $101,574,000 (October 2022 price level) with an estimated Federal cost of $99,057,000 and an estimated non-Federal cost of $2,517,000.

The Department of the Army and the non-Federal sponsor, the Native Village of Elim, signed a Design Agreement on May 23, 2023. Funds carried into Fiscal Year 2025 are being used to continue the preconstruction engineering and design (PED) phase. Fiscal Year 2026 funds, plus any carry-in funds, would be used to complete the PED phase. The PED phase for this project is shared 97.5 percent Federal and 2.5 percent non-Federal. A summary of the cost sharing is as follows:

Total Estimated Preconstruction Engineering and Design Cost	$6,805,000
PED Phase (Federal)	$6,635,000
PED Phase (Non-Federal)	$ 170,000

Study authority: Section 203 of the Water Resources Development Act for 2000, as amended. This project was authorized for construction by the Section 8401(1) of the Water Resources Development Act of 2022, P.L. 117-263 (Division H, Title LXXXI).

1/ Includes $3,335,000 of Infrastructure Investment and Jobs Act, 2022 (IIJA) funding.
2/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 was $432,000, of which $287,000 is from IIJA. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $0.

APPROPRIATION TITLE: Investigations, Fiscal Year 2026

	Total Estimated Federal Cost	Allocations Prior to FY 2023	Allocation in FY 2023	Allocation in FY 2024	Allocation in FY 2025	Budgeted Amount in FY 2026	Additional to Complete After FY 2026
	$	$	$	$	$ 1/	$	$
Issue Evaluation Study	3,519,000	40,000	363,000	1,516,000	1,600,000	0	0
Dam Safety Modification Study	4,500,000	0	0	0	700,000	1,000,000	2,800,000
Preconstruction Engineering and Design	30,000,000	0	0	0	0	0	30,000,000
Total	38,019,000	40,000	363,000	1,516,000	2,300,000	1,000,000	32,800,000

PROJECT NAME: Painted Rock Dam, AZ - Flood and Storm Damage Reduction (Continuing)

Painted Rock Dam is located near Agua Caliente, Arizona on the Gila River. The dam is a feature of the Painted Rock Dam, AZ project. Painted Rock Dam is a multipurpose project, whose primary purpose is flood damage reduction. The reservoir has a maximum storage capacity of 4,831,500 acre-feet. The project was authorized in 1950. The U.S. Army Corps of Engineers (Corps) completed construction of this dam in 1960. The Painted Rock Dam currently is rated as a Dam Safety Action Classification (DSAC) 1 dam.

Fiscal Year (FY) 2025 funds are being used to initiate the dam safety modification study (DSMS). FY 2026 funds would be used to continue the DSMS. The Corps uses a DSMS to investigate dam safety deficiencies that could potentially result in loss of life, to formulate one or more alternatives that could reduce the risks to tolerable levels, and to recommend an appropriate solution. The decision to initiate such a study for the Painted Rock Dam reflects a finding based on the available information gathered during the issue evaluation study that actionable failure modes are present that may pose an unacceptable risk to the public. The Corps will conduct this study in accordance with Engineering Regulation 1110-2-1156, Safety of Dams – Policy and Procedures, dated March 31, 2014.

The DSMS phase of a dam safety action is funded at 100 percent Federal expense. The Budget provides the funding for this study in the Investigations account to increase transparency of the use of Corps funds for this and other DSMS generally, and to more accurately present the portion of overall Corps funding that is for studies. As with other feasibility studies, this study may lead to a construction activity. If it does, the Corps would then fund that work in the Construction account.

This study is authorized under the project-specific authorizations for Painted Rock Dam, which implicitly include the authority to study and implement measures to address potential safety-related concerns. This study is also authorized under Section 2 of National Dam Inspection Act of 1972, P.L. 92-367 (directing Secretary of the Army to carry out national program of inspection of dams); Section 215 of the Water Resources Development Act of 1996, P.L. 104-303 (directing implementation of Federal programs to enhance dam safety); and Section 1 of Dam Safety Act of 2006, P.L 109-460 (directing Secretary of the Army to maintain national inventory of dams including requiring inclusion of condition assessments performed by agency).

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 was $29,000 from the Dam Safety and Seepage/Stability Correction Program remaining item in the Construction account. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $10,000.

APPROPRIATION TITLE: Investigations, Fiscal Year 2026

	Total Estimated Federal Cost	Allocations Prior to FY 2023	Allocation in FY 2023	Allocation in FY 2024	Allocation in FY 2025	Budgeted Amount in FY 2026	Additional to Complete After FY 2026
	$	$	$	$	$ 1/	$	$
Issue Evaluation Study	3,526,000	3,471,000	55,000	0	0	0	0
Dam Safety Modification Study	2,353,000	0	0	153,000	1,700,000	500,000	0
Preconstruction Engineering and Design	30,000,000	0	0	0	0	2,500,000	27,500,000
Total	35,879,000	3,471,000	55,000	153,000	1,700,000	3,000,000	27,500,000

PROJECT NAME: Carbon Canyon Dam, Santa Ana River Basin, CA - Flood and Storm Damage Reduction (Continuing)

Carbon Canyon Dam is located near Brea, California on Carbon Canyon Creek. The dam is a feature of the Santa Ana River Basin, CA project. Carbon Canyon Dam is a multipurpose project, whose primary purpose is flood damage reduction. The reservoir has a maximum storage capacity of 12,063 acre-feet. The project was authorized in 1936. The U.S. Army Corps of Engineers (Corps) completed construction of this dam in 1961. The Carbon Canyon Dam currently is rated as a Dam Safety Action Classification (DSAC) 2 dam.

Fiscal Year (FY) 2025 funds are being used to continue the dam safety modification study (DSMS). FY 2026 funds would be used to complete the DSMS and to initiate preconstruction, engineering, and design (PED). The Corps uses DSMS to investigate dam safety deficiencies that could potentially result in loss of life, to formulate one or more alternatives that could reduce the risks to tolerable levels, and to recommend an appropriate solution. The decision to initiate such a study for the Carbon Canyon Dam reflects a finding based on the available information gathered during the issue evaluation study that actionable failure modes are present that may pose an unacceptable risk to the public. The Corps will conduct this study in accordance with Engineering Regulation 1110-2-1156, Safety of Dams – Policy and Procedures, dated March 31, 2014.

The DSMS phase of a dam safety action is funded at 100 percent Federal expense. In this case, PED is also funded at 100 percent Federal expense. The Budget provides the funding for this study in the Investigations account to increase transparency of the use of Corps funds for this and other DSMS generally, and to more accurately present the portion of overall Corps funding that is for studies. As with other feasibility studies, this study may lead to a construction activity. If it does, the Corps would then fund that work in the Construction account.

This study is authorized under the project-specific authorizations for Carbon Canyon Dam, which implicitly include the authority to study and implement measures to address potential safety-related concerns. This study is also authorized under Section 2 of National Dam Inspection Act of 1972, P.L. 92-367 (directing Secretary of the Army to carry out national program of inspection of dams); Section 215 of the Water Resources Development Act of 1996, P.L. 104-303 (directing implementation of Federal programs to enhance dam safety); and Section 1 of Dam Safety Act of 2006, P.L. 109-460 (directing Secretary of the Army to maintain national inventory of dams including requiring inclusion of condition assessments performed by agency).

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 was $6,000 from the Dam Safety and Seepage/Stability Correction Program remaining item in the Construction account. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $10,000.

APPROPRIATION TITLE: Investigations, Fiscal Year 2026

	Total Estimated Federal Cost	Allocations Prior to FY 2023	Allocation in FY 2023	Allocation in FY 2024	Allocation in FY 2025	Budgeted Amount in FY 2026	Additional to Complete After FY 2026
	$	$	$	$	$ 1/	$	$
Issue Evaluation Study	1,880,000	1,813,000	67,000	0	0	0	0
Dam Safety Modification Study	1,798,000	0	0	298,000	1,000,000	500,000	0
Preconstruction Engineering and Design	30,000,000	0	0	0	0	3,000,000	27,000,000
Total	33,678,000	1,813,000	67,000	298,000	1,000,000	3,500,000	27,000,000

PROJECT NAME: Mojave River Dam, CA - Flood and Storm Damage Reduction (Continuing)

Mojave Dam is located near Victorville, California on the Mojave River. The dam is a feature of the Mojave River Dam, CA project. Mojave Dam is a multi-purpose project whose primary purpose is flood damage reduction. The reservoir has a maximum storage capacity of 190,900 acre-feet. The project was authorized by the Flood Control Act of 1960. The U.S. Army Corps of Engineers (Corps) completed construction of this dam in 1971. Mojave Dam is currently rated as a Dam Safety Action Classification (DSAC) 2 dam.

Fiscal Year (FY) 2025 funds are being used to continue the dam safety modification study (DSMS). FY 2026 funds would be used to complete the DSMS and initiate preconstruction engineering and design (PED). The Corps uses a DSMS to investigate dam safety deficiencies that could potentially result in loss of life, to formulate one or more alternatives that could reduce the risks to tolerable levels, and to recommend an appropriate solution. The decision to initiate such a study for the Mojave Dam reflects a finding based on the available information gathered during the issue evaluation study that actionable failure modes are present that may pose an unacceptable risk to the public. The Corps will conduct this study in accordance with Engineering Regulation 1110-2-1156, Safety of Dams – Policy and Procedures, dated March 31, 2014.

The DSMS phase of a dam safety action is funded at 100 percent Federal expense. In this case, PED will also be funded at 100 percent Federal expense. The Budget provides the funding for this study in the Investigations account to increase transparency of the use of Corps funds for this and other DSMS generally, and to more accurately present the portion of overall Corps funding that is for studies. As with other feasibility studies, this study may lead to a construction activity. If it does, the Corps would then fund that work in the Construction account.

This study is authorized under the project-specific authorizations for Mojave Dam, which implicitly include the authority to study and implement measures to address potential safety-related concerns. This study is also authorized under Section 2 of National Dam Inspection Act of 1972, P.L. 92-367 (directing Secretary of the Army to carry out national program of inspection of dams); Section 215 of the Water Resources Development Act of 1996, P.L. 104-303 (directing implementation of Federal programs to enhance dam safety); and Section 1 of Dam Safety Act of 2006, P.L 109-460 (directing Secretary of the Army to maintain national inventory of dams including requiring inclusion of condition assessments performed by agency).

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 was $11,000 from the Dam Safety and Seepage/Stability Correction Program remaining item in the Construction account. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $10,000.

APPROPRIATION TITLE: Investigations, Fiscal Year 2026

	Total Estimated Federal Cost $	Allocations Prior to FY 2023 $	Allocation in FY 2023 $	Allocation in FY 2024 $	Allocation in FY 2025 $ 1/ 2/	Budgeted Amount in FY 2026 $	Additional to Complete After FY 2026 $
Issue Evaluation Study	7,614,000	4,987,000	669,000	758,000	1,200,000	0	0
Dam Safety Modification Study	4,500,000	0	0	0	0	1,000,000	3,500,000
Preconstruction Engineering and Design	30,000,000	0	0	0	0	0	30,000,000
Total	42,114,000	4,987,000	669,000	758,000	1,200,000	1,000,000	33,500,000

PROJECT NAME: John Martin Reservoir, CO - Flood and Storm Damage Reduction (Continuing)

John Martin Dam is located near Lamar, Colorado on the Arkansas River. The dam is a feature of the John Martin Reservoir, CO project. John Martin Dam is a multipurpose project whose primary purpose is flood damage reduction. The reservoir has a maximum storage capacity of 608,245 acre-feet. The project was authorized by the Flood Control Act of 1936. The U.S. Army Corps of Engineers (Corps) completed construction in 1943. The John Martin Dam currently is rated as a Dam Safety Action Classification (DSAC) 2 dam.

Fiscal Year (FY) 2025 funds are being used to complete the issue evaluation study. FY 2026 funds would be used to initiate the dam safety modification study (DSMS). The U.S. Army Corps of Engineers (Corps) uses a DSMS to investigate dam safety deficiencies that could potentially result in loss of life, to formulate one or more alternatives that could reduce the risks to tolerable levels, and to recommend an appropriate solution. The decision to initiate such a study for the John Martin Dam reflects a finding based on the available information gathered during the issue evaluation study that actionable failure modes are present that may pose an unacceptable risk to the public. The Corps will conduct this study in accordance with Engineering Regulation 1110-2-1156, Safety of Dams – Policy and Procedures, dated March 31, 2014.

The DSMS phase of a dam safety action is funded at 100 percent Federal expense. In this case, PED will also be funded at 100 percent Federal expense. The Budget provides the funding for this study in the Investigations account to increase transparency of the use of Corps funds for this and other DSMS generally, and to more accurately present the portion of overall Corps funding that is for studies. As with other feasibility studies, this study may lead to a construction activity. If it does, the Corps would then fund that work in the Construction account.

This study is authorized under the project-specific authorizations for John Martin Dam, which implicitly include the authority to study and implement measures to address potential safety-related concerns. This study is also authorized under Section 2 of National Dam Inspection Act of 1972, P.L. 92-367 (directing Secretary of the Army to carry out national program of inspection of dams); Section 215 of the Water Resources Development Act of 1996, P.L. 104-303 (directing implementation of Federal programs to enhance dam safety); and Section 1 of Dam Safety Act of 2006, P.L. 109-460 (directing Secretary of the Army to maintain national inventory of dams including requiring inclusion of condition assessments performed by agency).

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2023 to FY 2024 was $22,000 from the Dam Safety and Seepage/Stability Correction Program remaining item in the Construction account. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2025 from prior appropriations for use on this effort is $0.

APPROPRIATION TITLE: Investigations, Fiscal Year 2026

PRECONSTRUCTION ENGINEERING AND DESIGN – Continuing

Total Estimated Federal Cost	Allocations Prior to FY 2023	Allocation in FY 2023	Allocation in FY 2024	Allocation in FY 2025	Budgeted Amount in FY 2026	Additional to Complete After FY 2026
$	$	$	$	$	$ 1/	$
6,276,000	0	0	0	2,620,000	2,000,000	1,656,000

PROJECT NAME: Tampa Harbor, FL – Navigation

The Tampa Harbor Federal Navigation Project was authorized by Section 101 of the River and Harbor Act of 1970. The project includes roughly 70 miles of channels from the Gulf of America entrance at the Egmont Bar north to the City of Tampa, including Hillsborough River, Alafia River, and the Upper Channels. The main stem channel leading into the Tampa Bay port system is approximately 42 miles long, 500 feet wide, and 43 feet deep. The depths and widths in the Federal channel result in daily tidal delays for larger vessels, lightering of vessels, lightloading, and restrictions in the size of vessels that can be used to bring cargo to the port. Also, channel dimensions at the intersections of channel cuts do not allow for efficient vessel movement, especially of post-Panamax container ships and Kamsarmax class bulker vessels. The goal of the recommended plan is to lower transportation costs to achieve the project purpose of providing safe, reliable, and efficient waterborne transportation systems.

The Chief's Report for this project was signed on August 14, 2024 and the project was authorized by Congress in Section 1401(1) of the Water Resources Development Act of 2024 (WRDA 2024) for a total first cost of $1,148,260,000 (October 2024 price levels), with an estimated Federal cost of $520,420,000 and an estimated non-Federal cost of $627,840,000. The recommended plan is the locally preferred plan that includes deepening the main channel to 47 feet, deepening the upper channels, extending the entrance channel, extending the federal channel to incorporate two areas previously constructed by the non-Federal sponsor, and improvements to turn wideners and a turning basin.

The Department of the Army and the non-Federal sponsor, Port Tampa Bay, are prepared to sign a Design Agreement in September of 2025. The Letter of Intent supporting this phase was signed on March 12, 2025. Fiscal Year 2025 funds are being used to initiate the preconstruction engineering and design (PED) phase. Fiscal Year 2026 funds, plus any carry-in funds, would be used to continue the PED phase. The PED phase for this project is cost shared 75 percent Federal and 25 percent non-Federal. A summary of the cost-sharing is as follows:

Total Estimated Preconstruction Engineering and Design Costs	$8,368,000
Federal Share	$6,276,000
Non-Federal Share	$2,092,000

Study Authority: Resolution adopted by the Committee on Transportation and Infrastructure of the United States House of Representatives (Docket 2533) on July 23, 1997. The project was authorized for construction in Section 1401(1) of WRDA 2024.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 was $0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $2,520,000.

APPROPRIATION TITLE: Investigations, Fiscal Year 2026

Total Estimated Federal Cost	Allocations Prior to FY 2023	Allocation in FY 2023	Allocation in FY 2024	Allocation in FY 2025	Budgeted Amount in FY 2026	Additional to Complete After FY 2026
$	$	$	$	$	$ 1/	$
1,500,000	0	0	0	0	500,000	1,000,000

PROJECT NAME: Savannah Harbor, GA – Navigation (New)

The Savannah Harbor deep-draft navigation project is 39.8 miles long on the Savannah River, which forms the border between Georgia and South Carolina. The entrance channel is 18.5 miles long at a depth of -49 feet mean lower low water (MLLW) and a width of 470 feet, while the inner harbor is 21.3 miles long with a depth of -47 feet MLLW and a width of 470 feet. Various turning basins are also located along the channel. As of May 2025, the Port of Savannah is the second largest container port on the East Coast, the largest single-terminal container port in North America, and one of the fastest growing container ports in the nation over the last 10+ years. In 2022, the commercial tonnage was 53,693,000 tons, an increase from the 2021 commercial tonnage of 47,656,000. While channel deepening (from -42 feet to -47 feet MLLW) was completed in March of 2022, light loading and tidal delays are expected to increase as throughput increases, and as larger, more efficient ships replace older, smaller ones. The design vessel for the previous deepening project was 8,200 twenty-foot equivalent units (TEUs), whereas vessels of 14,000 to 16,000 TEU regularly call on the port, and even larger vessels, 20,000 TEU or more exist in the global fleet and could call in the future. Existing vessels experience problems associated with turning capabilities and overall maneuverability in certain reaches of the inner harbor, which will be exacerbated as vessel size continues to increase.

This feasibility study will investigate improvements to the Savannah Harbor Expansion Project. Potential navigation improvements include the deepening and widening of navigation channels, including bend wideners and turning basins. The purpose of these potential improvements is to increase the efficiency of cargo vessel operations for larger container vessels, which are already calling on the Port of Savannah and are projected to call on the port with increased frequency in the future.

The Department of the Army and the non-Federal sponsor, the Georgia Ports Authority, are prepared to sign a Feasibility Cost Sharing Agreement upon receipt of Fiscal Year 2026 funding. The Letter of Intent supporting this study was signed on January 13, 2025. Fiscal Year 2026 funds would be used to initiate the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is $3,000,000 which is to be shared 50 percent Federal and 50 percent non-Federal. A summary of the study cost-sharing is as follows:

Total Estimated Study Cost	$3,000,000
Feasibility Phase (Federal)	$1,500,000
Feasibility Phase (non-Federal)	$1,500,000

Study Authority: Section 8201(b)(4) of the Water Resource Development Act (WRDA) of 2022, as amended by Section 1202(2) of WRDA 2024

1/ Unobligated Carry-in Funding: As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $0.

APPROPRIATION TITLE: Investigations, Fiscal Year 2026

	Total Estimated Federal Cost	Allocations Prior to FY 2023	Allocation in FY 2023	Allocation in FY 2024	Allocation in FY 2025	Budgeted Amount in FY 2026	Additional to Complete After FY 2026
	$	$	$	$	$ 1/	$	$
Issue Evaluation Study	3,475,000	287,000	1,126,000	1,062,000	1,000,000	0	0
Dam Safety Modification Study	4,500,000	0	0	0	0	1,000,000	3,500,000
Preconstruction Engineering and Design	30,000,000	0	0	0	0	0	30,000,000
Total	37,975,000	287,000	1,126,000	1,062,000	1,000,000	1,000,000	33,500,000

PROJECT NAME: Lucky Peak Lake, ID - Flood and Storm Damage Reduction (Continuing)

Lucky Peak Dam is located near Boise, Idaho on the Boise River. Lucky Peak Dam is a feature of the Lucky Peak Dam and Lake, ID project. Lucky Peak Dam is a multipurpose project whose primary purpose is flood damage reduction. The reservoir has a maximum storage capacity of 307,043 acre-feet. The project was authorized in 1946. The U.S. Army Corps of Engineers (Corps) completed construction of this dam in 1955. The Lucky Peak Dam currently is rated as a Dam Safety Action Classification (DSAC) 2 dam.

Fiscal Year (FY) 2025 funds would be used to complete the issue evaluation study. FY 2026 funds would be used to initiate the dam safety modification study (DSMS). The Corps uses a DSMS to investigate dam safety deficiencies that could potentially result in loss of life, to formulate one or more alternatives that could reduce the risks to tolerable levels, and to recommend an appropriate solution. The decision to initiate such a study for the Lucky Peak Dam reflects a finding based on the available information gathered during the issue evaluation study that actionable failure modes are present that may pose an unacceptable risk to the public. The Corps will conduct this study in accordance with Engineering Regulation 1110-2-1156, Safety of Dams – Policy and Procedures, dated March 31, 2014.

The DSMS phase of a dam safety action is funded at 100 percent Federal expense. The Budget provides the funding for this study in the Investigations account to increase transparency of the use of Corps funds for this and other DSMS generally, and to more accurately present the portion of overall Corps funding that is for studies. As with other feasibility studies, this study may lead to a construction activity. If it does, the Corps would then fund that work in the Construction account.

This study is authorized under the project-specific authorizations for Lucky Peak Dam, which implicitly include the authority to study and implement measures to address potential safety-related concerns. This study is also authorized under Section 2 of National Dam Inspection Act of 1972, P.L. 92-367 (directing Secretary of the Army to carry out national program of inspection of dams); Section 215 of the Water Resources Development Act of 1996, P.L. 104-303 (directing implementation of Federal programs to enhance dam safety); and Section 1 of Dam Safety Act of 2006, P.L 109-460 (directing Secretary of the Army to maintain national inventory of dams including requiring inclusion of condition assessments performed by agency).

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 was $45,000 from the Dam Safety and Seepage/Stability Correction Program remaining item in the Construction account. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $10,000.

APPROPRIATION TITLE: Investigations, Fiscal Year 2026

Total Estimated Federal Cost	Allocations Prior to FY 2023	Allocation in FY 2023	Allocation in FY 2024	Allocation in FY 2025	Budgeted Amount in FY 2026	Additional to Complete After FY 2026
$	$ 2/	$	$	$	$ 1/	$
2,325,000	1,500,000	0	0	0	100,000	725,000

PROJECT NAME: Chicago Shoreline, IL (General Reevaluation Report) – Flood and Storm Damage Reduction (Continuing)

The study will reevaluate one segment of the currently authorized Chicago Shoreline project (Promontory Point) as well as options to reduce the risk of damage to the shoreline in a coastal storm at seven other areas, which the Corps evaluated in its 1993 Chicago Shoreline feasibility study but did not recommend for construction at that time. These eight areas are located in the City of Chicago along Lake Shore Drive and Sheridan Road, and include the shoreline area of the South Water Purification Plant and La Rabida Children's Hospital. Since 1994, when the original feasibility study was approved, these eight areas have experienced storm damage and shoreline erosion.

The study will evaluate the costs and benefits of options for reducing the storm risk to the shoreline of these eight areas, using a risk-based approach.

The Department of the Army and the non-Federal sponsor, the City of Chicago, signed a Feasibility Cost Sharing Agreement on October 24, 2022. The funds carried into Fiscal Year 2025 are being used to continue the feasibility phase of the study. Fiscal Year 2026 funds, plus any carry-in funds, would be used to continue the feasibility phase of the study. A revised study cost was approved on May 6, 2025. The estimated cost of the feasibility phase of the study is $4,650,000, which is shared 50 percent Federal and 50 percent non-Federal. A summary of the cost sharing is as follows:

Total Estimated Study Cost	$4,650,000
Feasibility Phase (Federal)	$2,325,000
Feasibility Phase (non-Federal)	$2,325,000

Study authority: House Committee on Public Works study resolutions dated 2 December 1971 and 11 April 1974.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 was $477,000, of which $250,000 is from the Infrastructure Investment and Jobs Act (IIJA). As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $0.
2/ $1,000,000 was appropriated from IIJA.

APPROPRIATION TITLE: Investigations, Fiscal Year 2026

Total Estimated Federal Cost	Allocations Prior to FY 2023	Allocation in FY 2023	Allocation in FY 2024	Allocation in FY 2025	Budgeted Amount in FY 2026	Additional to Complete After FY 2026
$	$	$	$	$	$ 1/	$
1,500,000	0	0	500,000	0	600,000	400,000

PROJECT NAME: Columbus, KY – Flood and Storm Damage Reduction (Continuing)

The study area is in and around Columbus, Kentucky, adjacent to the Mississippi River. A bluff overlooking the Mississippi River has been eroding at an average rate of approximately 5 feet per year, and has the potential to impact navigation. The erosion area includes the Columbus-Belmont State Park, which is administered by the National Park Service and is listed in the National Register of Historic Places for its military significance in 1861 during the Civil War. The erosion, which extends beyond the park boundaries, will continue to impact the area in and around the park and could lead to broader erosion losses without a solution.

The purpose of this study is to investigate flooding and slope instability along the Mississippi River bluff within the authorized study area. Observed land loss appears to be primarily associated with soil saturation resulting from a combination of localized flooding, overbank erosion caused by intense rainfall, and high-water events on the Mississippi River main stem. The study will evaluate potential measures to reduce flood risk by improving existing stormwater drainage and mitigating slope instability with slope stabilization structures in areas where active erosion is threatening the integrity of the riverbank.

The Department of the Army and the non-Federal sponsor, the Kentucky Department of Parks, are prepared to sign a Feasibility Cost Sharing Agreement in July of 2025. The Letter of Intent supporting this study was signed on March 20, 2024. The funds carried into Fiscal Year 2025 are being used to initiate the feasibility phase of the study. Fiscal 2026 funds, plus any carry-in funds, would be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is $3,000,000 which is to be shared 50 percent Federal and 50 percent non-Federal. A summary of the study cost-sharing is as follows:

Total Estimated Study Cost	$3,000,000
Feasibility Phase (Federal)	$1,500,000
Feasibility Phase (non-Federal)	$1,500,000

Study Authority: Water Resource Development Act of 2022 Section 8201(a)(28)

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 was $500,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $350,000.

APPROPRIATION TITLE: Investigations, Fiscal Year 2026

Total Estimated Federal Cost	Allocations Prior to FY 2023	Allocation in FY 2023	Allocation in FY 2024	Allocation in FY 2025	Budgeted Amount in FY 2026	Additional to Complete After FY 2026
$	$	$	$	$	$ 1/	$
1,500,000	0	0	500,000	0	600,000	400,000

PROJECT NAME: J. Bennett Johnston Waterway, LA – Navigation (Continuing)

The J. Bennett Johnston (JBJ) Waterway consists of a 9-foot deep by 200-foot wide navigation channel that commences at the confluence of Old and Red Rivers and proceeds upstream for 236 miles to the Shreveport-Bossier City area in Louisiana. Five navigation locks are located within this reach of the Red River. Waterborne commerce tonnage on the waterway in 2023 was 5,884,392 tons. This area has experienced light loaded barges due to its depth since connecting water routes currently maintain a depth of 12 feet. Increasing the channel depth would increase the amount of product that could be moved on a barge and reduce the waterborne rates to industry.

The purpose of this study is to investigate deepening the navigation channel from the Mississippi River to Shreveport, providing transportation savings and increasing the efficiency of the J. Bennett Johnston Waterway. The study will consider a range of options including structural, natural, nature-based, and non-structural management measures.

The Department of the Army and the non-Federal sponsors, the Red River Waterway Commission and the Louisiana Department of Transportation and Development, signed a Feasibility Cost Sharing Agreement on June 11, 2024. Funds carried into Fiscal Year 2025 are being used to continue the feasibility phase of the study. Fiscal Year 2026 funds, plus any carry-in funds, would be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is $3,000,000 which is to be shared 50 percent Federal and 50 percent non-Federal. A summary of the study cost-sharing is as follows:

Total Estimated Study Cost	$3,000,000
Feasibility Phase (Federal)	$1,500,000
Feasibility Phase (non-Federal)	$1,500,000

Study Authority: Water Resources Development Act of 2018, Section 1201(3)

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 was $451,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $0.

APPROPRIATION TITLE: Investigations, Fiscal Year 2026

Total Estimated Federal Cost	Allocations Prior to FY 2023	Allocation in FY 2023	Allocation in FY 2024	Allocation in FY 2025	Budgeted Amount in FY 2026	Additional to Complete After FY 2026
$	$	$	$	$	$ 1/	$
1,844,000	1,500,000	0	0	0	344,000	0

PROJECT NAME: Lower Osage River, Missouri – Aquatic Ecosystem Restoration (Completion)

The study area is in Central Missouri, on the Lower Osage River in Miller, Osage, and Cole Counties. The Osage River drains a basin of approximately 15,000 square miles across Kansas and Missouri with multiple Federal reservoirs, including Melvern, Pomona, and Hillsdale Reservoirs in Kansas and Stockton, Truman, and Pomme de Terre in Missouri. The study focuses on the Lower Osage River below Bagnell Dam, which impounds Lake of the Ozarks and provides hydropower to approximately 42,000 homes. The Lower Osage River runs for 80 miles from Bagnell Dam to the confluence with the Missouri River near Jefferson City, and drains a basin of 1,300 square miles.

The purpose of this study is to increase the quality and complexity of habitat in the area and reduce the loss of riparian habitat and sedimentation from excessive erosion of the Lower Osage River. The study is considering a range of options including structural, non-structural, and nature-based management measures. The recommended plan is anticipated to include removal of a degraded legacy Corps structure, Lower Dam No. 1, which blocks aquatic organism passage upstream from river mile 11, as well as several river training structures throughout the river. Restoring connectivity is a national focus, and reestablishing the connection between the Missouri River and the Lower Osage River would benefit multiple threatened and endangered species (pallid sturgeon, spectaclecase, pink mucket, scaleshell, lake sturgeon), aquatic organisms in general, and the public users within the basin. Public benefits would include increased recreational passage from removal of legacy structures and increased river thalwag depths, improved life safety by removing legacy structures, and reduced erosion on adjacent riparian and private lands.

The Department of the Army and the non-Federal sponsor, the Missouri Department of Natural Resources, signed a Feasibility Cost Sharing Agreement on September 16, 2020. Fiscal Year 2025 carry-in funds are being used to continue the feasibility phase of the study. Fiscal Year 2026 funds, plus any carry-in funds, would be used to complete the feasibility phase of the study. A revised study cost was approved on October 5, 2023. The Assistant Secretary of the Army for Civil Works approved an extension of the study period per Section 1001(c) of the Water Resources Reform and Development Act of 2014, as amended (33 U.S.C. 2282c) on December 1, 2023. The estimated cost of the feasibility phase of the study is $3,688,000, which is to be shared 50 percent Federal and 50 percent non-Federal. A summary of the study cost-sharing is as follows:

Total Estimated Study Cost	$3,688,000
Feasibility Phase (Federal)	$1,844,000
Feasibility Phase (non-Federal)	$1,844,000

Study Authority: Section 216 of the Flood Control Act of 1970

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 was $430,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $100,000.

APPROPRIATION TITLE: Investigations, Fiscal Year 2026

Total Estimated Federal Cost	Allocations Prior to FY 2023	Allocation in FY 2023	Allocation in FY 2024	Allocation in FY 2025	Budgeted Amount in FY 2026	Additional to Complete After FY 2026
$	$	$	$	$	$ 1/	$
1,500,000	0	0	0	0	500,000	1,000,000

PROJECT NAME: Maurice River, NJ – Navigation (New)

The Maurice River study area is in Cumberland County, New Jersey, in the middle region of the Delaware Bay. It encompasses portions of Commercial and Maurice River Townships. The study area also includes the confluence of the Delaware Bay and the Maurice River, approximately 50 miles southwest of Atlantic City, New Jersey. The existing authorized Maurice River Federal navigation project extends for 24 miles upstream from Delaware Bay. There are various communities in the study area, including but not limited to Bivalve, Shell Pile, and Port Norris. Bivalve and Shell Pile are primarily composed of commercial establishments and Port Norris is primarily composed of residences and some commercial establishments.

The primary issues this study will investigate are modifications to the Maurice River project for potential navigation benefits and beneficial use of dredged materials for hurricane and storm damage risk reduction and ecosystem restoration. The area contains coastal and freshwater wetlands, historic waterfront communities, and natural and cultural resources. The Maurice River supports local fishing, the oyster industry, and ship repair industries. The coastal communities in Cumberland County generate an estimated $200 million in economic value and ecological services for the Bayshore region (Cumberland County Bayshore County Recovery Plan).

The Department of the Army and the non-Federal sponsor, Cumberland County, New Jersey, are prepared to sign a Feasibility Cost Sharing Agreement upon receipt of Fiscal Year 2026 funding. The Letter of Intent supporting this study was signed on January 21, 2025. Fiscal Year 2026 funds would be used to initiate the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is $3,000,000 which is to be shared 50 percent Federal and 50 percent non-Federal. A summary of the study cost-sharing is as follows:

Total Estimated Study Cost	$3,000,000
Feasibility Phase (Federal)	$1,500,000
Feasibility Phase (non-Federal)	$1,500,000

Study Authority: Section 8201(a)(53) of the Water Resource Development Act of 2022

1/ Unobligated Carry-in Funding: As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $0.

APPROPRIATION TITLE: Investigations, Fiscal Year 2026

Total Estimated Federal Cost	Allocations Prior to FY 2023	Allocation in FY 2023	Allocation in FY 2024	Allocation in FY 2025	Budgeted Amount in FY 2026	Additional to Complete After FY 2026
$	$	$	$	$	$ 1/	$
1,500,000	0	0	0	0	500,000	1,000,000

PROJECT NAME: Salem River, Salem County, NJ – Navigation (New)

The Salem River Federal Navigation Project extends from the Delaware River to the Port of Salem in Salem, New Jersey. The Port of Salem is a shallow-draft port located in the vicinity of the Salem River Cut-Off on the Salem River in Salem. The Port is located approximately 2 miles east of the Delaware River and 54 miles from the Atlantic Ocean. The 16-foot channel was authorized in 1925 and constructed in 1928. The channel was not maintained between 1961 and 1984 due to an absence of commercial navigation. The redevelopment at the Port of Salem led to the 1984 reinstitution of maintenance dredging to authorized dimensions. The Port became a foreign trade zone in 1987. Commodities include bulk cargo (construction aggregate), break bulk cargo, and containers (clothing, agricultural produce).

The primary issues this study will investigate are modifications to the Salem River Federal Navigation Project for potential navigation benefits by increasing the authorized depth.

The Department of the Army and the non-Federal sponsor, Salem County, New Jersey, are prepared to sign a Feasibility Cost Sharing Agreement upon receipt of Fiscal Year 2026 funding. The Letter of Intent supporting this study was signed on January 3, 2025. Fiscal Year 2026 funds would be used to initiate the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is $3,000,000, which is to be shared 50 percent Federal and 50 percent non-Federal. A summary of the study cost-sharing is as follows:

Total Estimated Study Cost	$3,000,000
Feasibility Phase (Federal)	$1,500,000
Feasibility Phase (non-Federal)	$1,500,000

Study Authority: Section 8201(b)(8) of the Water Resource Development Act of 2022

1/ Unobligated Carry-in Funding: As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $0.

APPROPRIATION TITLE: Investigations, Fiscal Year 2026

	Total Estimated Federal Cost	Allocations Prior to FY 2023	Allocation in FY 2023	Allocation in FY 2024	Allocation in FY 2025	Budgeted Amount in FY 2026	Additional to Complete After FY 2026
	$	$	$	$	$ 1/	$	$
Issue Evaluation Study	7,042,000	7,042,000	0	0	0	0	0
Dam Safety Modification Study	5,644,753	4,287,753	1,357,000	0	0	0	0
Preconstruction Engineering and Design	120,000,000	0	9,000,000	4,700,000	32,000,000	18,500,000	55,800,000
Total	132,686,753	11,329,753	10,357,000	4,700,000	32,000,000	18,500,000	55,800,000

PROJECT NAME: Garrison Dam, Lake Sakakawea, ND - Flood and Storm Damage Reduction (Continuing)

Garrison Dam is located near Riverdale, North Dakota on the Missouri River. Garrison Dam is a feature of the Garrison Dam, Lake Sakakawea, ND project. Garrison Dam is a multipurpose dam whose primary purpose is flood damage reduction. The reservoir has a maximum storage capacity of 26,000,000 acre-feet. The project was authorized in 1944. The U.S. Army Corps of Engineers (Corps) completed construction of this dam in 1954. The Garrison Dam is currently rated as a Dam Safety Action Classification (DSAC) 2 dam.

Fiscal Year (FY) 2025 are being used to continue preconstruction engineering and design (PED) of a proposed dam safety action identified in a dam safety modification study (DSMS). FY 2026 funds would be used to continue PED. The Dam Safety Modification Report (DSMR) was approved by HQUSACE in June 2023, and the project transitioned into the Pre-construction Engineering and Design Phase in July 2023. The dam safety modification consists of a full replacement of the drainage system beneath the chute slab, adding reinforced concrete overlay in the chute and stilling basin, armoring the area behind the chute walls, raising the spillway abutment monoliths, constructing a deflector beam to deflect the overflow nappe from gates, modifying the gate trunnion hubs, gate deicing system rehabilitation and intervention measures, and construction of an additional line of drains on the right abutment (west end) of the dam. Collectively, these modifications reduce risk to tolerable levels.

The Budget provides the funding for PED to address the safety concern at this dam in the Investigations account to increase transparency of the use of Corps funds for this and other DSMS generally, and to more accurately present the portion of overall Corps funding that is for studies. As with PED following other feasibility studies, this study may lead to a construction activity. If it does, the Corps would then fund that work in the Construction account.

Garrison Dam is cost-shared with the Western Area Power Administration for all joint-use activities, including implementation of dam safety modification projects. The cost for PED and construction for a proposed dam safety action is identified and calculated in the DSMS in accordance with Section 1203 of the Water Resources Development Act of 1986, as amended.

The design of this proposed dam safety action is authorized under the project-specific authorizations for Garrison Dam which implicitly include the authority to study and implement measures to address potential safety-related concerns. This study is also authorized under Section 2 of National Dam Inspection Act of 1972, P.L. 92-367 (directing Secretary of the Army to carry out national program of inspection of dams); Section 215 of the Water Resources Development Act of 1996, P.L. 104-303 (directing implementation of Federal programs to enhance dam safety); and Section 1 of Dam Safety Act of 2006, P.L. 109-460 (directing Secretary of the Army to maintain national inventory of dams including requiring inclusion of condition assessments performed by agency).

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 was $550,000 from the Dam Safety and Seepage/Stability Correction Program remaining item in the Construction account. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $10,000,000.

APPROPRIATION TITLE: Investigations, Fiscal Year 2026

	Total Estimated Federal Cost	Allocations Prior to FY 2023	Allocation in FY 2023	Allocation in FY 2024	Allocation in FY 2025	Budgeted Amount in FY 2026	Additional to Complete After FY 2026
	$	$	$	$	$ 1/	$	$
Issue Evaluation Study	8,825,000	8,825,000	0	0	0	0	0
Dam Safety Modification Study	8,808,000	6,397,000	1,488,000	923,000	0	0	0
Preconstruction Engineering and Design	130,000,000	0	0	6,000,000	23,927,000	26,073,000	80,000,000
Total	147,633,000	15,222,000	1,488,000	6,923,000	23,927,000	26,073,000	80,000,000

PROJECT NAME: Keystone Lake, OK - Flood and Storm Damage Reduction (Continuing)

Keystone Dam is located near Tulsa, Oklahoma on the Arkansas River. Keystone Dam is a feature of the Keystone Lake, OK project. Keystone Dam is a multipurpose dam whose primary purpose is flood damage reduction. The reservoir has a maximum storage capacity of 1,672,613 acre-feet. The project was authorized in 1950. The U.S. Army Corps of Engineers (Corps) completed construction of this dam in 1964. Keystone Dam is currently rated as a Dam Safety Action Classification (DSAC) 2 dam.

Fiscal Year (FY) 2025 funds are being used to continue preconstruction engineering and design (PED) of a proposed dam safety action identified in a dam safety modification study (DSMS). FY 2026 funds would be used to continue PED. The Dam Safety Modification Report (DSMR) was approved by HQUSACE in July 2024, and the project transitioned into the Pre-construction Engineering and Design Phase in August 2024. The recommended plan included the design and construction of a dam raise with hydraulic baffle protecting the existing spillway gates, stabilizing the existing stilling basin slabs with a 2-foot overlay and post-tensioned anchors, and replacing the existing stilling basin baffle blocks to resolve dam safety deficiencies and to collectively reduce the likelihood of overtopping and/or spillway failure, which reduces the potential failure modes with unacceptable incremental life safety risk to be at tolerable levels.

The Budget provides the funding for PED to address the safety concern at this dam in the Investigations account to increase transparency of the use of Corps funds for this and other DSMS generally, and to more accurately present the portion of overall Corps funding that is for studies. As with other feasibility studies, this study may lead to a construction activity. If it does, the Corps would then fund that work in the Construction account.

Keystone Dam is cost-shared with the Southwestern Area Power Administration for all joint-use activities, including implementation of dam safety modification projects. The cost for PED and construction for a proposed dam safety action is identified and calculated in the DSMS in accordance with Section 1203 of the Water Resources Development Act of 1986, as amended.

This design of this proposed dam safety action is authorized under the project-specific authorizations for Keystone Dam, which implicitly include the authority to study and implement measures to address potential safety-related concerns. These efforts are also authorized under Section 2 of National Dam Inspection Act of 1972, P.L. 92-367 (directing Secretary of the Army to carry out national program of inspection of dams); Section 215 of the Water Resources Development Act of 1996, P.L. 104-303 (directing implementation of Federal programs to enhance dam safety); and Section 1 of Dam Safety Act of 2006, P.L.109-460 (directing Secretary of the Army to maintain national inventory of dams including requiring inclusion of condition assessments performed by agency).

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 was $5,978,000 from the Dam Safety and Seepage/Stability Correction Program

remaining item in the Construction account. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $15,000,000.

APPROPRIATION TITLE: Investigations, Fiscal Year 2026

Total Estimated Federal Cost	Allocations Prior to FY 2023	Allocation in FY 2023	Allocation in FY 2024	Allocation in FY 2025	Budgeted Amount in FY 2026	Additional to Complete After FY 2026
$	$	$	$	$	$ 1/	$
TBD	53,316,000	490,000	7,400,000	4,600,000	4,600,000	TBD

PROJECT NAME: Columbia River Treaty 2024 Implementation, OR - Flood and Storm Damage Reduction (Continuing) 2/

The 1961 Columbia River Treaty (treaty), which the United States and Canada ratified in 1964, provides for the cooperative development and operation of the water resources of the Columbia River Basin (basin), primarily for flood control and hydroelectric power. The basin includes portions of British Columbia, Canada and seven states in the northwestern United States. The current treaty requires pre-planned Canadian flood control operations through September 16, 2024. On an interim basis, for up to three years, Canada continues to operate Arrow Lakes Reservoir to reduce downstream flood risks in the United States, provided the United States compensates Canada annually for this use of its reservoir.

Fiscal Year 2025 and Fiscal Year 2026 funds, plus any carry-in funds, are being and would be used to enable the Corps to provide technical analysis and support to the Department of State for its discussions with Canada on the future of this treaty. For example, the Corps is using some of this funding to evaluate a range of potential changes in Canadian reservoir operations post 2024, including an assessment of how the region might adapt through infrastructure or other improvements.

The study authority is the Boundary Waters Treaty of 1909 between US and Canada, the Columbia River Treaty of 1961, and Exchange of Notes of 1964 between the United States and Canada.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 was $2,747,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $0.
2/ Funding for this effort was appropriated in the Operation and Maintenance account under Surveillance of Northern Boundary Waters since FY 2017 but has been requested in the Investigations account since FY 2018 due to the nature, magnitude, and duration of the required Investigations work.

APPROPRIATION TITLE: Investigations, Fiscal Year 2026

Total Estimated Federal Cost	Allocations Prior to FY 2023	Allocation in FY 2023	Allocation in FY 2024	Allocation in FY 2025	Budgeted Amount in FY 2026	Additional to Complete After FY 2026
$	$	$	$	$	$ 1/	$
1,500,000	0	0	0	0	500,000	1,000,000

PROJECT NAME: Lower Big Sioux River, Union County, SD – Flood and Storm Damage Reduction (New)

The Lower Big Sioux River watershed extends from South Dakota Highway 50 east of Richland in Richland Township, Union County, South Dakota to the confluence of the Missouri River. The study area includes levees and channel projects which were constructed by the Corps in partnership with the communities in the 1970s.

Annual peak discharges from the Big Sioux at Akron have been trending higher since 1929 and peaked at record levels in 2014 and again in 2024. The 2024 flood damaged homes, property, and infrastructure on the west side of Interstate 29; carved new channels through farmland, roadways, and neighborhoods as it flowed into McCook Lake and Lake Goodenough; and washed out roadways, isolating property from emergency response. A Burlington Northern Sante Fe railroad bridge was destroyed and miles of tracks were damaged along with impacts to Interstate 29.

The study will identify and assess options to reduce the risk of property damage and life safety risks, reduce the risk of a flood-related closure of Interstate 29, and reduce the risk of damage to the existing flood risk management infrastructure. The study will evaluate the benefits and costs of these options to help the affected communities manage their flood risk.

The Department of the Army and the non-Federal sponsor, Union County, South Dakota, are prepared to sign a Feasibility Cost Sharing Agreement upon receipt of Fiscal Year 2026 funding. The Letter of Intent supporting this study was signed on March 18, 2025. Fiscal Year 2026 funds would be used to initiate the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is $3,000,000 which is to be shared 50 percent Federal and 50 percent non-Federal. A summary of the study cost-sharing is as follows:

Total Estimated Study Cost	$3,000,000
Feasibility Phase (Federal)	$1,500,000
Feasibility Phase (non-Federal)	$1,500,000

Study Authority: Section 216 of the Flood Control Act of 1970

1/ Unobligated Carry-in Funding: As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $0.

APPROPRIATION TITLE: Investigations, Fiscal Year 2026

	Total Estimated Federal Cost	Allocations Prior to FY 2023	Allocation in FY 2023	Allocation in FY 2024	Allocation in FY 2025	Budgeted Amount in FY 2026	Additional to Complete After FY 2026
	$	$	$	$	$ 1/	$	$
Issue Evaluation Study	10,994,000	2,962,000	1,534,000	2,898,000	3,600,000	0	0
Dam Safety Modification Study	5,000,000	0	0	0	0	2,250,000	2,750,000
Preconstruction Engineering and Design	30,000,000	0	0	0	0	0	30,000,000
Total	45,994,000	2,962,000	1,534,000	2,898,000	3,600,000	2,250,000	32,750,000

PROJECT NAME: Oahe Dam, Lake Oahe, SD & ND - Flood and Storm Damage Reduction (Continuing)

Oahe Dam is located near Pierre, South Dakota on the Missouri River. The dam is a feature of the Oahe Dam, Lake Oahe, SD & ND project. Oahe Dam is a multipurpose project, whose primary purpose is flood damage reduction. The reservoir has a maximum storage capacity of 23,137,000 acre-feet. The project was authorized in 1944. The U.S. Army Corps of Engineers (Corps) completed construction of this dam in 1962. The Oahe Dam is currently rated as a Dam Safety Action Classification (DSAC) 2 dam.

Fiscal Year (FY) 2025 are being used to complete the Issue Evaluation Study. FY 2026 funds would be used to initiate the dam safety modification study (DSMS). The Corps uses a DSMS to investigate dam safety deficiencies that could potentially result in loss of life, to formulate one or more alternatives that could reduce the risks to tolerable levels, and to recommend an appropriate solution. The decision to initiate such a study for the Oahe Dam reflects a finding based on the available information gathered during the issue evaluation study that actionable failure modes are present that may pose an unacceptable risk to the public. The Corps will conduct this study in accordance with Engineering Regulation 1110-2-1156, Safety of Dams – Policy and Procedures, dated March 31, 2014.

The DSMS phase of a dam safety action is funded at 100 percent Federal expense. The Budget provides the funding for this study in the Investigations account to increase transparency of the use of Corps funds for this and other DSMS generally, and to more accurately present the portion of overall Corps funding that is for studies. As with other feasibility studies, this study may lead to a construction activity. If it does, the Corps would then fund that work in the Construction account.

Oahe Dam is cost-shared with the Western Area Power Administration (WAPA) for all joint-funded activities, including implementation of dam safety modification projects. Preconstruction engineering and design and construction phase activities will be cost shared with the Federal power marketing agency, WAPA, as calculated in the DSMS in accordance with Section 1203 of the Water Resources Development Act of 1986.

This study is authorized under the project-specific authorizations for Oahe Dam, which implicitly include the authority to study and implement measures to address potential safety-related concerns. This study is also authorized under Section 2 of National Dam Inspection Act of 1972, P.L. 92-367 (directing Secretary of the Army to carry out national program of inspection of dams); Section 215 of the Water Resources Development Act of 1996, P.L. 104-303 (directing implementation of Federal programs to enhance dam safety); and Section 1 of Dam Safety Act of 2006, P.L. 109-460 (directing Secretary of the Army to maintain national inventory of dams including requiring inclusion of condition assessments performed by agency).

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 was $178,000 from the Dam Safety and Seepage/Stability Correction Program remaining item in the Construction account. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $10,000.

APPROPRIATION TITLE: Investigations, Fiscal Year 2026

	Total Estimated Federal Cost	Allocations Prior to FY 2023	Allocation in FY 2023	Allocation in FY 2024	Allocation in FY 2025	Budgeted Amount in FY 2026	Additional to Complete After FY 2026
	$	$	$	$	$ 1/	$	$
Issue Evaluation Study	2,830,000	1,256,000	555,000	539,000	480,000	0	0
Dam Safety Modification Study	4,500,000	0	0	0	0	1,250,000	3,250,000
Preconstruction Engineering and Design	30,000,000	0	0	0	0	0	30,000,000
Total	37,330,000	1,256,000	555,000	539,000	480,000	1,250,000	33,250,000

PROJECT NAME: Canyon Lake, TX - Flood and Storm Damage Reduction (Continuing)

Canyon Lake Dam is located near New Braunfels, Texas on the Guadalupe River. The dam is a feature of the Canyon Lake, TX project. Canyon Lake Dam is a multipurpose project, whose primary purpose is flood damage reduction. The reservoir has a maximum storage capacity of 1,208,350 acre-feet. The project was authorized in 1945. The U.S. Army Corps of Engineers (Corps) completed construction of this dam in 1964. The Canyon Lake Dam currently is rated as a Dam Safety Action Classification (DSAC) 2 dam.

Fiscal Year (FY) 2025 funds are being used to complete the Issue Evaluation Study. FY 2026 funds would be used to initiate the Dam Safety Modification Study (DSMS). The Corps uses a DSMS to investigate dam safety deficiencies that could potentially result in loss of life, to formulate one or more alternatives that could reduce the risks to tolerable levels, and to recommend an appropriate solution. The decision to initiate such a study for the Canyon Lake Dam reflects a finding based on the available information gathered during the issue evaluation study that actionable failure modes are present that may pose an unacceptable risk to the public. The Corps will conduct this study in accordance with Engineering Regulation 1110-2-1156, Safety of Dams – Policy and Procedures, dated March 31, 2014.

The DSMS phase of a dam safety action is funded at 100 percent Federal expense. In this case, PED will also be funded at 100 percent Federal expense. The Budget provides the funding for this study in the Investigations account to increase transparency of the use of Corps funds for this and other DSMS generally, and to more accurately present the portion of overall Corps funding that is for studies. As with other feasibility studies, this study may lead to a construction activity. If it does, the Corps would then fund that work in the Construction account.

This study is authorized under the project-specific authorizations for Canyon Lake Dam, which implicitly include the authority to study and implement measures to address potential safety-related concerns. This study is also authorized under Section 2 of National Dam Inspection Act of 1972, P.L. 92-367 (directing Secretary of the Army to carry out national program of inspection of dams); Section 215 of the Water Resources Development Act of 1996, P.L. 104-303 (directing implementation of Federal programs to enhance dam safety); and Section 1 of Dam Safety Act of 2006, P.L 109-460 (directing Secretary of the Army to maintain national inventory of dams including requiring inclusion of condition assessments performed by agency).

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 was $12,000 from the Dam Safety and Seepage/Stability Correction Program remaining item in the Construction account. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2026 from prior appropriations for use on this effort is $10,000.