CONSTRUCTION

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CONSTRUCTION

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APPROPRIATION TITLE: Construction – Navigation, Fiscal Year 2026

PROJECT: Alaska Regional Ports (Port of Nome Modification), AK (Continuing)

LOCATION: The Port of Nome is a regional hub port located on the Western Alaska coast, approximately 545 miles northwest of Anchorage, Alaska, with no access to the Alaska road system.

DESCRIPTION: The project seeks to provide a safe, reliable, and efficient waterborne transportation system for the movement of commerce and national security benefits at the Port of Nome. The Port of Nome Modifications, Nome, Alaska Chief's Report was signed 29 May 2020. The project includes constructing a new deep water basin by extending the existing west breakwater by approximately 3,484 ft to a depth of -40 ft Mean Lower Low Water (MLLW); and constructing outer basin modifications consisting of removing the existing breakwater stub (spur) from the south end of the existing west breakwater and extending the breakwater to deep water, removing the existing east breakwater and replacing it with a new approximately 3,900 ft east breakwater that extends to approximately -25 ft MLLW, increasing the outer basin channel entrance width to approximately 670 ft, and deepening the outer basin from -22 ft to -28 ft. Section 8312 of the Water Resources Development Act of 2022 changed the cost share of the project to 90 percent Federal and 10 percent non-Federal, from a cost share of 75 percent Federal and 10 percent non-Federal. The non-Federal sponsor is the City of Nome, Alaska.

AUTHORIZATION: Section 401 of the Water Resources Development Act of 2020 (Division AA of the Consolidated Appropriation Act, 2021, P.L.116-260).

REMAINING BENEFIT-REMAINING COST RATIO 0.02 to 1 at 7 Percent
TOTAL BENEFIT-COST RATIO 0.02 to 1 at 7 Percent

BASIS OF BENEFIT-COST RATIO: Benefit-cost ratios are based on the latest economic analysis contained in the Economic Update for Port of Nome Modifications, Nome, Alaska approved on 8 August 2024 and expressed at October 2023 (FY 24) price levels.

CONTINUING SUMMARIZED FINANCIAL DATA			STATUS (1 Jan 2025)	PCT CMPL	PHYSICAL COMPETION SCHEDULE
			West Breakwater		
			Dredging	0	TBD
			East	0	TBD
			Breakwater	0	TBD
Estimated Federal Cost	$ 596,312,000				
Estimated Non-Federal Cost	$ 66,256,000				
Cash Contributions	$ 66,097,000				
Other Costs	$ 160,000				
Total Estimated Project Cost	$ 662,569,000				
Authorized Cost (plus inflation)	$ 659,678,000				
Maximum Cost Limit (Section 902)	$ 824,597,000				

			ACCUM PCT OF EST FED COST
Allocations to 30 September 2022	$252,700,000	1/3	
Allocation for FY 2023	$0		
Allocation for FY 2024	$3,000,000		
Allocation for FY 2025	$25,000,000		
Allocations through FY 2025	$280,700,000	1/ 2/ 3/	47
President's Budget for FY2026	$3,000,000		48
Programmed Balance to Complete after FY 2026	$312,612,000		

1/ PED costs of $2,700,000 are included in this amount. These PED costs were allotted under parent program Alaska Regional Ports.
2/ Estimated Unobligated Carry-in Funding. The actual unobligated carry-in from FY 2024 to FY 2025 was $529,067. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2026 from prior appropriations for use on this effort is $0.
3/ In FY 2022 Project received $250,000,000 in IIJA.

PHYSICAL DATA: The improvement project includes removal of approximately 2,719,000 cubic yards of dredged material and approximately 247,000 cubic yards of stone from the west breakwater spur and the east breakwater. The breakwaters will be constructed with 658,000 cubic yards of stone. The recommended plan includes beneficial use of dredged material for beach enhancement by placing material nearshore in depths where wave action will cause sediment to migrate and accrete on the adjacent beach. The recommended plan also includes the reuse of all stone removed for construction of the west breakwater extension and east breakwater. None of these beneficial uses are expected to increase project costs and will be done within the budgeted authorized amount.

JUSTIFICATION: The project will result in a safe, reliable, and efficient waterborne transportation system for the movement of commerce, national security benefits, and recreation at the Port of Nome, that allows for economic opportunities in the region and supports the long-term viability of surrounding villages. The project would construct a -40 ft MLLW deepwater basin and deepen the existing outer basin from -22 ft MLLW to -28ft MLLW allowing deeper drafting and fully laden vessels enter the port without lightering goods. Coordination with state and federal agencies is ongoing for placement of dredged material in the nearshore area and is anticipated to be available for an FY2026 dredging contract award. Major commodities imported into the Port of Nome include fuel and dry cargo. The major export from the port is gravel. Average annual commercial tonnage from the period of 2012-2017 is 131,000. The savings per ton of commodities is approximately $14. The design vessel is a handi-size tanker with a draft of 35 feet and length of 575 feet. The Nome Census Area had an unemployment rate of 11.6 percent in 2018, and the Nome Census Area exceeded the national average unemployment rate by 36 percent in 2020, 176 percent in 2019, and 171 percent in 2018.

FISCAL YEAR 2025: The total appropriated amount plus carry-in funds will be applied as follows:

Procurement/Award of west breakwater extension (Phase 1A) construction contract	$205,000,000
Construction Management of Phase 1A contract	$ 1,000,000
Engineering and Design of Phase 2	$ 1,200,000
Complete construction of west breakwater extension	$ 25,000,000

FISCAL YEAR 2026: The budget amount plus carry-in funds will be applied as follows:

Engineering and Design of the east breakwater (Phase 3).	$ 3,000,000
Engineering and Design of Phase 2	$ 1,800,000
Construction Management of Phase 1A contract	$ 3,000,000

NON-FEDERAL COSTS: In accordance with the cost sharing and financing concepts reflected in Section 8312 of the Water Resources Development Act of 2022.

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, rights of way, and dredged or excavated material disposal areas.	$ 0	
Participate in Project Coordination Team, conduct audits of non-Federal costs, and perform investigations of hazardous, toxic, and radioactive wastes.	$ 0	
Modify or relocate utilities, roads, bridges, and other facilities, where necessary for construction of the project.	$ 0	
Bear all costs of construction, operation, and maintenance of local service facilities.	$ 244,423,000	
Pay 10% of the costs allocated to general navigation features during construction.	$ 66,256,000	$ 0
Total Non-Federal Costs	$ 310,679,000	$ 0

STATUS OF LOCAL COOPERATION: The non-Federal sponsor is the City of Nome, Alaska. The Design Agreement was executed between the Federal government and the non-Federal sponsor on 16 June 2021 and the Project Partnership Agreement was executed 11 January 2024. The current non-Federal estimate of $66,256,000, which includes a cash contribution of $66,097,000, as is noted in the Project Partnership Agreement. Our analysis of the non-Federal sponsor's financial capability to participate in the project affirms that the sponsor has a reasonable and implementable plan for meeting its financial commitment. The non-Federal sponsor has secured funding from the State of Alaska to meet its cash contributions for construction of the west breakwater extension. The FY 2023 Alaska State Budget allocated $175,300,000 for non-Federal cash contributions for construction of general navigation features and construction of local service facilities. The sponsor has made $1,200,000 in cash contributions and performed $160,055 in work in-kind contributions which include preparation of the Incidental Harassment Authorization (IHA), Development of Plan of a Cooperation and Stakeholder Engagement for the IHA, Development of a biological assessment, venue rentals for public meetings, and advertisements for public meetings.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of $596,312,000 is an increase of $100,190,000 from the last estimate ($496,122,000) presented to Congress (2025). While the design has been optimized to require less material the cost of the material has risen, the greater cost of the material is expected to negate any savings from the reduction in material. This change includes the following item.

Item	Amount
Re-pricing of breakwater (rock) material	$100,190,000
Total	$100,190,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT COMPLIANCE: Not applicable because no significant environmental impacts of the project were identified during the feasibility study, so an environmental impact statement was not done and a Finding of No Significant Impact was executed.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 2021 and funds to initiate construction were appropriated in FY 2022. Since the certified cost update in January 2023 the breakwater design had been optimized resulting in a decrease in the estimated project cost. Cost savings from design optimization are attributed use of 18-ton armor stone based on results of wave modeling and slope stability analysis. The project is planned to be constructed in four phases. Construction of the west breakwater extension will be accomplished in two phases, Phase 1A will construct the first 1,200 feet of causeway and remove the existing spur breakwater, and Phase 1B will complete the final 2,284 feet of causeway. Phase 2 includes dredging of the deep water basin and outer harbor to a depth of -40 ft MLLW and -28 ft MLLW, respectively. Phase 3 includes expanding the outer basin by removal of the existing east breakwater, constructing a new east break water, and dredging the outer basin to a depth of -28 ft MLLW.

PORT OF NOME MODIFICATION PROGRAM

Phase 1A

West Causeway Extension
1,200 ft. Causeway
600 ft. Dock

Advertise: FEB 2025
Award: AUG 2025

Phase 1B

West Causeway Extension
2,284 ft. Causeway
1,870 ft. Dock

Advertise: FY29
Award FY29

Phase 2

Harbor Deepening
-28 ft. MLLW Outer Basin
-40 ft. MLLW Deepwater Basin

Advertise: MAY 2026
Award: SEP 2026

Phase 3

East Causeway
2.410 ft. Causeway
800 ft. Dock
1,450 ft. Breakwater
130 ft. Causeway Bridge

Advertise: FEB 2028
Award: SEP 2028

APPROPRIATION TITLE: Construction – Dam Safety Assurance, Fiscal Year 2026

PROJECT: Whittier Narrows, CA (Dam Safety) (Continuing)

LOCATION: The Whittier Narrows Dam is located on both the San Gabriel River and the Rio Hondo approximately 11 miles east of downtown Los Angeles, approximately 7.5 miles downstream from the Santa Fe Dam Flood Control Project, and 17 miles upstream of the Pacific Ocean. Approximately 40% of the overall Los Angeles County Drainage Area (LACSD) project is controlled by Whittier Narrows Dam. The project is located at a natural gap, the "Whittier Narrows" between the Montebello Hills and the Puente Hills, which forms the southern boundary of the San Gabriel Valley in South El Monte, Los Angeles County, California. Both the Rio Hondo and the San Gabriel rivers flow through the "Whittier Narrows." The dam impounds and slowly releases excess storm waters to help keep these rivers, as well as the Los Angeles River, in bank. The dam reduces flood risks to over one (1) million people located within 25 municipalities and unincorporated portions of Los Angeles County. These people and the associated economic development downstream of the dam are in the approximately 20 miles between the dam and the Pacific Ocean.

DESCRIPTION: Whittier Narrows Dam and Reservoir is primarily a flood risk reduction project with incidental water conservation benefits. The U.S. Army Corps of Engineers (USACE), Los Angeles District completed construction of this dam in 1957 and operates the project. Whittier Narrows Dam is a central element of the Los Angeles County Drainage Area (LACDA) flood control system. The purpose of the Whittier Narrows Dam Safety Modification Project is to reduce the incremental risk to the downstream public to tolerable levels by addressing two potential failure modes which could lead to a dam breach: internal erosion of the foundation; and erosion of the crest due to water overtopping of the dam. Recommended features of the dam safety project include a trench drain constructed between Lincoln Avenue to the west and approximately 500 feet east of the San Gabriel River spillway. The 20-foot-deep trench drains, on the downstream toe, would reduce the risk of internal erosion of the foundation, while armoring of the crest and the downstream slope will reduce the risk of erosion if water overtops the dam. Parapet walls, approximately five (5)-feet in height, would reduce the risk of overtopping of the dam in several specific locations, including west of Lincoln Avenue to the west abutment, over the outlet works bridge, and over the spillway bridge. Two local roadways would be modified in the vicinity of the dam: Rosemead Boulevard will be elevated to reduce the risk of its flooding, while Lincoln Avenue will be moved to minimize impacts to underground utilities and will be elevated to reduce the risk of its flooding. A total of nine compensable facilities, including these two local roadways, require either relocation or protection to meet project needs.

AUTHORIZATION: This projectis authorized under the project-specific authorizations for Whittier Narrows Dam, which implicitly include the authority to study and implement measures to address potential safety-related concerns. This project 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).

The Whittier Narrows Dam is authorized under the Flood Control Act of 1936 (Public Law. No. 74-738, § 5), the Flood Control Act of 1938 (Public. Law. No. 75-761, § 2), the Flood Control Act of 1941 (Public Law. No. 77-228, § 3), and the Flood Control Act of 1944 (Public Law. No. 78-534, § 4).

REMAINING BENEFIT-REMAINING COST RATIO: Not applicable since the project is a dam safety assurance project.

TOTAL BENEFIT-COST RATIO: Not applicable since the project is a dam safety assurance project.

INITIAL BENEFIT-COST RATIO: Not applicable since the project is a dam safety assurance project.

BASIS OF BENEFIT-COST RATIO: Not applicable since the project is a dam safety assurance project.

SUMMARIZED FINANCIAL DATA:			ACCUM PCT OF EST FED COST	STATUS (1 Jan 2025)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	$1,159,160,000	1/2/3/4/		Entire Project	0%	2032
Estimated Non-Federal Cost	$0					
Total Estimated Project Cost	$1,159,160,000					
Allocations to 30 September 2018	$0					
Allocation for FY 2019	$4,300,000					
Allocation for FY 2020	$8,300,000					
Allocation for FY 2021	$192,500,000					
Allocation for FY 2022	$219,591,000					
Allocation for FY 2023	$0					
Allocation for FY 2024	$0					
Allocation for FY 2025	$0					
Allocations through FY 2025	$424,691,000		37%			
Estimated Unobligated Carry-In Funds to FY 2026	$326,241,379	5/				
President's Budget for FY 2026	$571,000,000		89%			
Programmed Balance to Complete After FY 2026	$163,469,000					

1/ $0 reprogrammed from the project.
2/ $0 rescinded from the project.
3/ $0 transferred to the Flood Control and Coastal Emergencies (FCCE) account
4/ This cost reflects the current working estimate based on the 95% design. This estimate is scheduled to undergo Cost and Schedule Risk Analysis and certification in FY 2025.
5/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 was $356,167,379. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2026 from prior appropriations for use on this effort is $326,241,379.

PHYSICAL DATA:

Division: South Pacific | District: Los Angeles | Whittier Narrows, CA (Dam Safety)

Dam Type= Impervious Core
Height – Crest elevation 236 feet (72m) with a maximum height of 55 feet above the Rio Hondo streambed.
Foundation – 56 feet (17m)
Length – 16,950 ft /3.2 Mi
Volume – 12,166 Cu yds
Spillway Type – Automated spillway overflow
3 Embankments - Zoned Earth Embankment approximately 16,950 feet (East 5,230 ft., Central 5,352 ft., and West 6,378 ft.)
Parapet Width – 16 feet (4.9m)
Reservoir - Capacity at elevation 229.0 feet is 37,491 acre-feet.

JUSTIFICATION: Whittier Narrows Dam is a Dam Safety Action Classification (DSAC) 1 project, which is defined by ER 1110-2-1156 as "Very High Urgency" where the combination of life or economic consequences with probability of failure is very high putting over 1 million people at risk. The project will address two dam safety issues: foundation seepage with backward erosion piping at the west and central embankments; and overtopping. These issues and the modifications were approved by a Dam Safety Modification Report conducted pursuant to Dam Safety-Policy and Procedures, ER 1110-2-1156. The approved modifications help ensure public safety as authorized by P.L. 75-194, P.L. 77-228, and P.L. 81-88. The approved modifications help meet continued requirements for USACE under P.L. 78-534, the Flood Control Act of 1970 (P.L. 91-611) and National Dam Safety Assurance program (P.L. 92-367; P.L. 104-303; P.L. 109-460; P.L. 113-121).

FISCAL YEAR 2025: The total appropriated amount, plus carryover funds, are being used as follows:

Continue Planning, Engineering & Design, Project Management, Construction Management	$11,700,000
Award Contract for Pre-Construction Services and Early Work Items	$16,700,000
Reimbursements for utility agency costs	$1,526,000
Carryover	$326,241,379
Total	$356,167,379

FISCAL YEAR 2026: The budget amount, plus carry-in funds, will be applied as follows:

Continue Planning, Engineering and Design, Project Management, S&A	$20,800,000
Award Contract for Environmental Commitments	$1,000,000
Reimbursements for utility agency costs	$5,200,000
Award Construction Option	$753,128,000
Carryover for Construction Management, Engineering and Design, Project Management	$117,113,379
Total	$897,241,379

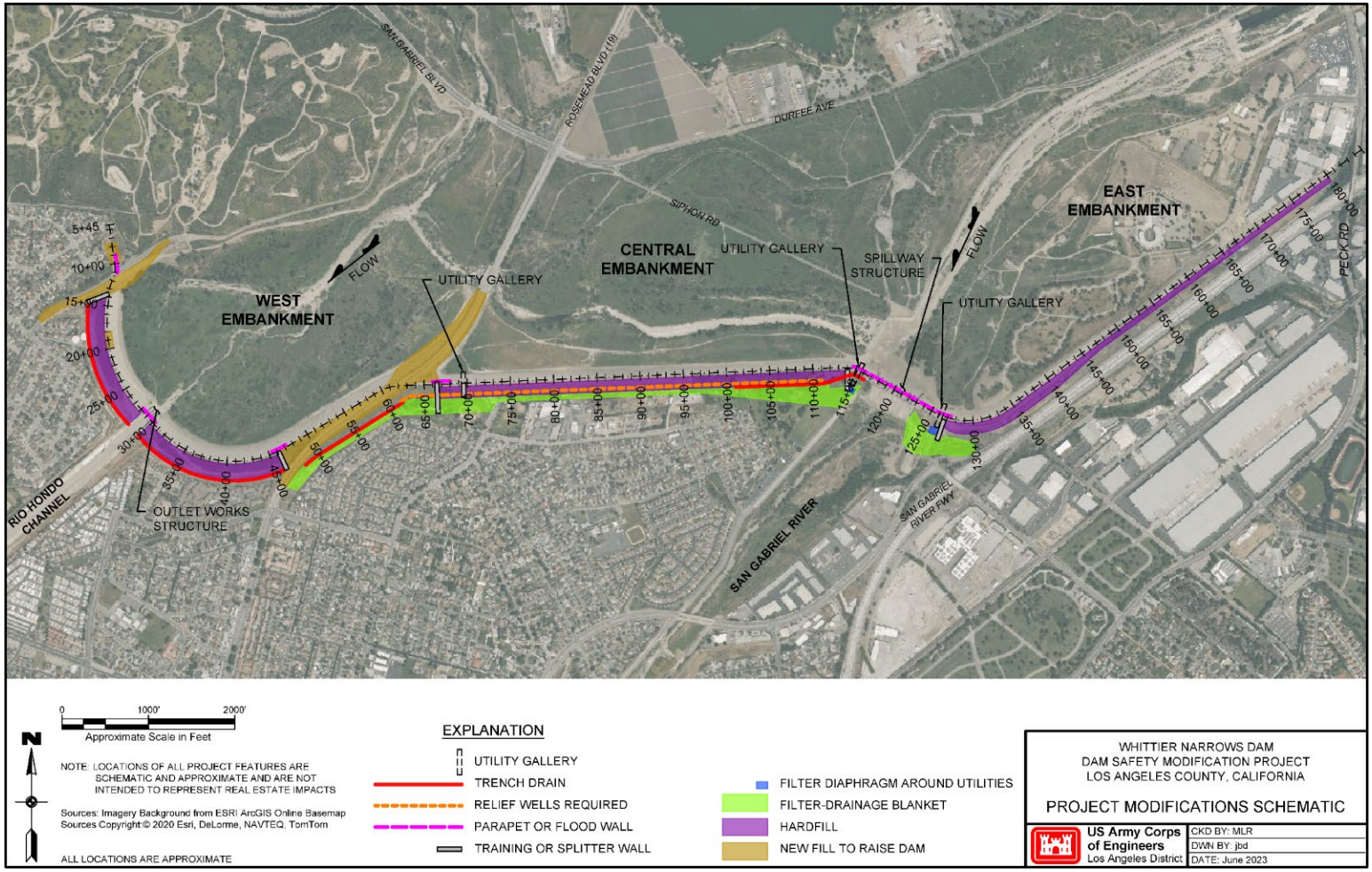
NON-FEDERAL COSTS: There is no non-Federal sponsor. This project is being constructed at 100 percent Federal expense.

STATUS OF LOCAL COOPERATION: None required.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal estimate of $1,159,160,000, which is based on the 95% design, is an increase of $689,464,000 to the last estimate presented to Congress (FY 2023). This change is due to cost increases related to production rates, staffing requirements, escalation, inflation, and market conditions.

STATUS OF ENVIRONMENTAL IMPACT STATEMENT COMPLIANCE: USACE sent out a Final Environmental Impact Statement for public review on 10 May 2019 and signed a Record of Decision 28 August 2019. USACE also issued a Supplemental Finding of No Significant Impact (FONSI) on 4 August 2023.

OTHER INFORMATION: The San Gabriel River and Rio Hondo flow into the Reservoir bringing flows collected from a 554 square mile drainage reservoir. Although there is a significant amount of water released into the San Gabriel River from the Dam, most of the water released from the Dam is through the outlet works into the Rio Hondo. Releases from the Dam outlet works to the Rio Hondo generally are limited to a maximum of 41,000 cubic feet per second to ensure the Los Angeles River downstream of the Rio Hondo remains in bank.


SAN GABRIEL BLVD
ROSEMEAD BLVD (19)
DURFEE AVE
SIPHON RD
WEST EMBANKMENT
CENTRAL EMBANKMENT
EAST EMBANKMENT
FLOW
UTILITY GALLERY
SPILLWAY STRUCTURE
PECK RD
RIO HONDO CHANNEL
OUTLET WORKS STRUCTURE
SAN GABRIEL RIVER
SAN GABRIEL RIVER PWY
0 1000' 2000'
Approximate Scale in Feet
N
NOTE: LOCATIONS OF ALL PROJECT FEATURES ARE SCHEMATIC AND APPROXIMATE AND ARE NOT INTENDED TO REPRESENT REAL ESTATE IMPACTS
Sources: Imagery Background from ESRI ArcGIS Online Basemap
Sources Copyright© 2020 Esri, DeLorme, NAVTEQ, TomTom
ALL LOCATIONS ARE APPROXIMATE
EXPLANATION
UTILITY GALLERY
TRENCH DRAIN
RELIEF WELLS REQUIRED
PARAPET OR FLOOD WALL
TRAINING OR SPLITTER WALL
FILTER DIAPHRAGM AROUND UTILITIES
FILTER-DRAINAGE BLANKET
HARDFILL
NEW FILL TO RAISE DAM
WHITTIER NARROWS DAM
DAM SAFETY MODIFICATION PROJECT
LOS ANGELES COUNTY, CALIFORNIA
PROJECT MODIFICATIONS SCHEMATIC
US Army Corps of Engineers
Los Angeles District
CKD BY: MLR
DWN BY: jbd
DATE: June 2023

APPROPRIATION TITLE: Construction – Aquatic Ecosystem Restoration, Fiscal Year 2026

PROJECT NAME: South Florida Ecosystem Restoration, FL (Continuing)

LOCATION: The South Florida Ecosystem Restoration (SFER) Program stretches from the southern Orlando area southward across the Everglades, the Florida Keys, and the contiguous and near-shore waters of South Florida, and across South Florida from east to west including portions of the drainage areas of the Indian River Lagoon and the Caloosahatchee River, as well as population centers along the southeast and southwest coasts. The project area is defined by the political boundaries of the South Florida Water Management District (SFWMD) and includes all of the Everglades. It encompasses an area of approximately 18,000 square miles, which includes all or part of 18 counties in the southeast part of the state of Florida. Principal areas include the Kissimmee River Basin, Lake Okeechobee, Everglades Agricultural Area, Upper East Coast, Lower East Coast, Big Cypress Basin, Water Conservation Areas, Everglades National Park, Southwest Florida, Florida Bay and the Florida Keys.

DESCRIPTION: The objective of the SFER Program is to restore, protect and preserve the South Florida ecosystem, including the Everglades, while providing for other water related needs of the region. The SFER Program includes the Central and Southern Florida (C&SF) Project, the Kissimmee River Restoration Project, the Everglades and South Florida (E&SF) Restoration Project, the Modified Waters Deliveries Project and the Comprehensive Everglades Restoration Plan. The completed C&SF Project includes 1,000 miles of canals, 720 miles of levees and several hundred water control structures, which provide water supply, flood damage reduction, water management and other benefits to south Florida. Under SFER, numerous C&SF projects— including West Palm Beach Canal (C-51), C-111 (South Dade), Comprehensive Everglades Restoration Plan (CERP), and Manatee Pass Through Gates— were or are being undertaken to address adverse environmental impacts caused in large part by the C&SF flood project's modification of historic Everglades flows. The Everglades National Park receives virtually its entire source of water (other than direct rainfall) from the C&SF Project.

C-111 South Dade: The C-111 (South Dade) effort will help restore natural hydrologic conditions in Taylor Slough within Everglades National Park by providing immediate improvement in flow between upper Everglades Marsh Water Conservation Area 3a and Everglades National Park which directly improves habitat for endangered species. The Project Cooperation Agreement (PCA) for the C-111 (South Dade) separable element was executed with the South Florida Water Management District in January 1995. A PCA amendment was executed in August 2014. A cost sharing study agreement was executed in February 2018 for a Post Authorization Change Report (PACR). The cost-sharing study agreement was executed to move forward with evaluation of various alternatives to replace temporary pump stations S-332B and S-332C. The C-111 South Dade Director's Report was signed on 15 September 2020. The Water Resources Development Act of 2020 modified the C-111 South Dade project to include construction of permanent pump stations for S-332B and S-332C. The final engineering design for the replacement of S-332B is complete and is anticipated to start construction in late 2025. The design for S-332C pump station is in intermediate phase.

Picayune Strand Restoration Project: The CERP Picayune Strand (Southern Golden Gate Estates) Restoration Project will restore and enhance 55,247 acres of wetlands (cypress/freshwater marsh and wet prairie) in an abandoned real estate development, formerly known as Southern Golden Gates Estates, and adjacent public lands that were drained in the early 1960s. The purpose of this project is to restore natural and beneficial sheetflow of water to the Ten Thousand Islands National Wildlife Refuge, historical overland waterflows to the South, while maintaining flood control measures for areas to the North and the West. The restoration will improve the functionality of habitat for the Florida Panther, Smalltooth Sawfish, Manatee and Wood Stork and the water quality of coastal estuaries by moderating the large salinity fluctuations caused by freshwater point discharge of the Faka Union Canal, as well as improving the wetland/upland mosaic habitat west of the Everglades. The project will also aid in protecting the City of Naples eastern Golden Gate wellfield by improving groundwater and aquifer recharge. The project includes a combination of spreader basins, levees, canal plugs, road and tram removal and pump stations for the Prairie, Merritt, Faka Union and Miller Canals. The Project Implementation Report (PIR) for the Picayune Strand Restoration Project, which is a component of the Comprehensive Everglades Restoration Plan, was completed in December 2004. A Chief's Report on the PIR was signed on September 15, 2005. A Post Authorization Change Report to

address increased costs for the project, which are due to design changes determined to be necessary to meet project objectives and increases in the cost of supplies and materials for construction of the pump stations was finalized and the project was reauthorized in the WIIN Act 2016. Construction of the pump stations, removal of roads and trams, and the protection features in the southwest region was accomplished via multiple construction contracts that were led by both the USACE and the Non-Federal Sponsor, SFWMD. Three Pump Stations (810-2,650 cfs), three standalone communication towers, levees and berms (73,700 Linear Feet), 58 weirs and culverts, access roads (101,700 Linear Feet), drainage canal (5,200 Linear Feet), canal plugs, and the manatee mitigation feature have been transferred to the Non-Federal Sponsor and are in the Operations, Maintenance, Rehabilitation, Repair and Replacement (OMRR&R) phase. Physical construction of all remaining features of the Picayune Strand Restoration Project is anticipated to be complete in 2026.

Indian River Lagoon: The CERP Indian River Lagoon (IRL) feasibility study was initiated in 1996. This study evaluated potential modifications to the C&SF Project for ecological restoration of Indian River Lagoon ecosystem. A final feasibility report, which included components of the CERP, was submitted to HQUSACE in FY 2002. The Project Implementation Report (PIR), required by WRDA 2000, for Indian River Lagoon South was completed August 2004 and recommended a plan in Martin, St. Lucie, and Okeechobee Counties that will reduce the damaging effects of watershed runoff, reduce high peak discharges, reduce nutrient loads, provide water quality benefits to control salinity, pesticides, and other pollutants presently discharged to the estuary, restores 117 acres of wetlands including seagrass, restores and improves the functionality of habitats for the Wood Stork, Green Sea Turtle and West Indian Manatee, and provide water supply for agriculture to offset reliance on the Floridian Aquifer. The plan includes 170,000 acre-feet of reservoir storage (C-44 Reservoir, C-23/24 North/South Reservoirs and C-25 Reservoir), and storm water treatment areas (C-44, C-23/C-24, and C-25), and provides storage on 92,000 acres of natural storage areas (Allapattah, Palmar, and Cypress Creek). A Chief's Report on the PIR was signed August 4, 2004. The project moderates unnatural salinity changes which cause detrimental effects to estuarine communities. The authorized project also includes steps to remove up to 7,900,000 cubic yards of muck from the St. Lucie River and Estuary. Following execution of the Project Partnership Agreement (PPA) in September 2010, construction of the intake canal of the C-44 Reservoir and STA component was initiated in July 2011 and was completed in July of 2014. Construction of the C-44 Reservoir was initiated in FY 2015 and physical construction completed September 2021 with an Operational Testing and Monitoring Period ongoing. Construction of the C-44 stormwater treatment area (initiated in 2014 and completed in 2021) and the reservoir pump station (initiated in 2015 and completed in 2018) was implemented by the non-federal sponsor. Award of the C-23/C-24 Stormwater Treatment Area construction occurred in September 2021 and is ongoing. The first construction contract award for C23/24 North Reservoir was awarded in September 2024 with Infrastructure Investment and Jobs Act funding. The first contracts for the C23/24 South Reservoir and the C23 Reservoir/STA complex were awarded in 2024 by the South Florida Water Management District. Design is ongoing for the follow-on contracts for the C23/24 North Reservoir, C23/24 South Reservoir and the C25 Reservoir and STA complex. As of 2025, all reservoirs for Indian River Lagoon South have started the construction phase.

Caloosahatchee River (C-43) West Basin Storage Reservoir: The Project Implementation Report for the C-43 Project, which is a component of the Comprehensive Everglades Restoration Plan, was completed in September 2007. A final report was prepared based on CERP land valuation guidance and submitted to Headquarters November 17, 2009. The project contributes to the restoration of the Caloosahatchee Estuary as part of a comprehensive plan for restoring the south Florida ecosystem by reducing damaging discharges to the Caloosahatchee Estuary. The project encompasses 10,700 acres and the Recommended Plan provides approximately 170,000 acre-feet of above-ground storage volume in a two-cell reservoir with normal pool depths when the reservoir is full; pool depths vary from 15 feet at the southeast corner to 25 feet at the northwest corner. The portion of the Everglades ecosystem directly affected by the C-43 and the Caloosahatchee River Estuary provides habitat for 21 federally listed endangered or threatened species, including the Florida panther, Everglade's snail kite, wood stork, manatee, eastern indigo snake, Audubon's crested caracara and five species of sea turtles. The recommended plan improves functional fish and wildlife habitat in the Caloosahatchee River Estuary. The Chief's Report was signed in March 2010 and a Supplemental Chief's Report was signed in January 2011 to clarify cost sharing requirements on recreational features. The Record of Decision was signed and transmitted to Congress on April 13, 2011. Following execution of the PPA in June 2016 the non-Federal sponsor took the lead in constructing this project and the Corps is currently providing oversight of their construction. A Post Authorization Change Report was approved by the Army Corps of Engineers Headquarters to address increased cost of the project which are largely due to design changes determined to be necessary to meet project objectives and increases in the cost of supplies and materials for construction. The C-43 West Basin Storage

Reservoir Project Director's Report was signed on 24 July 2020 and the Water Resources Development Act of 2020 re-authorized the project at the updated cost. Construction is ongoing by the non-Federal sponsor with physical completion scheduled in FY 26, with a two-year, follow-on Operational Testing and Monitoring Period.

Kissimmee River Restoration: Local water resource development of the Kissimmee River began in the late 1800's. In the 1960's, the river was channelized as part of the C&SF Project. Although the project has provided for navigation and reduced flood damages as intended, it also resulted in long-term degradation of the natural ecosystem. The 103-mile river that historically meandered across and inundated about 35,000 acres of wetlands over a broad flood plain was reduced to a 56-mile canal that has successfully contained almost all flows since its completion. The channelization coupled with the modifications of the Lower Basin tributary watersheds and efficient control of floodwaters and regulation of inflows from the Upper Basin significantly altered hydrologic characteristics of the ecosystem. Project formulation and scoping was based on the most cost-effective plan that would meet fish and wildlife resources objectives for restoring ecological integrity. Completion of the project will result in the restoration of 52 miles of river; 27,000 acres of wetlands; improved water quality characteristics for the Kissimmee River; and restored conditions for over 300 fish and wildlife species. Funds to initiate construction for the Kissimmee River Restoration were appropriated in FY 1993. The Project Cooperation Agreement was signed with the South Florida Water Management District March 22, 1994. Construction was initiated in FY 1997. The Kissimmee Basin includes 3,000 square miles stretching from Orlando to Lake Okeechobee in central Florida. The Kissimmee River Restoration project involves the ecosystem restoration of the historic floodplain to re-establish wetland conditions by implementing the following: modifications to the operation of the upper chain of lakes; modification of various structures; enlargement of C&SF Canals 36 and 37; backfilling 22 miles of C&SF Canal 38; excavation of about nine miles of new river channel; removal of two water control structures and locks, flood proofing of developments around the lakes and land acquisition of over 100,000 acres. The real estate requirements included acquisition of fee title for lands within the 5-year-floodplain and acquisition of flowage easements for lands between the five-year-flood line and the 100-year-flood line. The project restores 110,000 acres of riverine wetland system including beakrush wet prairies, broadleaf march, hardwoods, cypress strands and sawgrass and restores/improves the functionality of habit for the Wood Stork, Caracara, Snail Kite and Bald Eagle. The Water Resources Development Act of 2018 provided crediting authority for actions taken and proposed to be performed by the non-Federal sponsor that were integral to implementation of the project. Physical construction for project features was completed in 2021. The Kissimmee Basin Modified Water Control Plan (KBMWCP) National Environmental Policy Act effort was initiated in FY 2023 and includes an operational and structural analysis of the post-Kissimmee River Restoration operations for the existing and new structures in the Upper and Lower Kissimmee Basins. The Headwaters Revitalization Schedule is being implemented in increments with Increment 1 in operations since 2024. The development of the final increment of the Headwaters Revitalization Schedule is ongoing. The project requires five years of follow-on ecological monitoring.

Central Everglades Planning Project: The Project Implementation Report for the Central Everglades Planning Project (CEPP), which is a component of the Comprehensive Everglades Restoration Plan, was competed in July 2014. The Chief's Report was signed on December 23, 2014. The Record of Decision was signed and transmitted to Congress in August 2015 and the project was authorized in WRDA 2016. Subsequently, the South Florida Water Management District completed a Section 203 report entitled "Central Everglades Planning Project Post Authorization Change Report – Feasibility Study and Draft Environmental Impact Statement" in March 2018. This report proposed a project that includes a 240,000 acre-feet above-ground reservoir and a 6,500-acre Storm Water Treatment Area (STA), located on the A-2 parcel and A-2 Expansion area. The changes in this report were authorized in Section 1308 of the Water Resources Development Act of 2018 subject to completion of a report (commonly referred to as the Everglades Agricultural Area (EAA) Follow Up Report) to address the concerns, recommendations, and conditions identified by the Secretary in the review assessment titled "Review Assessment of South Florida Water Management District's Central Everglades Planning Project, Section 203 Post Authorization Change Report, Integrated Feasibility Study and DRAFT Environmental Impact Statement (March 2018, Amended May 2018)" and dated May 2018. The EAA Follow Up Report was completed in May 2020 and transmitted to Congress in October 2020. The Water Resources Development Act of 2020 authorized the EAA project features to be included within the CEPP project and updated the total project costs for CEPP. The purpose of the combined project is to improve quantity, quality, timing, and distribution of water flows to the Northern Estuaries, Central Everglades, and Florida Bay while increasing water supply for municipal and agricultural users. The recommended plan is anticipated to beneficially affect

more than 1.5 million acres in the St. Lucie and Caloosahatchee Estuaries, WCA 3A, WCA 3B, Everglades National Park, and Florida Bay and would redistribute existing treated water in a more natural sheetflow pattern, and provide an average of approximately 370,000 acre-feet per year of additional clean freshwater flowing into the central portion of the Everglades. The additional freshwater flow to the central Everglades is essential to Everglades Restoration, helps to achieve the CERP goal, and has been protected for the natural system. The additional water flowing into northern WCA 3A and ENP will help to restore vegetative communities and habitat for fish and wildlife while providing incremental improvement of natural processes critical for the development of peat soils and tree islands, which are essential features of the Everglades ridge and slough landscape. Increased flows to Florida Bay will improve salinities, resulting in greater abundance and diversity of sea grasses and other estuarine plant and animal species. Recreational benefits provided by the recommended plan include enhanced outdoor recreation opportunities and improved access to Everglades' marshes for tourists and Floridians. Due to its magnitude, CEPP is implemented in four phases, CEPP North, CEPP South, CEPP EAA and CEPP New Water. CEPP North is under design and construction led by the South Florida Water Management District under a Pre-Partnership Credit Agreement signed in 2020 and subsequently amended. The Validation Report for CEPP North is under development and review. The Project Partnership Agreement for CEPP North will be executed after certain conditions are met. CEPP South is under design and construction jointly by the USACE and the SFWMD. The CEPP South Validation Report was approved in May 2019. The CEPP South Project Partnership Agreement was executed in 2020 and amended in 2024 to add the S-152 structure to CEPP South Phase. Amendment No 2 to the CEPP South Phase PPA is scheduled for execution in FY25, and will add construction of S-355W Spillway as work-in-kind for the SFWMD. Several CEPP South features have been transferred to OMRR&R phase including the S-333N spillway and the removal of Old Tamiami Trail. CEPP EAA is under design and construction of multiple features jointly by the USACE and SFWMD. Construction of EAA reservoir is underway, which currently includes the inflow/outflow canal, the reservoir foundation, and the reservoir embankment which was awarded in September 2024. The SFWMD is currently constructing the stormwater treatment area for the EAA Reservoir, as well as the improvements to North New River Canal and Miami Canal. The CEPP EAA Phase PPA was executed in April 2021 and subsequently amended. Finally, the CEPP New Water design and construction are complete – which was led by the SFWMD under a Pre-partnership Credit Agreement. The final Validation Report for CEPP New Water Phase is in progress and scheduled to be approved in November 2025, and once approved, the PPA for the CEPP New Water Phase will be executed between USACE and SFWMD. In summary, one phase of CEPP is physically complete and three phases are under construction. Operational plans for all phases are under development in coordination with the Project Delivery Team and the public.

Biscayne Bay Coastal Wetlands: The Biscayne Bay Project Implementation Report, which is a component of the Comprehensive Everglades Restoration Plan, was completed in August 2011. The final PIR and Environmental Impact Statement (EIS) were approved at the Civil Works Review Board in September 2011. The Chief's Report was signed on May 2, 2012. The Record of Decision was signed and transmitted to Congress on September 19, 2012 and the project was authorized in WRRDA 2014. The purpose of the Biscayne Bay Coastal Wetlands project is to contribute to the restoration of Biscayne Bay and adjacent wetlands as part of a comprehensive plan for restoring the south Florida ecosystem. The project will also help restore saltwater wetlands and the near shore bay through the re-establishment of optimal salinity concentrations for fish and shellfish nursery habitat. This plan will rehydrate coastal wetlands and reduce damaging point source freshwater discharge to Biscayne Bay. This will also improve functional fish and wildlife habitat in Florida Bay and Biscayne Bay, by rehydrating coastal wetlands and reducing wasteful point source freshwater discharge. The project provides habitat for 21 federally listed endangered or threatened species, including the West Indian Manatee, Florida Panther, Cape Sable Seaside Sparrow, and the American Crocodile. The Recommended Plan encompasses a footprint of approximately 3,761 acres and includes features in three hydrologic distinct regions of the study area: Deering Estate, Cutler Wetlands, and L-31 East Flow Way. Following execution of a Pre-Partnership Credit Agreement in August 2009, the South Florida Water Management District (SFWMD) initiated and subsequently completed construction of the Deering Estate features in FY2012. In August 2016 the PPA was executed and in 2017 the Corps completed construction of 2 culverts for the L-31E flow way. In 2018, the SFWMD initiated construction of 4 culverts. The Corps subsequently awarded the remaining L-31E flow way components including 4 pump stations. Physical construction of S-703, S-705 and S-709 pump stations is complete and construction of S-710 and S-711 is ongoing. The SFWMD awarded construction of the Cutler Wetlands features in two contracts, one in FY22 and the other in FY24. Construction of these features in the L-31E Flow Way and the Cutler Wetlands will complete the project, with physical completion of all features anticipated in 2025. A Post Authorization Change Report to address increased costs for the project, which are due to design changes determined to be necessary to meet project objectives and increases in the

cost of supplies and materials for construction of the pump stations, was finalized and the project was reauthorized in Section 1401 of the Water Resources Development Act of 2024.

Broward County Water Preserve Areas: The Broward County WPA Project Implementation Report, which is a component of the Comprehensive Everglades Restoration Plan, was completed in April 2007The final report was modified to reflect CERP land valuation guidance as well as other policy updates required since 2007. The Chief's Report was signed on May 21, 2012 and the Record of Decision was signed and transmitted to Congress in November 2012 and the project was authorized in WRRDA 2014. The purpose of the project is to improve the ecological function of the Everglades ecosystem by capturing and storing excess surface water runoff from the C-11 watershed and reducing excess releases to the WCA 3A/3B and will minimize seepage losses during dry periods. This would include a footprint of approximately 7,990 acres based on the three components: C-11 Impoundment, WCA 3A/3B Seepage Management Area (SMA), and C-9 Impoundment, as well as recreation features. This will also improve functional fish and wildlife habitat in Water Conservation Areas (WCA) 3A/3B, and in Everglades National Park. The portion of the Everglades ecosystem directly affected by the project provides habitat for five federally listed species: West Indian manatee, Florida panther, wood stork, snail kite and Eastern indigo snake. Overall, project implementation improves hydroperiods and hydropatterns in the project area and resulting in improvements to approximately 563,000 acres in Water Conservation Area 3 and 200,000 acres in the greater Everglades. The project includes a combination of canals, levees, water control structures, pumps, bridges, and buffer marsh. Recreation features include 14 miles of improved trail surface, parking areas with ADA accessible waterless toilets, walkway to canoe launch facilities, and information kiosk, shaded benches, footbridges, trash receptacles and signage. The PPA was executed in August 2016. The North Mitigation Area A berm construction was completed, and the feature was transferred to the sponsor in February 2020. Design and construction is ongoing for the C-11 Impoundment feature. Design of the Seepage Management Area and C-9 Impoundment features is pending. The first contract for the C-11 Impoundment was awarded in September 2024 with Infrastructure Investment and Jobs Act (IIJA) funding. The second contract award for the C-11 Impoundment is scheduled for September 2025 with the IIJA funding.

Loxahatchee River Watershed Restoration: A Chief of Engineers Report was signed on 8 April 2020 and the project was authorized in Section 401 of the Water Resources Development Act of 2020. The Loxahatchee River Watershed Restoration Project will restore and sustain the overall quantity, quality, timing, and distribution of fresh waters to the federally designated "National Wild and Scenic" Northwest Fork of the Loxahatchee River. The project will restore wet & dry season flows of water to the Northwest Fork of the Loxahatchee River and the river floodplain; restore oysters, seagrass, and other estuarine communities in the Loxahatchee River Estuary; increase natural area extent of wetlands; restore connections between J.W. Corbett Water Management Area, Pal-Mar/Cypress Creek basin, Loxahatchee Slough, Grassy Waters Preserve, and the Loxahatchee River to improve hydrology, sheet flow, hydroperiods, natural storage, and vegetation communities. It will also restore native plant, animal species abundance, and diversity in the Loxahatchee River watershed natural areas, river, and estuary. The recommended plan includes features in three distinct flow-ways, 1, 2, and 3. Design of all features is underway by the non-Federal sponsor. Construction is anticipated to be led by the SFWMD under a Pre-Partnership Credit Agreement that was signed in 2022.

Western Everglades Restoration Plan: The project is a part of the Comprehensive Everglades Restoration Plan and its Project Implementation Report was completed in 2024. A Chief of Engineers Report was signed on 11 September 2024 and the project was authorized in Section 1401 of the Water Resources Development Act of 2024. Additionally, Section 1402 of WRDA 2024 authorized the provision of federal financial assistance to the State of Florida for the State's construction of the North Feeder Stormwater Treatment Area, as recommended in the Chief of Engineers Report. The purpose of the Western Everglades Restoration Project (WERP) is to improve the quantity, quality, timing, and distribution of water needed to restore and reconnect the western Everglades ecosystem. The WERP project area includes the western Everglades where flows originate (C-139 Basin, the Feeder Basins, and the C-139 Annex) and the federal L-28 canals and their feeder canals, which work together to route water throughout the western Everglades (L-28 canals include the L28 North, L-28 Interceptor, L-28 Interceptor Extension, L-28 South, and the associated feeder canals including the West Feeder and North Feeder). The project area includes the Seminole Tribe of Florida's Big Cypress Reservation (SBCR), the Miccosukee Tribe of Indians' Alligator Alley Reservation (MAAR), the Miccosukee Tribe of Indians' Reserve Area (MRA) located along Tamiami Trail, portions of Big Cypress National Preserve (BCNP), and portions of Water Conservation Area (WCA) 3A

and Everglades National Park (ENP). The Recommended Plan incorporates three components of the CERP: Big Cypress / L-28 Interceptor Modifications (Component CCC), WCA 3 Decompartmentalization and Sheetflow Enhancement (Component QQ), and Flow to Northwest and Central Water Conservation 3A (Component RR). The recommended plan will beneficially affect more than 644,000 acres in the western Everglades, including the SBCR, the MAAR, BCNP, WCA 3A and the western portion of ENP. In addition to redistributing existing water in a more natural sheetflow pattern, the recommended plan provides for an increase in ecological connectivity between natural wetlands and uplands by the removal of manmade flood control infrastructure such as canals and levees. The recommended plan also will reduce the intensity and duration of undesirable wildfires by improving surface water depths and durations in areas affected by over-drainage. Water flowing into northwestern WCA 3A and BCNP will help to restore pre-drainage vegetative communities and habitat for fish and wildlife while providing incremental improvement of natural processes critical for the development of peat soils. By restoring low nutrient conditions, the recommended plan will improve the structure and function of wetland ecosystems to reestablish and sustain native flora and fauna. Due to its magnitude, the WERP recommended plan is in four regions. A Pre-Partnership Credit Agreement for Region 4 was executed with SFWMD in January 2024. The SFWMD initiated design and construction of the L-28 culverts within Region 4 in FY2024.

Lake Okeechobee Component A Reservoir: The Lake Okeechobee Component A Reservoir (LOCAR) project was submitted to the Assistant Secretary of Army for Civil Works through a Section 203 report by the SFWMD in 2024. The project was authorized as a part of the Comprehensive Everglades Restoration Plan in Section 1401 of the Water Resources Development Act of 2024.The authorized project includes construction of a 200,000-acre-foot (ac-ft) reservoir to store water during wet periods north of Lake Okeechobee for later use during dry periods and offer operational flexibility to draw and store water from the lake and basin to improve its littoral ecosystems. The Recommended Plan would achieve the Project goals and objectives by improving the quantity, timing, and distribution of water entering Lake Okeechobee; provide for better management of lake water levels; reduce high flows to the Caloosahatchee and St. Lucie Estuaries (Northern Estuaries) downstream of the lake; and improve systemwide operational flexibility. The Recommended Plan includes a 200,000 ac-ft aboveground storage reservoir north of Lake Okeechobee and Canal 41A, covering an area of approximately 12,316 acres and designed to have an average storage depth of 18 feet at its normal full-storage level. The Recommended Plan will create additional water storage north of Lake Okeechobee to facilitate improved flexibility in the timing and distribution of water. Water can be drawn from Lake Okeechobee and stored during wet times to reduce damaging high lake stages and later be released back to the lake to reduce the impacts of low stages during dry times. The storage proposed by the Recommended Plan meets the CERP goal for Component A.

AUTHORIZATION: Flood Control Acts of 1948, 1954, 1960, 1962, 1965, and 1968; Authorization in 1970 under Section 201 of the Flood Control Act of 1965, and the Water Resources Development Acts (WRDA) of 1986, 1988, 1990, 1992, 1996, 1999, 2000, and 2007; the Water Resources Reform and Development Act (WRRDA) of 2014; Water Infrastructure Improvements for the Nation Act 2016 (WIIN Act); the WRDA of 2018; the WRDA of 2020, WRDA of 2022, and WRDA of 2024.The Modified Water Deliveries to Everglades National Park was authorized under the Everglades Expansion Act of 1989 (PL 101-229). PL 101-229 specifically directs the Secretary of the Army, in consultation with the Secretary of Interior, to construct modifications to the C&SF Project to improve water deliveries to ENP. The Upper St. Johns River Basin was authorized under Flood Control Acts of 1948, 1954, 1958, 1965, Post Authorization Report 1984 and Water Resources Development Act 1986.

REMAINING BENEFIT-REMAINING COST RATIO: N/A; Ecosystem Restoration Project

TOTAL BENEFIT-COST RATIO: The total benefit-cost ratio for the entire project is not applicable because environmental benefits were not quantified in monetary terms. Incremental cost analysis (CE/ICA) was used to calculate the cost effectiveness of building the selected plans for each separable element within the SFER Program. For the CERP each of the projects highlighted in the Plan were further developed and analyzed in Project Implementation Reports and a CE/ICA was completed for each based on cost and environmental benefits. In addition, all projects recommended under the CERP alternative, undergo a Next Added Increment (NAI) analysis to determine what benefits the selected plan contributes to without regard to future CERP projects. It also determines whether sufficient benefits will accrue to justify the cost of the project if no additional CERP projects (other than those already existing or authorized) are implemented.

INITIAL BENEFIT-COST RATIO: The initial benefit-cost ratio for the entire project is not applicable because environmental benefits have not been quantified in monetary terms.

BASIS OF BENEFIT-COST RATIO: N/A; Ecosystem Restoration Project

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST
Estimated Federal Cost (CoE)		$ 21,710,974,000	
Programmed Construction	$ 21,086,983,000		
Un-programmed Construction	$ 623,991,000		
Estimated Federal Cost (Other Federal Agencies)		$ 506,279,000	
Programmed Construction	$ 506,279,000		
Un-programmed Construction	$ 0		
Estimated Total Federal Cost		$ 22,217,253,000	
Programmed Construction	$ 21,593,262,000		
Un-programmed Construction	$ 623,991,000		
Estimated Non-Federal Cost		$ 21,002,304,000	
Programmed Construction	$ 20,672,130,000		
Cash Contributions	$16,493,204,000		
Other Costs	$ 4,178,926,000		
Un-programmed Construction	$ 330,174,000		
Cash Contributions	$ 175,490,000		

STATUS (1 Jan 2025)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
C-51 West Palm Beach	100	Apr 2017
C-111 (South Dade)	98	TBD
CERP	42	TBD
Kissimmee	99	TBD
C-43 West Basin Storage Reservoir	44	TBD
Picayune Strand	95	TBD
Indian River Lagoon South	36	TBD
C-111 Spreader Canal	90	TBD
Site1 Impoundment	30	TBD
Mod Waters Deliveries	100	Aug 2020
Biscayne Bay Coastal Wetlands	92	TBD
Broward County Water Preserve Area	13	TBD
CEPP	13	TBD
Melaleuca Eradication	100	Jul 2013
Manatee Pass Gates	100	Sep 2012
Lake Okeechobee: Water Retention and Phosphorus Removal	100	Feb 2015
Western C-11 Basin	100	Sep 2005
Florida Keys: Carrying Capacity	100	Dec 2004
E Coast Canal	100	Sep 2004

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST
Other Costs	$ 154,684,000		
Total Estimated Programmed Construction Cost		$ 42,265,392,000	
Total Estimated Un-Programmed Construction Cost		$ 954,165,000	
Total Estimated Project Cost		$ 43,219,557,000	
Allocations to 30 September FY 2022		$ 4,729,384,000	
Allocations for FY 2023		$ 452,332,000	
Allocation for FY 2024		$ 429,000,000	
Assumed Allocation for FY 2025		$ 446,000,000	
Allocations through FY 2025		$ 6,056,716,000 1/ 2/ 3/ 5/	29
Estimated Unobligated Carry-In Funds		$ 62,019,469 4/	
President's Budget for FY 2026		$ 446,000,000	31
Programmed Balance to Complete after FY 2026		$ 14,584,267,000 6/	
Un-programmed Balance to Complete after FY 2026		$ 623,991,000	

STATUS (1 Jan 2025)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Tamiami Trail:		
Western Culverts	68	TBD
Southern CREW	90	TBD
Lake Trafford	95	TBD
Misc. Completed Works	100	October 1992

1/ $(11,429,000) reprogrammed from the project. $6,449,000 reprogrammed to the project.
2/ $(3,733,000) rescinded from the project.

3/ $(26,500,000) transferred to the Flood Control and Coastal Emergencies account is not accounted for in this Civil Works J-sheet. The Short Term Supplemental Public Law 115-123 funding allocated to the Kissimmee River Restoration project ($13,593,322) and Public Law 114-254 funding allocated to the C-111 South Dade project ($1,704,000) is accounted for in this Civil Works J-sheet.
4/ Unobligated Carry-in Funding The actual unobligated carry-in from FY 2024 to FY 2025 was $962,281,326 of that FY2025 Obligations will be $676,366,326 (that includes $62,019,469 in regular construction appropriations and $614,346,857 in IIJA construction appropriations) broken out as follows: Lake Okeechobee Watershed Project continue PIR $477,132; Western Everglades Restoration Project continue PIR $39,777; Biscayne Bay and Southern Everglades Ecosystem Restoration Project continue PIR $313,558 (IIJA); Kissimmee River Restoration Project continue construction $54,937; Adaptive Assessment and Monitoring continued $93,681; Broward County Water Preserve Area Project continue design $3,000,165 and C-11 Impoundment contract 2 $625,283,299 (IIJA); Indian River Lagoon – South Project continue construction $15,086,367 and C23/24 North Reservoir contract 4A $19,030,000; Central Everglades Planning Project continue construction $20,629,200 and CEPP South S-356 Pump Station contract $274,665,000 (IIJA); Loxahatchee River Restoration Project continue oversight sponsor design $2,000,000; Southern Everglades continue PIR $1,500,000; E&SF Programmatic continue fiscal close out $121,037; and RECOVER continued $26,950. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2026 from prior appropriations for use on this effort is $285,915,000 in IIJA construction appropriations broken out as follows: Broward County Water Preserve C-11 Impoundment contract 2 $11,000,000 (IIJA); CEPP South S-356 Pump Station contract $274,665,000 (IIJA); and Biscayne Bay Southern Everglades Ecosystem Restoration continue PIR IEPR $250,000 (IIJA).
5/ PED costs of $560,616 are included in this amount.
6/ For programmed work only; remaining work is un-programmed pending a decision to construct these features.

PHYSICAL DATA:

Pumping Plants	42	Each
Floodway Control & Diversion Structures	292	Each
Recreation	9	Each
Relocations		
Highway Bridges	2	Each
Railroads Bridges	58	Each
Canals		
New River Channel	17	Each
Water Control Structures Removal	2	Each
Locks	25	Each
Canals	1,057	Miles
Levees	844	Miles
Bridge	8	Each

JUSTIFICATION:

Average annual damages are an estimated $110,580,000 without the Central and Southern Florida (C&SF) project and $22,536,000 with the C&SF project. Damages attributable to urban property are 16.7 percent and 83.3 percent are attributable to rural property. The proportion of average annual damages prevented is 36.8 percent to existing development and 63.2 percent to future development.

Average annual benefits of the C&SF Project, excluding restoration projects are as follows:

Annual Benefits	Amount
Flood Control	$ 235,213,000
Municipal and Industrial Water Supply	$ 25,664,000
Agricultural Water Supply	$ 27,614,000
Recreation	$ 11,109,000
Fish and Wildlife	$ 238,000
Area Redevelopment	$ 3,012,000
Total	$ 302,850,000

The Everglades National Park receives virtually its entire source of water (other than direct rainfall) from the C&SF Project. The pumping rate for irrigation of 590 square miles would yield approximately 917,850 acre-feet per year for agricultural use. Recurrent drought conditions with resultant low flows require supplemental irrigation to ensure adequate crop yields.

C&SF restoration projects connect state and federal preserve lands for plant and animal species; enhance wetland and other habitats; enhance water quality, including moderating unnatural salinity changes which cause detrimental effects to estuarine communities; reduce seepage losses from the natural system.

The Corps is working in stages to restore natural hydrological conditions in Everglades National Park (ENP). Public Law 90-483 and Public Law 101-229 (Everglades National Park Protection and Expansion Act) authorized modifications to the C&SF project for environmental restoration in the C-111 basin and Shark River Slough.

FISCAL YEAR 2025: The appropriated amount funds are being applied as follows:

C&SF Non-CERP		
C-111 South Dade		
Continue fiscal close-out and real estate review	$500,000	
Continue design S-332 pump station	$450,000	
C-111 South Dade	$950,000	
Non-CERP TOTAL	**$950,000**	
C&SF CERP		
CERP Indian River Lagoon South		
Continue oversight of features being constructed by Sponsor	$2,000,000	
Continue oversight C23/24 Stormwater Treatment Area	$12,000,000	
C-44 Seepage Management Contract/Operational Testing and Monitoring	$18,500,000	/4
C-44 Toe Trench Drain Cleanout	$86,367	/4
C23/24 North Reservoir Contract 4A	$19,030,000	/4
Continue project oversight	$2,200,000	
CERP Indian River Lagoon South	$53,816,367	/4
CERP Picayune Strand Restoration Project		
Continue Environmental Monitoring	$750,000	
Continue Canal Plugging	$9,000,000	
Continue project oversight	$250,000	
CERP Picayune Strand Restoration Project	$10,000,000	
CERP Caloosahatchee C-43 WBSR -		

Continue oversight of sponsor construction of C-43 reservoir	$2,600,000	
CERP Caloosahatchee C-43 WBSR	$2,100,000	
CERP Biscayne Bay Coastal Wetlands		
Continue Contract 5c – L-31 East Flow Way Pump Station construction	$800,000	
Continue project oversight	$1,450,000	
CERP Biscayne Bay Coastal Wetlands Project	$2,250,000	
CERP Broward County Water Preserve Area		
Continue Design- C-11 Pump Station	$3,500,165	/4
Continue Project Oversight	$500,000	
CERP Broward County Water Preserve Areas	$4,000,165	/4
CERP Central Everglades Planning Project-		
Continue project oversight	$8,021,291	/4
Continue construction CEPP EAA A-2 Reservoir – Embankment	$313,350,000	
Continue construction oversight CEPP EAA	$49,000,000	
Continue construction oversight of sponsor work for CEPP EAA	$1,750,000	
Continue construction CEPP South Contract 1/L-67A	$4,500,000	
Continue design CEPP South	$6,000,000	
Continue construction CEPP South Contract 3B S-355W Gated Spillway	$26,107,909	/4
CERP Central Everglades Planning Project	$408,729,200	/4
CERP Loxahatchee River Watershed Restoration Project-		
Continue design review and coordination with Non-Federal Sponsor	$2,000,000	/4
CERP Loxahatchee River Watershed Restoration Project	$2,000,000	/4
CERP Design - Project Implementation Reports		
Western Everglades Restoration -Continue Project Implementation Report	$39,777	/4
Lake Okeechobee Watershed Restoration -Continue Project Implementation Report	$477,132	/4
Southern Everglades Project -Initiate Project Implementation Report	$1,500,000	/4
CERP Design - Project Implementation Reports	$1,977,132	/4

CERP Design – Program Level Activities		
Adaptive Assessment and Monitoring	$6,093,681	/4
Interagency Modeling Center	$2,500,000	
Public Outreach	$25,000	
Information & Data Management	$500,000	
RECOVER	$2,500,000	/4
Program Management	$8,375,000	
CERP Design - Program Level Activities	$18,245,631	/4
C&SF CERP Total	**$505,393,495**	/4
C&SF Total	**$506,343,495**	/4
Kissimmee (Non-CERP)		
Kissimmee		
Project Oversight and Post Restoration Ecological Monitoring	$1,000,000	
Post Construction Transfer Plan	$500,000	
S-69 Weir Repair	$54,937	/4
Kissimmee Sub-Total	$1,554,937	/4
Everglades & Southern Florida (Non-CERP)		
Everglades and South Florida Programmatic		
Continue fiscal close out activities	$121,037	/4
Everglades and South Florida Programmatic Sub-Total	$121,037	/4
FY 2025 Total	**$508,019,469**	/4
IIJA Carry In:		
CEPP South S-356 Pump Station	$274,665,000	/4
Broward County Water Preserve Areas C-11 Impound Contract	$625,283,299	/4
Biscayne Bay Southern Everglades Ecosystem Restoration Project Implementation Report	$313,558	/4

IIJA Carry-In Subtotal	**$900,261,857**	/4
South Florida Ecosystem Restoration FY 2025 Total	**$1,408,281,326**	/4

FISCAL YEAR 2026: The budgeted amount will be applied to continue the project as follows:

C&SF Non-CERP

C-111 South Dade	
Project Oversight and Real Estate Review	$500,000
C-111 South Dade	$500,000
Non-CERP TOTAL	**$500,000**

C&SF CERP

CERP Indian River Lagoon South	
Continue C23/24 North Reservoirs design	$2,500,000
Continue oversight C23/24 Stormwater Treatment Area	$7,600,000
C-44 Seepage Management Contract/Operational Testing and Monitoring	$15,000,000
Continue project oversight	$4,000,000
CERP Indian River Lagoon South	$29,100,000
CERP Picayune Strand Restoration Project	
Continue Canal Plugging	$5,500,000
CERP Picayune Strand Restoration Project	$5,500,000
CERP Caloosahatchee C-43 WBSR -	
Continue oversight of sponsor construction of C-43 reservoir	$910,515
CERP Caloosahatchee C-43 WBSR	$910,515
CERP Biscayne Bay Coastal Wetlands	

Complete Contract 5a - L-31E Flowway PS S-705 and Gated Culvert Oversight	$500,000
Complete Contract 5b - L-31E Flowway PS S-703, spreader channel construction	$700,000
Continue Contract 5c – L-31 East Flow Way Pump Station construction	$1,000,000
CERP Biscayne Bay Coastal Wetlands Project	$2,200,000
CERP Broward County Water Preserve Area	
C-11 Impound Contract	$1,000,000
Continue Project Oversight	$259,485
CERP Broward County Water Preserve Areas	$1,259,485
CERP Central Everglades Planning Project-	
Continue construction CEPP EAA A-2 Reservoir – Embankment	$250,000,000
Continue construction oversight CEPP EAA	$119,000,000
Continue construction CEPP South Contract 1/L-67A	$4,500,000
Continue design CEPP South	$6,000,000
CERP Central Everglades Planning Project	$379,500,000
CERP Design – Program Level Activities	
Adaptive Assessment and Monitoring	$9,000,000
Interagency Modeling Center	$2,500,000
Public Outreach	$30,000
Information & Data Management	$500,000
RECOVER	$2,000,000
Program Management	$11,500,000
CERP Design - Program Level Activities	$25,530,000
C&SF CERP Total	**$444,000,000**
C&SF Total	**$444,500,000**

Kissimmee (Non-CERP)		
Kissimmee		
Project Oversight and Post Restoration Ecological Monitoring	$1,500,000	
Kissimmee Sub-Total	$1,500,000	
FY 2026 Total	**$446,000,000**	
IIJA Carry In:		
CEPP South S-356 Pump Station	$274,665,000	/4
Broward County Water Preserve Areas C-11 Impound Contract	$11,000,000	/4
Biscayne Bay Southern Everglades Ecosystem Restoration Project Implementation Report	$250,000	/4
IIJA Carry-In Subtotal	**$285,915,000**	/4
South Florida Ecosystem Restoration FY 2026 Total	**$731,915,000**	/4

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in specific authorizing legislation and the Water Resources Development Act (WRDA) of 1986, 1996, 2000 and 2007, Water Resources Reform and Development Act of 2014, the Water Infrastructure Improvements for the Nation Act 2016 (WIIN Act), WRDA 2018, WRDA 2020, WRDA 2022, and WRDA 2024 as applicable, the non-Federal sponsor must comply with the requirements listed in the Summarized Financial Data for each separable element (See OTHER INFORMATION).

STATUS OF LOCAL COOPERATION: Assurances of local cooperation have been accepted from the local sponsor, the South Florida Water Management District, for all works authorized under the Central and Southern Florida (C&SF) project. The Design Agreement for the Comprehensive Everglades Restoration Plan (CERP) was executed with the South Florida Water Management District on May 12, 2000.

The Kissimmee Project Cooperation Agreement which reflects the cost sharing outlined in House Document 102-286 dated April 7, 1992 was executed with the South Florida Water Management District (SFWMD) in March 1994. The local sponsor will be required to provide a cash contribution for project costs in excess of land credit (reflecting credit for lands, easements, rights of way, relocations, and disposal areas).

The CERP Master Agreement was executed on 13 August 2009 between the Corps and the South Florida Water Management District. The CERP Design Agreement was executed in May 2000 and was amended in July 2004 and again in August 2009 to reflect authority to balance cost share of design and construction activities across CERP projects.

A Project Partnership Agreement (PPA) was executed with SFWMD for the Indian River Lagoon South Project in September 2010. An amendment to the PPA for the Indian River Lagoon – South project was executed in August 2014. A second amendment to the PPA for the Indian River Lagoon – South (IRL-S) project was

executed in October 2022. A third amendment to the PPA for the IRL-S project was executed in March 2024. A fourth amendment to the PPA for IRL-S project is scheduled for execution in FY2025.

A PPA was executed on the CERP: Picayune Strand project in August 2009 with the South Florida Water Management District. An amendment to the PPA for the Picayune Strand Restoration project was executed in June 2019.

A PPA was executed on the CERP: C-43 West Basin Storage Reservoir project in June 2016 and PPAs were executed on the CERP: Biscayne Bay Coastal Wetlands and CERP: Broward County WPA projects in August 2016. A PPA amendment was executed for CERP: Biscayne Bay Coastal Wetlands in March 2018.

A PPA was executed on the CERP: Central Everglades Planning Project (CEPP) South phase in July 2020. An amendment to the PPA for CERP: CEPP South was executed in March 2024. A PPA was executed for CERP: Central Everglades Planning Project Everglades Agricultural Area (EAA) phase in April 2021. An amendment to the PPA for CERP: CEPP EAA was executed in February 2024.

In August 2009, five Pre-Partnership Credit Agreements (PPCA) were executed with the South Florida Water Management District to preserve the opportunity for them to request credit for the reasonable cost of work performed before execution of a PPA on the Picayune Strand, Indian River Lagoon South, C-43 Caloosahatchee River West Basin Storage Reservoir, C-111 Spreader Canal, and the Biscayne Bay Costal Wetlands projects. Additional PPCAs were executed for Picayune Strand Restoration Project (March) and C-43 Caloosahatchee River West Basin Storage Reservoir (June) in 2015. A PPCA was executed for the CERP: Central Everglades Planning Project in May 2016, Aug 2018, May 2020, February 2020, May 2020, and October 2022. A PPCA was executed for CERP: Loxahatchee River Watershed Restoration Project in July 2022.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps cost estimate for the Corps' share of the overall restoration effort) cost estimate of $21,710,974,000 is a change of ($8,186,610,000) from the latest estimate ($13,524,364,000) presented to Congress (FY 2025). The changes include the following:

Item	Amount
Price Escalation on Construction Features	$4,911,966,000
Schedule Changes	$1,227,992,000
Design Changes and Other Estimating Adjustments	$748,443,000
Total	$ 8,186,610,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT:

The latest Programmatic Environmental Impact Statements for Central and Southern Florida project was the Comprehensive Review Study in April 1999. NEPA documents have also been completed for the following projects: Indian River Lagoon South, Picayune Strand, Site 1 Impoundment, Melaleuca Eradication, C-111 Spreader Canal, Caloosahatchee River (C-43) West Basin Storage Reservoir, Broward County Water Preserve Areas, Biscayne Bay Coastal Wetlands, Central Everglades Planning Project, and Western Everglades Restoration Project.

The final Environmental Impact Statement for the Kissimmee project was filed with EPA on April 5, 1992. A supplement to the Environmental Impact Statement was integrated into the Upper Basin project modification report.

NEPA documents were completed prior to execution of the PCAs for East Coast Canal Structures, Tamiami Trail Culverts (Western Culverts), Western C-11, Southern CREW, Lake Okeechobee Water Retention & Phosphorus Removal, and Lake Trafford.

The Programmatic Environmental Impact Statement for the Upper St. Johns River Basin Project was approved September 4, 1986. The Three Forks Marsh Supplemental Environmental Impact Statement was approved January 2004.

OTHER INFORMATION: The C&SF project was originally authorized and designed as a flood control project in response to the maximum flood of record in 1947. The 1947 flood frequency averages 1 in 25 years over the project area, with an average duration of 70 days. Minor floods occur almost yearly in the project area and major floods occur frequently. This situation is aggravated by wet antecedent conditions followed by heavy seasonal rainfall. The average degree of protection provided by the completed project is about a 10-year flood frequency protection. Approximately 2,853,700 acres are protected. This encompasses 2,765,100 agricultural acres and 88,600 urban acres. The present value of property subject to flood damages is about $12.3 billion. Residential, commercial, industrial, public, and agricultural property types are located within the project area. Funds to initiate preconstruction planning and construction on the Central and Southern Florida project were appropriated in FY 1950.

Under Public Law 90-483 (River and Harbor Act of 1968), additional project features for the purpose of water supply were added to the Central and Southern Florida project. The storage capacity of the entire project is 2,953,000 average annual acre feet divided into approximately 1,600,000-acre feet for urban use by 2020- and 740,000-acre feet for agricultural use by 2020.

The Water Resources Development Act (WRDA) of 1992 authorizes the Chief of Engineers to review the Central and Southern Florida (C&SF) project to determine whether modifications to the existing project are advisable at the present time due to significantly changed physical, biological, demographic, or economic conditions, with particular reference to modifying the project or its operation for improving the quality of the environment, improving protection of the aquifer, and improving the integrity, capability, and conservation of urban water supplies affected by the project or its operation. The central organizing theme of the Comprehensive Restudy was the restoration of the South Florida ecosystem while accommodating other demands for water and related land resources in south Florida. Recognizing the complexity of ecological restoration and the extensive interaction between the ecosystem and other uses of water and related land resources, oversight of the reconnaissance level study effort was provided by the interagency South Florida Ecosystem Restoration Task Force, which continues to provide policy guidance, interagency coordination, and facilitate appropriate agency participation. WRDA 1992 also authorized the Kissimmee River Restoration project as two separate projects known as the “Lower Basin” at a cost of $426,885,000 and the Kissimmee River Headwaters known as the “Upper Basin” at a cost of $92,210,000, subsequently directing that a single Project Cooperation Agreement be executed for the combined projects.

The Water Resources Development Act of 1996 (Section 528) required that a Comprehensive Restudy feasibility report be submitted to Congress, along with a Programmatic Environmental Impact Statement, in July 1999. The Final Integrated Feasibility Report and Programmatic Environmental Impact Statement were submitted to Congress on July 1, 1999. The report recommended a Comprehensive Everglades Restoration Plan (CERP). WRDA 1996 authorized implementation of the Everglades and South Florida (E&SF) Restoration Project in order to provide immediate, independent, and substantial ecosystem restoration, protection and preservation benefits. The authorization permitted implementation of nine projects that were justified on the basis of those benefits.

The Water Resources Development Act of 1999 authorized two pilot projects that were part of the CERP for $29,000,000.

The Water Resources Development Act of 2000 authorized CERP as a conceptual framework for modifications and operational changes to the C&SF Project, providing specific authorization for 10 projects totaling $1,100,000,000 (including $100,000,000 for adaptive assessment and monitoring programs) and 4 pilot

projects totaling $69,000,000, and allowed for implementation of projects under a programmatic authority, not to exceed $206,000,000. The Energy and Water Appropriations Act of FY 2000, Public Law 106-50 appropriated the first funds to initiate design of elements of the CERP.

The Water Resources Development Act of 2007 provided authorization for the following three CERP projects: Picayune Strand, Indian River Lagoon South and Site 1 Impoundment. It also provided a new authorized project cost for the Hillsboro and Lake Okeechobee ASR Pilot and the Caloosahatchee ASR Pilot projects; and a provision for the establishment of Section 902 limits for the Programmatic Authority projects. The Water Resources Development Act of 2007 amended authorization for the Everglades and South Florida Restoration (E&SF) Seminole Big Cypress project to increase the Federal share of project costs from $25 million to $30 million and increase the E&SF program from $75 million to $95 million.

The Water Resources Reform and Development Act of 2014 provided authorization for the following four CERP projects: Broward County Water Preserve Areas, Biscayne Bay Coastal Wetland (Florida), C-111 Spreader Canal Western Project, and Caloosahatchee River (C-43) West Basin Storage Reservoir.

The Water Infrastructure Improvements for the Nation Act (WIIN Act) of 2016 provided authorization for the CERP: Central Everglades Planning Project and reauthorized the CERP: Picayune Strand Project.

The Water Resources Reform and Development Act of 2018 provided authorization for Kissimmee River Restoration project which provided crediting authority to the Corps for actions taken and proposed to be performed by the non-Federal sponsor that were integral to implementation of the project.

The Water Resources and Development Act of 2020 provided authorization for the Loxahatchee River Watershed Restoration Project; reauthorization of the Caloosahatchee River (C-43) West Basin Storage Reservoir project; modification to the C-111 South Dade Project; and authorization of Central Everglades Planning Project. It also included deauthorization of Big Cypress Seminole Indian Reservation Water Conservation Plan Project.

The Water Resources and Development Act of 2022 reauthorized the Indian River Lagoon Project to increase the total project cost.

The Water Resources and Development Act of 2024 provided authorization for the Western Everglades Restoration Plan; authorization for the North of Lake Okeechobee Storage Reservoir; and reauthorized the Biscayne Bay Coastal Wetlands Restoration Project to increase the total project cost.

Modified Water Deliveries to Everglades National Park Project: The Everglades National Park Protection and Expansion Act, signed December 13, 1989, authorized construction of works required to take steps to improve water deliveries to Shark River Slough in Everglades National Park, construction of flood mitigation works for the residential area in the East Everglades, and acquisition of 107,600 acres of privately owned wetlands in the East Everglades. The purpose of the project is to improve the conveyance of water between Water Conservation Areas (WCA) north of ENP and the Shark River Slough within the Park. The Department of the Interior and the State of Florida acquired the lands included in the ENP expansion area and the Secretary of the Army has responsibility for constructing all project modifications. PCAs were executed with the South Florida Water Management District September 1994 and executed the first amendment in July 2001 for the Modified Water Deliveries Project to implement modifications to the C&SF Project to improve water deliveries into Everglades National Park. (Federal: $417,000,000; Non-Federal: $156,000)

PCA Amendment No. 2 was executed August 2008 for Tamiami Trail Modification. PCA Amendment No. 3 was executed in August 2017 to except from the definition of the project the unconstructed features, while still achieving the project's authorized purposes and benefits. Under the initial implementation plan, funds were appropriated to the National Park Service and transferred to the Corps of Engineers for this purpose. From FY 2006 to FY 2008, Congress provided funding for this project to both the National Park Service and the Corps of Engineers. All subsequent funding is expected to be provided through National Park Service

appropriations. The construction of the final project roadway components, the Tamiami Trail bridge and roadway raising, was initiated in FY 2010, and completed in December 2013. The final feature to be implemented to complete physical construction on the full project was completed in 2018.

C-51 West Palm Beach Canal: The West Palm Beach Canal (C-51) project improves the quality of water entering Loxahatchee North West River & Lake Worth Lagoon as well as reducing freshwater pulse flows which adversely affect habitat in Lake Worth Lagoon. This project was funded to completion in FY 2016 and physically completed in August 2017. Project was fiscally closed out in FY 2018. (Federal: $339,806,000; Non-Federal: $26,357,000).

Site 1 Impoundment: The Project Implementation Report (PIR) for Site 1 Impoundment, which is a component of the Comprehensive Plan, was completed in August 2006. A Chief's Report on the PIR was signed on December 19, 2006. In August 2010, a Project Partnership Agreement was executed with SFWMD and the Phase 1 construction contract was awarded using ARRA funds. The purpose of the project was to reduce water withdrawals and seepage losses from the natural system and provides habitat improvement, while shifting consumptive water demands off of Loxahatchee National Wildlife Refuge (NWR) and Lake Okeechobee and restore and improve the functionality of the habitat for the Wood Stork and Snail Kite. It includes a 1,660-acre project footprint with an eight foot deep above ground impoundment, pump station, discharge gated culvert, one combined service / auxiliary non-gated spillway and one auxiliary non-gated spillway, and a seepage control canal with an associated seepage pump station and overflow weir. An additional gated culvert structure is designed to control stages in L-36 Borrow Canal and North Springs Improvement District discharges into the Hillsboro Canal. Recreation features include boardwalks, viewing platforms, picnic shelters, canoe launches and information kiosks at one site within the footprint. This project was completed and transferred to the non-Federal sponsor in 2016. (Federal: $189,550,000; Non-Federal: $189,550,000).

C-111 Spreader Canal: The C-111 Spreader Canal Western Project Implementation Report, which is a component of the Comprehensive Plan, was completed in September 2009. The final PIR and Environmental Impact Statement (EIS) were approved at the Civil Works Review Board in December 2009. The Chief's Report was signed on January 31, 2012. The Record of Decision was signed on July 19, 2012 and transmitted to Congress on July 20, 2012. The purpose of this project is to improve the ecological function of Everglades National Park by creating a hydraulic ridge that will reduce drainage of the area by the C-111 Canal. It will consist of two above-ground detention areas, the approximately 590-acre Frog Pond Detention Area and an approximately 50-acre Aerojet Canal, which will serve to create a continuous and protective hydraulic ridge along the eastern boundary of Everglades National Park. Five additional features will be included that are intended to raise water levels in the eastern portion of the project area and restore wetlands in the Southern Glades and Model Lands. Major features of the detention areas include the construction of external levees and one approximately 225-cubic feet per second pump station for each detention area. Recreation components consist of a trailhead with parking, traffic controls, a shade shelter with interpretive board, and approximately 6.8 miles of multi-use levee trails atop impoundment levees. Restoration-compatible recreation includes hiking, biking, fishing, nature study, bird watching, state-managed hunts and equestrian use. This project was constructed by the non-Federal sponsor, with the exception of S-198. Funds were provided in FY 2016 to execute a Project Partnership Agreement. However, due to language in the Chief's Report to afford the non-Federal sponsor credit for the work performed a takings analysis must be completed. The sponsor requested that execution of the PPA be delayed pending final determination of lands required for the project. (Federal: $98,624,000; Non-Federal: $98,624,000.)

Everglades and South Florida (E&SF) Restoration Project: The E&SF Restoration projects include the following separable elements: East Coast Canal Structures, Western C-11 Basin, Tamiami Trail (Western Culverts), Florida Keys Carrying Capacity, Lake Okeechobee Water Retention and Phosphorus Removal, Southern CREW, and Lake Trafford; each project must meet the following criteria: be within the C&SF Project and its near shore waters; provide immediate, independent, and substantial ecosystem restoration, protection, and preservation benefits; cost less than $25 million in Federal funds; be consistent with the Governor's Commission's Conceptual Plan; and have a local sponsor to contribute a minimum of 50 percent of the total project cost. A Feasibility Cost Share Agreement (FCSA) was executed December 1998 for Florida Keys Carrying Capacity. PCAs were executed January 7,

2000 for East Coast Canal Structures, Tamiami Trail Culverts, Western C-11, Seminole Big Cypress, Southern CREW, Lake Okeechobee Water Retention and Phosphorus Removal, 10-Mile Creek, and Lake Trafford. Local sponsors include: South Florida Water Management District (SFWMD), Seminole Tribe of Florida, and the Florida Department of Community Affairs (DCA). East Coast Canal Structure, Western C-11 Basin, Florida Keys Carrying Capacity Study, Lake Okeechobee Water Retention and Phosphorus Removal have been completed. The local sponsors for the Tamiami Trail, Southern CREW, and Lake Trafford projects have elected to complete those projects independent of additional Federal funding. The Enacted Energy and Water Development Appropriations Act of 2010 included a general provision to increase the Everglades and South Florida Ten Mile Creek federal funding cap by $3.5 million, an increase from $25 million to $28.5 million, to complete a Post Authorization Change Report (PACR) and continue preventative maintenance. The PACR would evaluate options to address project design deficiencies and identify cost effective remedies. The 2016 Consolidated Appropriations Act deauthorized this project as of May 2016 the constructed facility has been transferred to the South Florida Water Management District. The Seminole Tribe Water Conservation Project located on the Big Cypress Reservation consists of building conveyance canals that will feed newly constructed impoundments. The impoundments function as natural habitats while improving water quality. The water flows from the Big Cypress Reservation and into the Big Cypress National Preserve. The Seminole Big Cypress project completed in FY 2018 and deauthorized in WRDA 2020. Since the project was completed prior to deauthorization all sunk cost are captured within the SFER Total Program Cost. (Federal: $98,500,000; Non-Federal: $151,156,000.)

Melaleuca Eradication: A Project Partnership Agreement was executed with SFWMD for Melaleuca Eradication and Other Exotic Plants in July 2010. Melaleuca Eradication was fiscally closed out on August 31, 2016. (Federal: $2,330,000; Non-Federal: $2,330,000.)

Manatee Pass Gates: A PCA amendment was executed for Manatee Pass Thru Gates in February 2015 to facilitate fiscal close-out of this construction activity. Manatee Pass Gates was fiscally closed out on July 24, 2017. (Federal: $15,278,000; Non-Federal: $2,334,000.)

SUMMARIZED FINANCIAL DATA- Separable Elements

C&SF C-111 South Dade

Requirements of Local Cooperation		Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation and Replacement Costs
Provides lands, easements, rights of way, and modify or relocate buildings, utilities, roads. bridges, and other facilities		$ 172,575,000	$ 0
Pay one-half of the cost of the project assigned to flood control and bear a percentage of costs of operation, maintenance, repair, rehabilitation, and replacement of flood control facilities.		$ 328,305,000	$ 2,119,000
Subtotal Non-Federal Costs:		$ 501,230,000	$ 2,119,000
Estimated Federal Cost (CoE) Programmed Construction 8/		$ 495,426,000	
Estimated Federal Cost (OFA) Programmed Construction		$ 5,801,000	
Estimated Total Federal Cost Programmed Construction		$ 501,230,000	
Estimated Non-Federal Cost Programmed Construction		$ 501,230,000	
Cash Contributions	$ 328,305,000		
Other Costs	$ 172,575,000		

Total Estimated Programmed Construction Cost	$ 1,002,459,000
Total Estimated Un-Programmed Construction Cost	$ 0
Total Estimated Project Cost	$ 1,002,459,000

8/ Fed cost includes $3,000 for Independent External Peer Review which is included in the total project cost but is not to be cost shared with the local sponsor.

SUMMARIZED FINANCIAL DATA- Separable Elements

CERP Indian River Lagoon South

Requirements of Local Cooperation		Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation and Replacement Costs
Provides lands, easements, rights of way, and modify or relocate buildings, utilities, roads. bridges, and other facilities		$ 1,888,425,000	$ 0
Cash Contribution/Work-In-Kind/Bear 50% off costs of operation, maintenance, repair, rehabilitation and replacement		$ 878,219,000	$ 6,145,000
Subtotal Non-Federal Costs:		$ 2,766,644,000	$ 6,145,000
Estimated Federal Cost (CoE) Programmed Construction		$ 2,766,644,000	
Estimated Total Federal Cost Programmed Construction		$ 2,766,644,000	
Estimated Non-Federal Cost Programmed Construction		$ 2,766,644,000	
Cash Contributions	$ 878,219,000		
Other Costs	$ 1,888,425,000		
Total Estimated Programmed Construction Cost			$ 5,533,288,000
Total Estimated Un-Programmed Construction Cost			$ 0
Total Estimated Project Cost			$ 5,533,288,000

SUMMARIZED FINANCIAL DATA- Separable Elements

CERP Caloosahatchee River (C-43) West Basin Storage Reservoir

Requirements of Local Cooperation		Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation and Replacement Costs
Provides lands, easements, rights of way, and modify or relocate buildings, utilities, roads. bridges, and other facilities		$ 121,566,000	$ 0
Cash Contribution/Work-In-Kind/Bear 50% off costs of operation, maintenance, repair, rehabilitation and replacement		$ 330,932,000	$ 1,500,000
Subtotal Non-Federal Costs:		$ 452,498,000	$ 1,500,000
Estimated Federal Cost (CoE) Programmed Construction		$ 424,994,000	
Estimated Federal Cost (OFA) Programmed Construction		$ 27,504,000	
Estimated Total Federal Cost Programmed Construction		$ 452,498,000	
Estimated Non-Federal Cost Programmed Construction		$ 452,498,000	
Cash Contributions	$ 330,932,000		
Other Costs	$ 121,566,000		
Total Estimated Programmed Construction Cost			$ 904,995,000
Total Estimated Un-Programmed Construction Cost			$ 0
Total Estimated Project Cost			$ 904,995,000

SUMMARIZED FINANCIAL DATA- Separable Elements

CERP Picayune Strand

Requirements of Local Cooperation		Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation and Replacement Costs
Provides lands, easements, rights of way, and modify or relocate buildings, utilities, roads. bridges, and other facilities		$ 200,676,000	$ 0
Cash Contribution/Work-In-Kind/Bear 50% off costs of operation, maintenance, repair, rehabilitation and replacement		$ 125,876,000	$ 2,950,000
Subtotal Non-Federal Costs:		$ 326,552,000	$ 2,950,000
Estimated Federal Cost (CoE) Programmed Construction 9/		$ 288,467,000	
Estimated Federal Cost (OFA) Programmed Construction		$ 38,085,000	
Estimated Total Federal Cost Programmed Construction		$ 326,552,000	
Estimated Non-Federal Cost Programmed Construction		$ 326,552,000	
Cash Contributions	$ 125,876,000		
Other Costs	$ 200,676,000		
Total Estimated Programmed Construction Cost			$ 653,103,000
Total Estimated Un-Programmed Construction Cost			$ 0
Total Estimated Project Cost			$ 653,103,000

9/ Federal cost includes $59,000 for Independent External Peer Review that is part of the total project cost but is not to be cost shared with the local sponsor.

SUMMARIZED FINANCIAL DATA- Separable Elements

CERP Central Everglades Planning Project

Requirements of Local Cooperation		Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation and Replacement Costs
Provides lands, easements, rights of way, and modify or relocate buildings, utilities, roads. bridges, and other facilities		$ 96,390,000	$ 0
Cash Contribution/Work-In-Kind/Bear 50% off costs of operation, maintenance, repair, rehabilitation and replacement		$ 3,144,186,000	TBD
Subtotal Non-Federal Costs:		$ 3,240,576,000	TBD
Estimated Federal Cost (CoE) Programmed Construction 10/		$ 3,240,576,000	
Estimated Total Federal Cost Programmed Construction		$ 3,240,576,000	
Estimated Non-Federal Cost Programmed Construction		$ 3,240,576,000	
Cash Contributions	$ 3,144,186,000		
Other Costs	$ 96,390,000		
Total Estimated Programmed Construction Cost			$ 6,481,151,000
Total Estimated Un-Programmed Construction Cost			$ 0
Total Estimated Project Cost			$ 6,481,151,000

10/ Federal cost includes $65,000 for Independent External Peer Review that is part of the total project cost but is not to be cost shared with the local sponsor.

SUMMARIZED FINANCIAL DATA- Separable Elements

CERP Biscayne Bay Coastal Wetlands

Requirements of Local Cooperation		Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation and Replacement Costs
Provides lands, easements, rights of way, and modify or relocate buildings, utilities, roads. bridges, and other facilities		$134,949,000	$0
Cash Contribution/Work-In-Kind/Bear 50% off costs of operation, maintenance, repair, rehabilitation and replacement		$37,317,000	$936,500
Subtotal Non-Federal Costs:		$172,266,000	$936,500
Estimated Federal Cost (CoE) Programmed Construction 11/		$167,448,000	
Estimated Federal Cost (OFA) Programmed Construction		$ 4,818,000	
Estimated Total Federal Cost Programmed Construction		$172,266,000	
Estimated Non-Federal Cost Programmed Construction		$172,266,000	
Cash Contributions	$ 37,317,000		
Other Costs	$ 134,949,000		
Total Estimated Programmed Construction Cost			$ 344,532,000
Total Estimated Un-Programmed Construction Cost			$ 0
Total Estimated Project Cost			$ 344,532,000

11/ Federal cost includes $137,000 for Independent External Peer Review that is part of the total project cost but is not to be cost shared with the local sponsor.

SUMMARIZED FINANCIAL DATA- Separable Elements

CERP Broward County Water Preserve Area

Requirements of Local Cooperation		Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation and Replacement Costs
Provides lands, easements, rights of way, and modify or relocate buildings, utilities, roads. bridges, and other facilities		$ 280,888,000	$0
Cash Contribution/Work-In-Kind/Bear 50% off costs of operation, maintenance, repair, rehabilitation and replacement		$ 1,182,067,000	$ 1,515,000
Subtotal Non-Federal Costs:		$ 1,462,955,000	$ 1,515,000
Estimated Federal Cost (CoE) Programmed Construction 12/		$ 1,418,986,000	
Estimated Federal Cost (OFA) Programmed Construction		$ 43,969,000	
Estimated Total Federal Cost Programmed Construction		$ 1,462,955,000	
Estimated Non-Federal Cost Programmed Construction		$ 1,462,955,000	
Cash Contributions	$ 1,182,067,000		
Other Costs	$ 280,888,000		

Total Estimated Programmed Construction Cost	$ 2,925,909,000
Total Estimated Un-Programmed Construction Cost	$ 0
Total Estimated Project Cost	$ 2,925,909,000

12/ Federal cost includes $13,000 for Independent External Peer Review that is part of the total project cost but is not to be cost shared with the local sponsor.

SUMMARIZED FINANCIAL DATA – Separable Elements

CERP Loxahatchee River Watershed Restoration

Requirements of Local Cooperation		Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation and Replacement Costs
Provides lands, easements, rights of way, and modify or relocate buildings, utilities, roads. bridges, and other facilities		$ 362,159,000	$ 0
Cash Contribution/Work-In-Kind/Bear 50% off costs of operation, maintenance, repair, rehabilitation and replacement		$ 273,083,000	$ 2,644,000
Subtotal Non-Federal Costs:		$ 635,242,000	$ 2,644,000
Estimated Federal Cost (CoE) Programmed Construction 13/		$ 635,242,000	
Estimated Non-Federal Cost Programmed Construction		$ 635,242,000	
Cash Contributions	$ 273,083,000		
Other Costs	$ 362,159,000		
Total Estimated Programmed Construction Cost		$ 1,270,483,000	
Total Estimated Un-Programmed Construction Cost		$ 0	
Total Estimated Project Cost		$ 1,270,483,000	

13/ Federal cost includes $91,401 for Independent External Peer Review that is part of the total project cost but is not to be cost shared with the local sponsor.

SUMMARIZED FINANCIAL DATA – Separable Elements

CERP Western Everglades Restoration Project

Requirements of Local Cooperation		Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation and Replacement Costs
Provides lands, easements, rights of way, and modify or relocate buildings, utilities, roads. bridges, and other facilities		$ 378,799,000	$ 0
Cash Contribution/Work-In-Kind/Bear 50% off costs of operation, maintenance, repair, rehabilitation and replacement		$ 919,411,000	$ 2,644,000
Subtotal Non-Federal Costs:		$ 1,298,210,000	$ 2,644,000
Estimated Federal Cost (CoE) Programmed Construction 13/		$ 1,298,210,000	
Estimated Non-Federal Cost Programmed Construction		$ 1,298,210,000	
Cash Contributions	$ 919,411,000		
Other Costs	$ 378,799,000		
Total Estimated Programmed Construction Cost		$ 2,596,420,000	
Total Estimated Un-Programmed Construction Cost		$ 0	
Total Estimated Project Cost		$ 2,596,420,000	

13/ Federal cost includes $128,961 for Independent External Peer Review that is part of the total project cost but is not to be cost shared with the local sponsor.

SUMMARIZED FINANCIAL DATA- Separable Elements

Kissimmee River

Requirements of Local Cooperation		Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation and Replacement Costs
Provides lands, easements, rights of way, and modify or relocate buildings, utilities, roads. bridges, and other facilities		$ 280,330,000	$ 0
Cash Contribution/Work-In-Kind/Bear 100% off costs of operation, maintenance, repair, rehabilitation and replacement		$ 154,527,000	$ 477,000
Subtotal Non-Federal Costs:		$ 434,857,000	$ 477,000

Kissimmee River Lower Basin

Estimated Federal Cost (CoE)		
Programmed Construction 14/		$ 345,900,000
Estimated Total Federal Cost		
Programmed Construction		$ 345,900,000
Estimated Non-Federal Cost		
Programmed Construction		$ 345,900,000
Cash Contributions	$ 150,136,000	
Other Costs	$ 195,764,000	
Total Estimated Programmed Construction Cost		$ 691,800,000
Total Estimated Un-Programmed Construction Cost		$ 0
Total Estimated Project Cost		$ 691,800,000

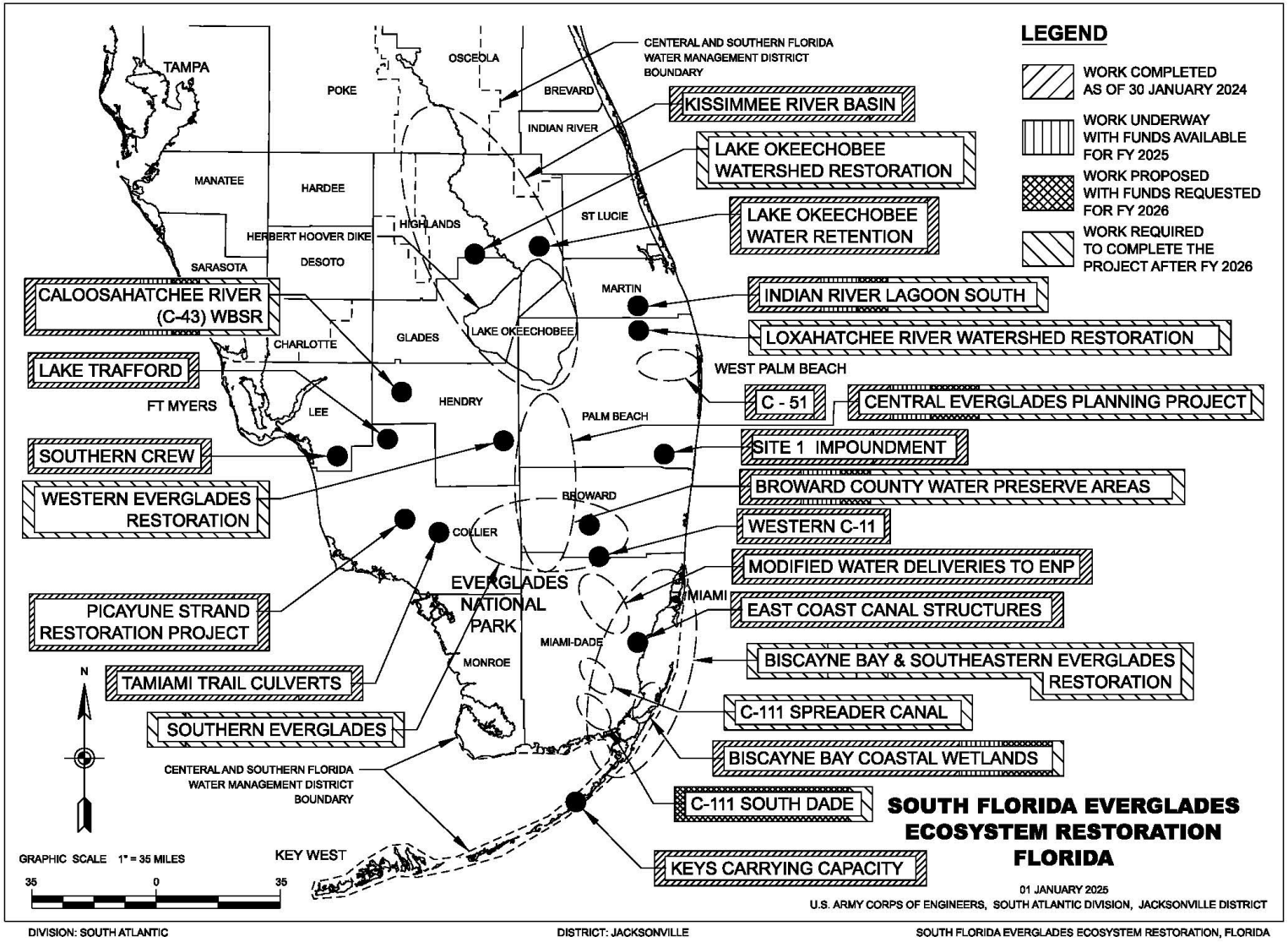
14/ Kissimmee project construction cost shared 50/50. Federal cost for the Lower Basin includes $51,000 for Independent External Peer Review which is included in the total project cost but is not to be cost shared with the local sponsor.

SUMMARIZED FINANCIAL DATA- Separable Elements (Continued)

Kissimmee River Upper Basin

Estimated Federal Cost (CoE)		
Programmed Construction 15/		$ 88,957,000
Estimated Total Federal Cost		
Programmed Construction		$ 88,957,000
Estimated Non-Federal Cost		
Programmed Construction		$ 88,957,000
Cash Contributions	$ 4,391,000	
Other Costs	$ 84,566,000	
Total Estimated Programmed Construction Cost		$ 177,914,000
Total Estimated Un-Programmed Construction Cost		$ 0
Total Estimated Project Cost		$ 177,914,000

15/ Kissimmee project construction cost shared 50/50. Federal cost for the Upper Basin includes $50,000 for Independent External Peer Review which is included in the total project cost but is not to be cost shared with the local sponsor.


LEGEND
WORK COMPLETED AS OF 30 JANUARY 2024
WORK UNDERWAY WITH FUNDS AVAILABLE FOR FY 2025
WORK PROPOSED WITH FUNDS REQUESTED FOR FY 2026
WORK REQUIRED TO COMPLETE THE PROJECT AFTER FY 2026
CENTERAL AND SOUTHERN FLORIDA WATER MANAGEMENT DISTRICT BOUNDARY
KISSIMMEE RIVER BASIN
LAKE OKEECHOBEE WATERSHED RESTORATION
LAKE OKEECHOBEE WATER RETENTION
INDIAN RIVER LAGOON SOUTH
LOXAHATCHEE RIVER WATERSHED RESTORATION
C - 51
CENTRAL EVERGLADES PLANNING PROJECT
SITE 1 IMPOUNDMENT
BROWARD COUNTY WATER PRESERVE AREAS
WESTERN C-11
MODIFIED WATER DELIVERIES TO ENP
EAST COAST CANAL STRUCTURES
BISCAYNE BAY & SOUTHEASTERN EVERGLADES RESTORATION
C-111 SPREADER CANAL
BISCAYNE BAY COASTAL WETLANDS
C-111 SOUTH DADE
KEYS CARRYING CAPACITY
CALOOSAHATCHEE RIVER (C-43) WBSR
LAKE TRAFFORD
SOUTHERN CREW
WESTERN EVERGLADES RESTORATION
PICAYUNE STRAND RESTORATION PROJECT
TAMIAMI TRAIL CULVERTS
SOUTHERN EVERGLADES
TAMPA
POKE
OSCEOLA
BREVARD
INDIAN RIVER
ST LUCIE
MARTIN
MANATEE
HARDEE
HIGHLANDS
HERBERT HOOVER DIKE
DESOTO
SARASOTA
CHARLOTTE
GLADES
LAKE OKEECHOBEE
HENDRY
LEE
FT MYERS
PALM BEACH
WEST PALM BEACH
BROWARD
COLLIER
EVERGLADES NATIONAL PARK
MIAMI
MIAMI-DADE
MONROE
KEY WEST
N
GRAPHIC SCALE 1" = 35 MILES
35 0 35
SOUTH FLORIDA EVERGLADES ECOSYSTEM RESTORATION FLORIDA
01 JANUARY 2025
U.S. ARMY CORPS OF ENGINEERS, SOUTH ATLANTIC DIVISION, JACKSONVILLE DISTRICT
DIVISION: SOUTH ATLANTIC
DISTRICT: JACKSONVILLE
SOUTH FLORIDA EVERGLADES ECOSYSTEM RESTORATION, FLORIDA

APPROPRIATION TITLE: Construction – Aquatic Ecosystem Restoration, Fiscal Year 2026

PROJECT NAME: Brandon Road Lock and Dam, Aquatic Nuisance Species Barrier, Illinois (Continuing)

LOCATION: The project is located at the Brandon Road Lock and Dam, Joliet, Illinois on the Des Plaines River. Brandon Road Lock and Dam is located 27 miles southwest of Chicago; 2 miles southwest of Joliet, Illinois, near Rockdale, Illinois. It sits 286 miles above the confluence of the Illinois River with the Mississippi River at Grafton, Illinois.

DESCRIPTION: The Chief's Report for this project, signed on May 23, 2019, evaluated potential control options and technologies at Brandon Road Lock and Dam to prevent the upstream interbasin transfer of aquatic nuisance species while minimizing impacts to Illinois Waterway uses and users. In the context of this effort, the Corps has interpreted the term "prevent" to mean the reduction of risk to the maximum extent possible, because it may not be technologically feasible to achieve an absolute solution. The recommended plan includes construction of a flushing lock, an engineered channel, an acoustic fish deterrent, an electric barrier, and an air bubble curtain in addition to non-structural measures that include public education and outreach, monitoring, pest management, piscicides, manual or mechanical removal of fish, and research and development. The proposed project also includes compensatory mitigation to trap native fish downstream and transport them upstream, post-construction monitoring and adaptive management for a period of up to ten years to ensure project performance and focuses on success of physical construction that is within the control of the Corps, and annual operation and maintenance costs upon completion of the project. The purpose of the Brandon Road project is to create redundancy in the system to further reduce the risk of the migration of aquatic nuisance species that swim (i.e. fish), float (i.e. fish eggs or larvae and plant fragments), and foul/hitchhike on vessel hulls (i.e. hull fouling crustaceans or plants attached to vessels) northward toward the Great Lakes. This project would augment the Chicago Sanitary and Ship Canal Dispersal Barrier system, which is expected to be completed in June 2023 and has been active in some capacity since 2002. The project is expected to have adverse impacts to connectivity of the Des Plaines River and the dispersal of native aquatic species; consequently, mitigation is required. Mitigation includes the trapping of native fish species from downstream of the Brandon Road Lock and Dam and transporting them upstream. The project also includes post-construction monitoring and adaptive management for a period of up to ten years to ensure project performance and focuses on success of physical construction that is within the control of the Corps, and annual operation and maintenance costs upon completion of the project. The Army Corps of Engineers signed a Project Partnership Agreement (PPA) with the State of Illinois and State of Michigan as the non-Federal sponsors in July 2024. The authorized cost-share for construction and Operation and Maintenance of the project is 90 percent Federal and 10 percent non-Federal.

AUTHORIZATION: Section 3061(d) of WRDA 2007, as amended, Section 1142 of WRDA 2018 (Public Law 115-270), Section 401 and 402 of WRDA 2020 (Public Law 116-260), Section 8337 of WRDA 2022 (Public Law 117-347), Section 1316 of WRDA 2024 (Public Law 118-272).

REMAINING BENEFIT-REMAINING COST RATIO: The remaining benefit-cost ratio for the entire project is not applicable because this project is funded based on anticipated environmental return and environmental benefits were not quantified in monetary terms.

TOTAL BENEFIT-COST RATIO: The total benefit-cost ratio for the entire project is not applicable because this project is funded based on anticipated environmental return and environmental benefits were not quantified in monetary terms.

INITIAL BENEFIT-COST RATIO: The initial benefit-cost ratio for the entire project is not applicable because this project is funded based on anticipated environmental return and environmental benefits were not quantified in monetary terms.

BASIS OF BENEFIT-COST RATIO: The basis for the benefit-cost ratio for the entire project is not applicable because environmental benefits were not quantified in monetary terms.

SUMMARIZED FINANCIAL DATA

Estimated Federal Cost	$1,059,421,000			
Programmed Construction	$1,059,421,000			
Un-programmed Construction	$0			
Estimated Non-Federal Cost	$117,713,000			
Programmed Construction	$117,713,000			
Cash Contributions	$111,329,000			
Other Costs	$6,384,000			
Total Estimated Programmed Construction Costs	$0			
Total Estimated Unprogrammed Construction Costs	$0			
Total Estimated Project Costs	$1,177,134,000			
Authorized Cost (Plus Inflation)				
Maximum Cost Limit (Section 902)	$1,302,668,000			
			ACCUM	
Allocations to 30 September 2022	$234,678,000	1/3/	PCT OF EST	
Allocation for FY 2023	$47,880,500		FED COST	
Allocation for FY 2024	$0			
Allocation for FY 2025	$0			
Allocations through FY 2025	$282,558,500	2/3/	24%	
Estimated Unobligated Carry-In Funds to FY 2026	$122,000,000	2/		
President's Budget for FY 2026	$28,000,000		26%	
Programmed Balance to Complete after FY 2026	$748,862,500			
Unprogrammed Balance to Complete after FY 2026	$0			

	STATUS (22 May 2025)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
	Site Preparation (Channel Excavation)	TBD	Jul 2026
	Electric Deterrent	TBD	Oct 2032
	Bubble Deterrent	TBD	Apr 2028
	Acoustic Deterrent	TBD	Apr 2032
	Large Acoustic Deterrent	TBD	Oct 2032
	Engineered Channel Wall	TBD	Oct 2032
	Flushing Lock	TBD	Mar 2031
	Upstream Boat Launch	TBD	Jan 2027
	Downstream Boat Launch	TBD	Apr 2028
	Control Building	TBD	Apr 2028

Division: Mississippi Valley

District: Rock Island

Brandon Road Lock and Dam,
Aquatic Nuisance Species Barrier, IL

1/ Includes Infrastructure Investment and Jobs Act funding of $225,838,000.
2/ Actual unobligated carry-in from FY 2024 to FY 2025 was $271,164,000, of which included $45,448,000 is FY23 appropriations and $225,716,000 is FY22 IIJA appropriations. As of the date this justification sheet was prepared, the total unobligated carry-in estimated to be carried into FY 2026 from prior appropriations for use on this effort is $122,000,000, of which $12,000,000 is FY23 appropriations and $110,000,000 is FY22 IIJA appropriations.
3/ PED Costs of $8,840,000 are included in this amount.

PHYSICAL DATA: The project includes a flushing lock, and within the downstream approach channel of the lock, an engineered channel, acoustic fish deterrent, electric barrier, and air bubble curtain. The project also includes two boat launches.

JUSTIFICATION: The Chicago Area Waterway System, which includes the Chicago Sanitary and Ship Canal, is considered to be the primary aquatic pathway that aquatic nuisance species may utilize to spread between the Mississippi River and Great Lakes basins because it provides a highly utilized, multipurpose, continuous connection. In January 2014, the Corps completed the Great Lakes & Mississippi River Interbasin Study (GLMRIS) to evaluate options and technologies available to prevent the spread of aquatic nuisance species in either direction between the Great Lakes and Mississippi River basins through the Chicago Sanitary and Ship Canal, and other aquatic pathways. Much of the attention to GLMRIS stems from Invasive Carp as a threat for transfer from the Mississippi to the Great Lakes. However, the GLMRIS report identified several other species (e.g., bloody red shrimp and fishhook waterflea) as a greater transfer risk between the basins than carp. Of the multiple alternatives identified in the GLMRIS report, three alternatives identified the Brandon Road Lock and Dam as a location to establish controls that would create a buffer zone to address upstream transfer of Mississippi River species through all Chicago Area Waterway System pathways. Brandon Road Lock and Dam was also a focus of attention because it was identified as a natural site for hydrologic separation between the two basins, which was a favored option by some stakeholders. The Great Lakes Fishery provides an estimated $5B in annual benefits to the nation and disturbance of this fishery by establishment of aquatic nuisance species, especially invasive Carp, would devastate the Great Lakes fishery and the benefits it provides to the nation. Construction of the multi-layered deterrent system at the Brandon Road Lock and Dam structural control point will significantly reduce the potential for establishment of aquatic nuisance species, especially invasive Carp, in the Great Lakes.

FISCAL YEAR 2025:

The carry-in funds are being applied as follows:

Pre-Construction Engineering and Design (PED) activities (Increment I and II)	$17,914,000
Award of Increment IB Construction Contract	$15,534,000
Award of Increment IA Construction Contract	$115,000,000
Total	**$148,448,000**

FISCAL YEAR 2026:

The budgeted amount, plus carry-in funds, will be applied as follows:

Award of Increment IIB Flushing Lock Features	$90,000,000
The remaining carry-in funds will be applied as follows:	
Construction Management	$20,000,000
Fully Fund Design for Increment II and III Engineered Channel	$40,000,000
Total	**$150,000,000**

NON-FEDERAL COST: In accordance with the cost sharing provisions in Section 1142 of WRDA 2018, Public Law 115-270, and Section 402(a) of WRDA 2020, Public Law 116-260, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide LEERDS for the Project (3.5 acres)	$1,384,000	
Provide WIK for the non-federal portion of the project	$5,000,000	
Provide cash for the non-federal portion of the project	$111,329,000	
Total Non-Federal Costs for Construction	$117,713,000	$0
Provide 10% of annual OMRR&R		$960,000
Provide 10% of annual Nonstructural Measures		$60,000

STATUS OF LOCAL COOPERATION: On 29 December 2020, the Corps of Engineers and the State of Illinois signed a $28.8M design agreement to complete Pre-Construction Engineering and Design (PED) in 3 years utilizing General Investigations (GI) funds (65%) and Non-Fed Funds (35%). On January 19, 2022, the project received $225,838,000 through the Infrastructure Investment and Jobs Act (IIJA), P.L. 117-58, for the completion of remaining design and the initiation of construction for the Brandon Road Interbasin Project. A Project Partnership Agreement (PPA) was signed on 1 July 2024 with both Illinois and Michigan as non-federal sponsors. In November 2024, Illinois also signed a Prospective Purchase Agreement with the U.S. Environmental Protection Agency and the U.S. Department of Justice for the real estate previously owned by Midwest Generation. In June 2023, the legislatures from Illinois and Michigan appropriated $50M and $65M, respectfully, providing all funds necessary for the non-federal sponsors 10 percent cost share. WRDA 2020 reduced the non-federal cost share for the construction of the project from 35 percent to 20 percent. WRDA 2022 further reduced the non-federal cost share for the construction of the project from 20 percent

to 10 percent. In addition, WRDA 2024 changed the operation and maintenance cost of the project, post construction, to 90 percent federal and 10 percent non-federal. On 23 May 2025, IL DNR provided the real estate package and final permits for the increment IA construction contract area. Increment IA Construction Contract was advertised with a target to award this contract in Fall 2025.

COMPARISON OF FEDERAL COST ESTIMATES: An updated certified Total Project Cost was completed in March 2023. The 2023 estimated certified Total Project Cost is $1.146 billion. The current Federal cost estimate is $1,177,134,000, an increase of approximately $31 million from the last estimate presented to Congress (2023) due to cost escalation factors.

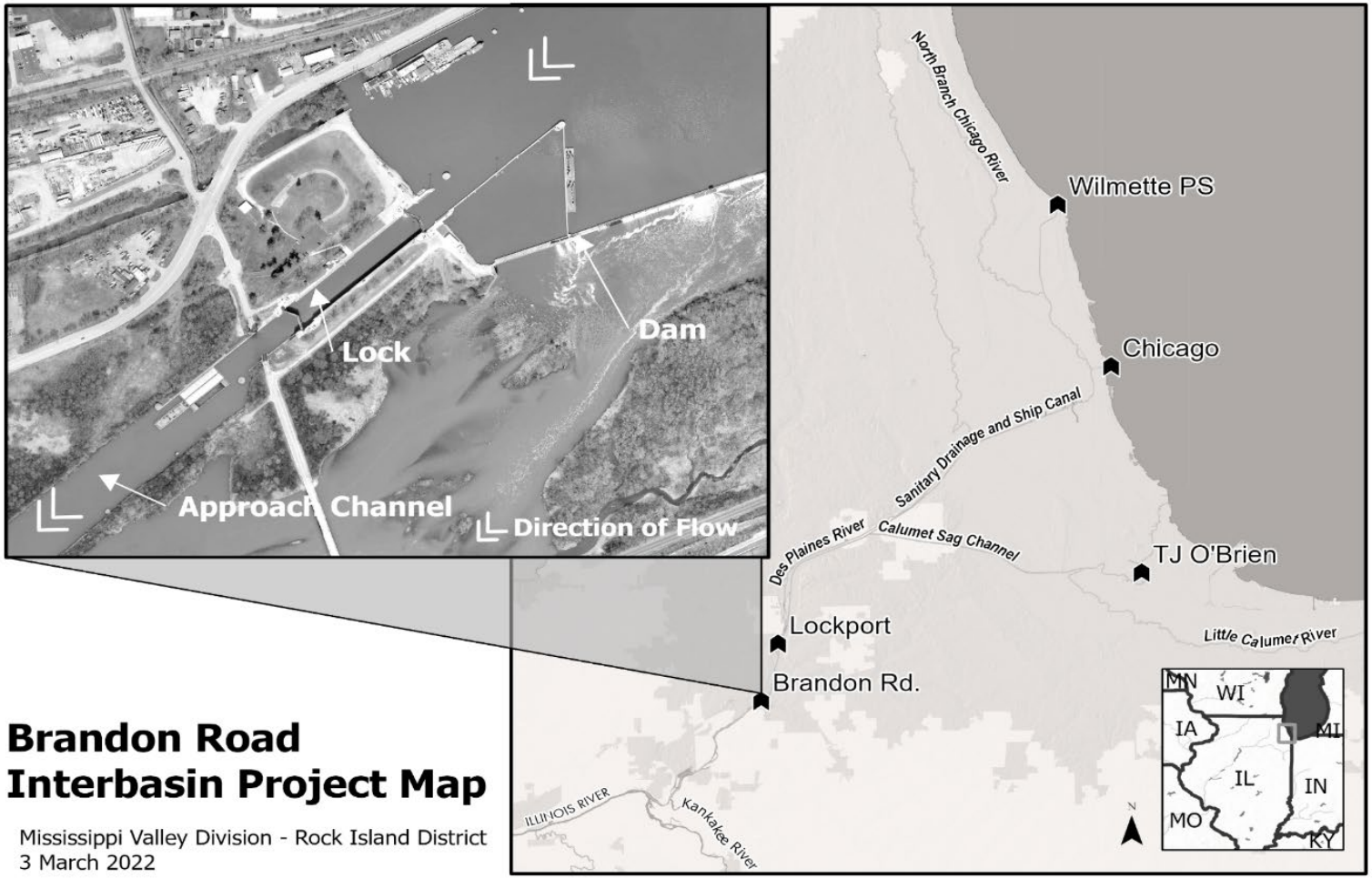
STATUS OF ENVIRONMENTAL IMPACT STATEMENT: Record of Decision (ROD) by ASA (CW) was approved on 7 August 2019. Given project changes that have occurred during the last three years of PED, NEPA re-coordination found these to be non-significant and non-controversial resulting in a Record of National Environmental Policy Act Consideration completed in Summer of 2024 and included in the Validation Study in Fall of 2024.

OTHER INFORMATION: The Chief's Report identified non-structural measures, integral to the National Ecosystem Restoration plan, that would be implemented primarily by other federal agencies and include public education and outreach, nonstructural monitoring, integrated pest management, pesticides, manual or mechanical removal, and research and development.

The Invasive Carp Regional Coordinating Committee's (ICRCC) — a collaboration of 28 U.S. and Canadian federal, state, provincial, tribal, regional, and local agencies – works together to implement a comprehensive and science-based invasive carp management strategy to prevent the introduction and establishment of invasive carp in the Great Lakes. The coordinated interagency effort to address the risk of invasive carp in the IWW began in 2009. At this time, both long-term and immediate actions are underway to prevent Silver Carp and Bighead Carp from migrating upstream to the Great Lakes. While the Corps of Engineers and the State of Illinois, with support from the State of Michigan, are actively designing significant prevention measures at the Brandon Road Lock and Dam, research agencies are refining technologies that can be used to reduce the spread of Silver Carp and Bighead Carp and continued operation of the USACE EDBS will further minimize the risk of upstream migration.

Consistent with Section 2039 of WRDA 2007, the project cost includes $28,749,000 of post-construction monitoring and adaptive management for a period of up to ten years to ensure project performance and focuses on success of physical construction that is within the control of the Corps. Upon project completion, the following annual cost of $8,562,000 ($6,780,000 Federal) is presumed. Those costs include:

- $500,000 for non-structural measures that would be cost shared 90 percent Federal and 10 percent non-Federal.
- $28,000 to operate and maintain the flushing lock at 100 percent Federal expense because this is considered a navigation improvement; and
- $8,034,000 to operate and maintain the balance of the project that would be cost-shared 90 percent Federal and 10 percent non-Federal.


Lock
Dam
Approach Channel
Direction of Flow
North Branch Chicago River
Wilmette PS
Chicago
Sanitary Drainage and Ship Canal
Des Plaines River
Calumet Sag Channel
TJ O'Brien
Lockport
Little Calumet River
Brandon Rd.
ILLINOIS RIVER
Kankakee River
MN
WI
MI
IA
IL
IN
MO
KY
Brandon Road
Interbasin Project Map
Mississippi Valley Division - Rock Island District
3 March 2022

APPROPRIATION TITLE: Construction - Aquatic Ecosystem Restoration, Fiscal Year 2026

PROJECT NAME: Upper Mississippi River Restoration, IL, IA, MN, MO and WI (Continuing)

LOCATION: The program is authorized for those river reaches having commercial navigation channels on the Upper Mississippi River, Illinois River, Minnesota River, St. Croix River, and Kaskaskia River in the states of Illinois, Iowa, Minnesota, Missouri, and Wisconsin. The following counties are included: (Illinois) Jo Daviess, Carroll, Whiteside, Rock Island, Mercer, Henderson, Hancock, Adams, Pike, Calhoun, Jersey, Madison, St. Clair, Monroe, Randolph, Jackson, Union, Alexander, Pulaski, Brown, Cass, Schuyler, Fulton, Mason, Peoria, Tazewell, Woodford, Marshall, Putnam, Bureau, LaSalle, Grundy, Will; (Iowa) Allamakee, Clayton, Dubuque, Jackson, Clinton, Scott, Muscatine, Louisa, Des Moines, Lee; (Wisconsin) St. Croix, Pierce, Pepin, Buffalo, Trempealeau, La Cross, Vernon, Crawford, Grant; (Minnesota) Anoka, Hennepin, Scott, Dakota, Ramsey, Washington, Goodhue, Wabasha, Winona, Houston; (Missouri) Clark, Lewis, Marion, Ralls, Pike, Lincoln, St. Charles, St. Louis, Jefferson, Ste. Genevieve, Perry, Cape Girardeau, Scott, Mississippi.

DESCRIPTION: The purpose of the Upper Mississippi River Restoration (UMRR) program is to address adverse impacts to the aquatic ecosystem of the Upper Mississippi River, which were caused by many factors, including changes in the river due to construction and maintenance of the inland navigation system. The UMRR Program is a continuing authority program, as amended by WRDA of 1999. Projects are designed to help preserve and improve fish and wildlife habitat on the Upper Mississippi River System (UMRS) and counteract the effects of backwater sedimentation through dike construction to limit sedimentation of prime habitat and dredging to restore aquatic habitat; provide water level control and optimal food growth for waterfowl; decrease wind generated disturbances, thereby reducing turbidity; alter the flow of water to side channels and backwaters to decrease flows of sediment-laden water during high water and to increase dissolved oxygen levels during low water; and increase the diversity and abundance of mast (nut) producing trees and prairies to benefit wildlife. Long-Term Resource Monitoring provides scientific information for more informed management of the UMRS ecosystem. The cost of projects implemented under this program is either funded at 100 percent Federal expense or is shared with a non-Federal sponsor, and the cost-share percentage has varied over time from the original 25 percent to the current 35 percent (See Non-Federal Costs).

AUTHORIZATION: Fiscal Year 1985 Supplemental Appropriations Act, P.L. 99-88; Water Resources Development Act (WRDA) of 1986, PL 99-662, Section 1103; WRDA of 1990, P.L. 101-640, Section 405; WRDA of 1992, P.L. 102-580, Section 107; WRDA of 1999, P.L. 106-53, Section 509; WRDA of 2007, P.L. 110-114, Section 3177; WRDA of 2020, P.L. 116-260, Section 307; WRDA of 2022, P.L. 117-263, Section 8345, and the WRDA of 2024, P.L. 118-272, Section 1354.

REMAINING BENEFIT-REMAINING COST: The remaining benefit-cost ratio for the entire project is not applicable because environmental benefits were not quantified in monetary terms.

TOTAL BENEFIT-COST RATIO: The total benefit-cost ratio for the entire project is not applicable because environmental benefits were not quantified in monetary terms. Projects within the Upper Mississippi River Restoration program are selected for design and construction based on continued assessment of habitat restoration and enhancement opportunities as determined by the involved Federal and non-Federal partners.

INITIAL BENEFIT-COST RATIO: The initial benefit-cost ratio for the entire project is not applicable because environmental benefits were not quantified in monetary terms.

BASIS OF BENEFIT-COST RATIO: The basis for the benefit-cost ratio for the entire project is not applicable because environmental benefits were not quantified in monetary terms.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (09 MAY 2025)
Estimated Federal Cost	$ 1,791,679,000		Status in project listing
Programmed Construction	$ 1,785,339,000		
Unprogrammed Construction	$ 6,340,000		
Estimated Non-Federal Cost	$ 27,775,000		
Programmed Construction			
Cash Contributions	$ 27,775,000		
Other Costs	$ 0		
Unprogrammed Construction	$ 0		
Total Estimated Programmed Construction Cost	$ 1,813,114,000		
Total Estimated Unprogrammed Construction Cost	$ 6,340,000		
Total Estimated Project Cost	$ 1,819,454,000		This program is subject to an annual appropriation limit of $100,000,000. 7/
Allocations to 30 September 2022	$ 736,991,000 1/ 2/ 3/ 4/		
Allocation for FY 2023	$ 55,000,000		
Allocation for FY 2024	$ 55,000,000		
Allocation for FY 2025	$ 13,516,395		
Allocations through FY 2025	$ 860,507,395	48	
Estimated Unobligated Carry-in Funds into FY 2026	$ 0 5/		
President's Budget for FY 2026	$ 52,000,000	51	
Programmed Balance to Complete after FY 2026	$ 872,831,605		
Un-programmed Balance to Complete after FY 2026	$ 6,340,000 6/		

1/ Allocations include Supplemental Appropriations of $5,801,500 (FY's 1985, 1986, 2008, and 2009)
2/ $3,373,309 reprogrammed to/from the project.
3/ $626,182 rescinded from the project.
4/ Includes ARRA funding of $14,847,000 in FY 2009; $918,000 in FY 2010; $8,000 in FY 2011; $315,000 in FY 2012; and $107,000 in FY 2013.
5/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 for this project was $1,165,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2026 from prior appropriations for use on this effort is $0.
6/ This work is un-programmed pending a decision to construct these features.
7/ Section 1354 of WRDA 2024 (P.L. 118-272).

JUSTIFICATION: Implementation of the UMRR program is essential to the continued viability of the ecosystem of the Upper Mississippi River. Habitat rehabilitation and enhancement projects help reduce the negative effects of navigation features on the system's backwater and side channels. Projects are selected for design and construction based on continued assessment of habitat restoration and enhancement opportunities as determined by the involved Federal and non-Federal partners and following the project sequencing process adopted in 2003. Long-Term Resource Monitoring provides data to indicate trends in key environmental parameters, analyzing sedimentation and other UMRS resource problems, and provides the data necessary to evaluate how restoration projects

implemented under this program mitigate for the environmental impacts of Corps-constructed navigation improvements.

FISCAL YEAR 2025 and 2026: While amounts between projects may be adjusted within the total program in response to changed conditions and consistent with priorities and capability, the FY 2025 enacted amount, plus carry-in, and the FY 2026 budgeted amount will be applied as follows:

Feasibility Studies:

State	*Site*	*Project*	*FY 2025 Allocation*	*FY 2025 Description*	*FY 2026 Budget*	*FY 2026 Description*	*Status (May 2025) % Project Phase Complete*	*Scheduled Completion 8/*
IA	106	Lower Pool 13 Phase II	$235,000	Continue Feasibility	$500,000	Complete Feasibility	65	(Feb 27)
IA	98	Green Island, IA	$36,900	Complete Feasibility			100	(Oct 24)
IL	99	Pool 12 (Forestry), IL	$76,100	Complete Feasibility			100	(Dec 24)
IL	100	Quincy Bay, IL	$5,300	Complete Feasibility			100	(Oct 24)
IL	102	Gilead Slough, IL	$216,300	Continue Feasibility	$250,000	Continue Feasibility	40	(Nov 26)
MN	108	Robinson Lake, MN	$369,500	Continue Feasibility	$200,000	Continue Feasibility	90	(Nov 25)
IL	69	Reds Landing, IL	$201,000	Continue Feasibility	$275,000	Continue Feasibility	35	(Dec 26)
IA	109	Pool 18 Forestry, IA	$268,800	Continue Feasibility	$400,000	Complete Feasibility	65	(Jan 27)
WI	110	Pool 11, WI	$384,400	Continue Feasibility	$600,000	Continue Feasibility	25	(Feb 29)
IL	111	Meredosia Island, IL	$29,500	Initiate Feasibility	$450,000	Continue Feasibility	1	(Sep 29)
MN	112	Bank Stabilization, Minnesota River, IL	$144,100	Initiate Feasibility	$300,000	Complete Feasibility	25	(Jun 26)
					$1,000,000	New studies TBD		
		Subtotal	$1,966,900	Subtotal	$3,975,000			

8/ Scheduled completion dates are based on minimal execution delays and an efficient funding stream.

Design and Construction:

State	*Site*	*Project*	FY 2025 *Allocation*	*FY 2025 Description*	*FY 2026 Budget*	*FY 2026 Description*	*Status (May 2025) % Project Phase Complete*	*Federal Balance to Complete after FY 2026*	*Scheduled Completion 8/*
IA	8	Beaver Island, IA (Multiple Stages)	$22,100	Complete Construction			100	$0	(Feb 25)
MO	18	Clarence Cannon NWR, MO	$77,000	Continue Construction	$500,000	Continue Construction	88	$2,503,902	(Nov 27)
MO	35	Harlow Island, MO	$806,200	Complete Design/initiate Construction	$2,000,000	Continue Construction	50	$32,955,361	(Sep 30)
IL	40	Keithsburg Division, IL (Multiple Stages)	$834,200	Complete Construction Stage 1 & 2/ Initiate Design Stage 3	$4,300,000	Continue Design Stage 3	90 0	$13,685,531	Stage 1&2 - (Jul 25) Stage 3 – (Dec 28)
IA	48	Lower Pool 10 Islands, IA	$271,400	Continue Construction Stage 1	$7,000,000	Continue Construction Stage 1/Initiate Construction Stage 3	25	$17,184,808	(Nov 28)
WI	49	McGregor Lake, WI	$165,400	Continue Construction	$50,000	Complete Construction	90	$0	(Dec 25)
IL	55	Piasa and Eagles Nest Islands, IL	$574,200	Continue Construction	$650,000	Continue Construction	65	$7,411,237	(Sep 28)
IA	79	Steamboat Island, IA	$337,700	Continue Construction	$2,000,000	Continue Construction	65	$18,467,626	(Apr 27)
IL	81	Swan Lake Flood Damage Rehabilitation			$1,500,000	Initiate Construction	0	$8,000,000	(Aug 28)

State	*Site*	*Project*	FY 2025 *Allocation*	*FY 2025 Description*	*FY 2026 Budget*	*FY 2026 Description*	*Status (May 2025) % Project Phase Complete*	*Federal Balance to Complete after FY 2026*	*Scheduled Completion 8/*
MO	86	West Alton Islands, MO (formerly known as West Alton Tract, MO)	$17,000	Initiate Design	$200,000	Continue Design	1	$29,502,223	(Oct 30)
IL	91	Crain's Island, IL	$133,500	Continue Construction	$4,000,000	Continue Construction	48	$21,053,529	(Sep 29)
IL	92	Oakwood Bottoms, IL	$1,000	Continue Design	$525,000	Complete Design	70	$28,230,223	(Sep 27)
MN	95	Reno Bottoms, MN	$1,100,200	Complete Design	$2,000,000	Initiate Construction	0	$29,585,769	(Sep 31)
IL	96	Yorkinut Slough, IL	$461,300	Continue Design	$1,125,000	Complete Design/ Initiate Construction	25	$11,243,031	(Jul 26)
IA	97	Lower Pool 13, IA	$308,900	Continue Design			25	$22,854,556	(Aug 27)
IA	98	Green Island, IA	$11,500	Continue Design			0	$32,200,633	(Sep 29)
IL	99	Pool 12 (Forestry)			$900,000	Initiate Design	5	$32,429,487	(Mar 29)
IL	100	Quincy Bay, IL	$251,900	Initiate Design	$2,350,000	Complete Design	1	$38,047,632	(May 29)
WI	105	Lower Pool 4, Big Lake, WI	$216,600	Initiate Design	$100,000	Complete Design	25	$43,104,417	(Dec 26)
MN	112	Bank Stabilization, Minnesota River, MN			$1,500,000	Initiate Design	0	$18,055,925	(Sep 29)
		Subtotal	$5,590,100	Subtotal	$30,700,000				

8/ Scheduled completion dates are based on minimal execution delays and an efficient funding stream.

Other:

Division: Mississippi Valley

District: Rock Island

Upper Mississippi River Restoration, IL, IA, MN, MO & WI

Project	*FY 2025 Allocation*	*FY 2026 Budget*	*Description*
Adaptive Management	141,800	200,000	Implementation of a regional adaptive management strategy to use scientific monitoring to promote lessons learned across all projects.
Habitat Evaluation/Monitoring	730,400	1,200,000	District Project Management, Project evaluation reports (PER) and Fish and Wildlife support to the district.
Long Term Resource Monitoring	4,756,100	7,000,000	Collection of base monitoring data by six biological monitoring stations, quality assurance and data processing for all samples collected.
Model Certification/ Regional HREP	40,500	100,000	Certification of new models needed for use in formulation of feasibility reports for Habitat Rehabilitation and Enhancement Project (HREP) projects.
Public Outreach	65,000	50,000	Undertake efforts to ensure the public and stakeholders in the region are informed of the restoration efforts funded under this program.
Regional Program Management	1,229,200	1,850,000	Regional program management including coordination (policy, fiscal and management) with USACE and ASA(CW) and the three USACE Districts and five states. This also includes development and maintenance of a regional program and project database, implementation of the strategic plan, regional meeting support and development of the Report to Congress.
Regional Project Sequencing	2,900	125,000	Development of the habitat needs assessment and identification/evaluation and the prioritization of the next generation list of habitat projects.
Science in Support of Restoration/Management	158,500	6,800,000	Data collection, research and analysis in support of habitat restoration projects and policy development.
Subtotal	7,124,400	17,325,000	
Total	**14,681,400**	**52,000,000**	

NON-FEDERAL COSTS: In accordance with the cost sharing and financing concepts reflected in Section 906(e) of the Water Resources Development Act of 1986 and amended by Section 509(e) and Section 221 of the Water Resources Development Act of 1999, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation		Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Pay 25 percent of the first costs allocated to fish and wildlife enhancement for the following projects:			
Baldwin Backwater, IL		700,000	
Banner Marsh, IL		1,780,000	
Batchtown, IL		200,000	
Blackhawk Park, WI		77,000	
Bussey Lake, IA		162,000	
Cuivre Island, MO		479,000	
Osborne Channel, IL		212,000	
Peoria Lake, IL		1,072,000	
Princeton, IA		54,000	
Swan Lake, IL		262,000	
	Subtotal	$ 4,998,000	$ 0
Pay 35 percent of the first costs allocated to fish and wildlife enhancement for the following projects			
Alton Pool Side Channel		258,000	
Ambrough Slough, WI		166,000	
Emiquon, IL 9/		8,705,000	
Horsesehoe Lake, IL 9/		2,284,000	
Kaskaskia Oxbows		390,000	
Pool Slough, IA, MN		175,000	
Rice Lake, IL		7,280,000	
Smith Creek, IA		335,000	
Rip Rap Landing		3,184,000	
	Subtotal	$ 22,777,000	$ 0
Total Non-Federal Construction Costs		$ 27,775,000	$ 0

9/ Inactive Projects

STATUS OF LOCAL COOPERATION: A Project Agreement is required only for projects that are not located on lands managed as a national wildlife refuge. The non-Federal sponsors have agreed to make all required payments concurrently with project construction.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal cost estimate of $1,791,679,000 is an increase of $41,961,000 from the latest estimate

($FY2025) due to inflation.

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: National Environmental Policy Act compliance is accomplished prior to implementation of each individual project.

OTHER INFORMATION: Funds to initiate construction were appropriated in FY 1985 under the name "Upper Mississippi River System Environmental Management Program". Since 2006, this program has been budgeted and funded under the name "Upper Mississippi River Restoration, IL, IA, MN, MO & WI". Sites 101 and 103 are not yet assigned to specific projects.

The following projects have been delayed (inactive) due to prioritization or lack of a non-Federal sponsor:

Project	*Site*	*% Complete*	*Project*	*Site*	*% Complete*
Boston Bay, IL	12	1	Snyder Slough, WI	74	1
Clear Lake (Finger Lake Dredging), MN	20	1	Weaver Bottoms, MN	85	2
Glades Godar Wetlands, IL	33	2	Wilkinson Island, IL	87	5
Lake Winneshiek, WI	43	10	Schenimann Chute, MO	88	15
Lock and Dam 3 Fish Passage, MN/WI	45	20	Horseshoe Lake, IL	89	1
North & Sturgeon Lakes, MN	51	30	Emiquon, IL	90	30
Pool 24 Island, MO	60	2	Kaskaskia River Oxbows, IL	93	1
Rip Rap Landing, IL	72	25	Glades Refuge, IL (IL River)	104	5

The following projects have been deferred and are not currently anticipated to be resumed.

Project	*Site*	*% Complete*
Alton Pool Side Channel, MO	N/A	2
Angle Blackburn Islands, MO	N/A	1
Baldwin Backwater Protection, IL	N/A	1
Delair Division, IL	25	5
Glades Wetlands	32	1
Norton Woods, MO	N/A	2
Osborne Side Channel, IL	N/A	3
Pool 25 Island, MO	94	3
Salt Lake/Ft Chartres S.C., IL	30	7
Sandy Chute, MO	N/A	2

Project	*Site*	*% Complete*
Smith Creek,IA	N/A	1
Stone Dike Alteration, IL/MO	N/A	10
Turkey River Bottoms, IA/WI	84	1
Turner Island & Chute, IL	N/A	2

The following projects are unprogrammed projects and will not be initiated:

Project	*Site*	*% Complete*
Establishment Chute, MO	N/A	1
Jefferson Barracks Side Channel, IL	N/A	1
Least Tern, MO	N/A	5
Whitewater Dike, MN	N/A	0

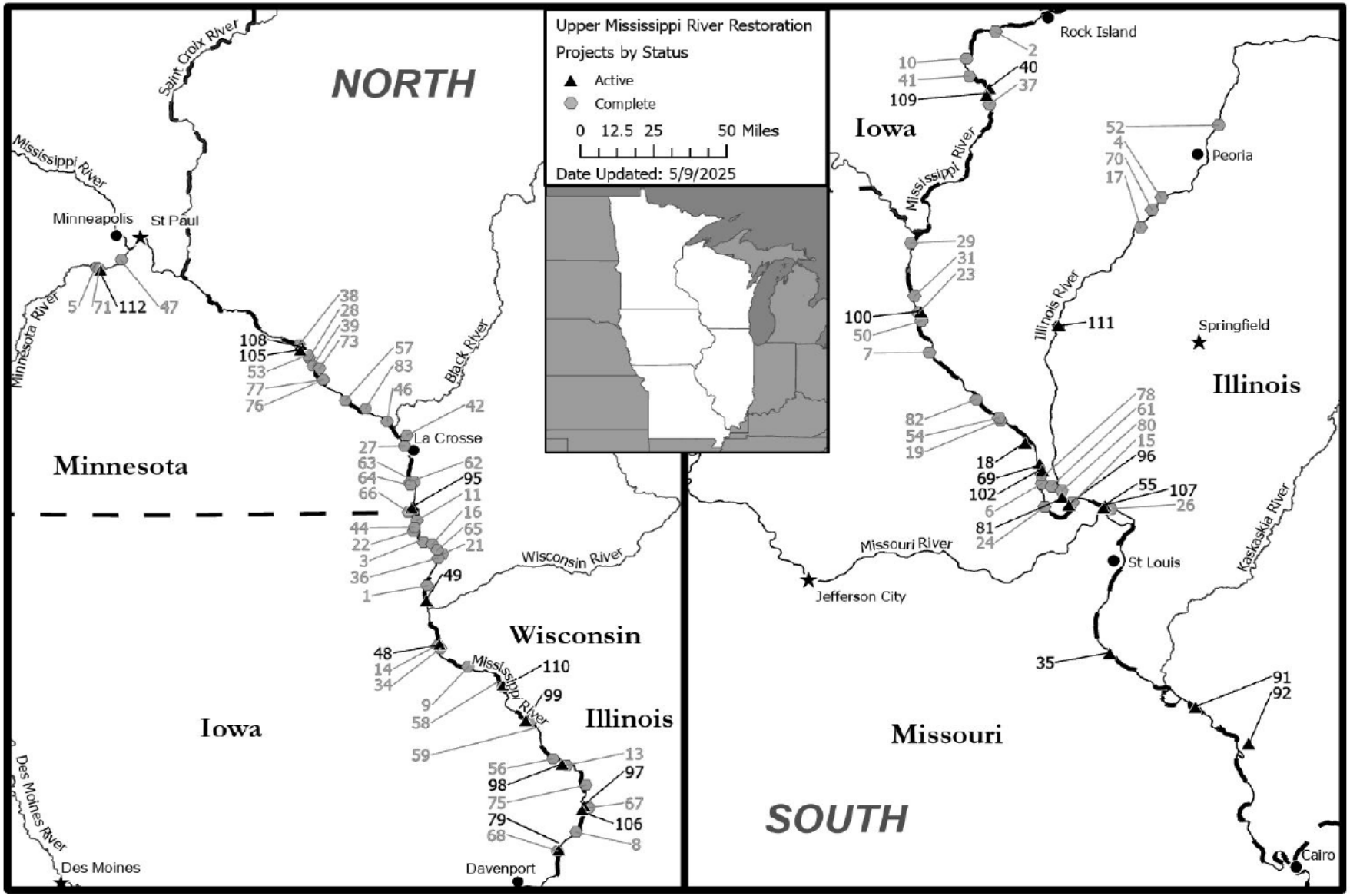
The following projects have been completed:

Project	*Site*	*Date of Completion*	*Project*	*Site*	*Date of Completion*
Ambrough Slough, WI	1	(Sep 04)	Long Meadow Lake, MN	47	(Nov 06)
Andalusia Refuge, IL	2	(Dec 94)	Monkey Chute, MO	50	(Aug 89)
Miss. River Bank Stabilization	3	(Sep 99)	Peoria Lake, IL	52	(Sep 97)
Banner Marsh, IL	4	(Dec 03)	Peterson Lake, MN	53	(Jun 96)
Bass Lake Ponds, Marsh, & Wetland Habitat	5	(Jun 23)	Pharrs Island, MO	54	(Jun 92)
Batchtown Management Area, IL	6	(Aug 16)	Pleasant Creek, IA	56	(Jan 03)
Bay Island, MO	7	(Nov 94)	Polander Lake, MN	57	(Nov 00)
Beaver Island, IA	8	(Feb 25)	Pool 11 Islands, WI/IA	58	(Sep 07)
Bertom McCartney Lake, WI	9	(Jun 92)	Pool 12, IL	59	(May 21)
Big Timber, IA	10	(Jun 95)	Pool 25 and 26 Islands, MO	61	(Sep 17)
Blackhawk Park, WI	11	(Nov 90)	Pool 8 Isl, Phase I, WI	62	(Jun 93)
Brown's Lake, IA	13	(Sep 94)	Pool 8 Isl, Phase II, WI	63	(Sep 99)
Bussey Lake, IA	14	(Jun 96)	Pool 8 Isl, Phase III, WI	64	(Jul 12)
Calhoun Point, IL	15	(Aug 11)	Pool 9 Island, WI	65	(Jun 95)
Capoli Slough, WI	16	(Sep 17)	Pool Slough, IA	66	(Apr 07)
Chautauqua Refuge, IL	17	(Dec 03)	Potters Marsh, IL	67	(Jul 96)

Project	*Site*	*Date of Completion*	*Project*	*Site*	*Date of Completion*
Clarksville Refuge, MO	19	(Apr 90)	Princeton, IA	68	(Dec 01)
Cold Springs, WI	21	(Aug 94)	Rice Lake, IL	70	(Dec 23)
Conway Lake, IA	22	(Mar 25)	Rice Lake, MN	71	(Nov 98)
Cottonwood Island, MO	23	(Dec 99)	Small Scale Drawdown, WI	73	(Sep 97)
Cuivre Island, MO	24	(Jul 99)	Spring Lake, IL	75	(Sep 01)
Dresser Island, MO	26	(Sep 91)	Spring Lake Islands, WI	76	(Jul 06)
East Channel, WI, MN	27	(Jun 97)	Spring Lake Peninsula, WI	77	(Nov 94)
Finger Lakes, MN	28	(Jul 94)	Stag & Keaton Is., MO	78	(Sep 98)
Fox Island, MO	29	(Sep 16)	Stump Lake, IL	80	(Nov 98)
Gardner Div. (Long Island Div), IL	31	(Jan 98)	Ted Shanks, MO	82	(Sep 21)
Guttenberg Waterfowl Ponds, IA	34	(Oct 90)	Trempealeau NWR, WI	83	(Sep 99)
Harpers Slough, IA	36	(Sep 18)			
Huron Island, IA	37	(Jun 24)			
Indian Slough, WI	38	(Jun 94)			
Island 42, MN	39	(May 87)			
Lake Odessa, IA	41	(Sep 17)			
Lake Onalaska, WI	42	(Jul 90)	Economic Impacts of Recreation Study		(Sep 92)
Lansing Big Lake, IA	44	(Nov 94)	Habitat Needs Assessment		(Sep 00)
Long Lake, WI	46	(May 00)	Traffic Monitoring		(Sep 90)

UMRR Active and Completed Projects	Status	Site #
Ambrough Slough	Complete	1
Andalusia Refuge	Complete	2
Mississippi River Bank Stabilization	Complete	3
Banner Marsh	Complete	4
Bass Ponds, Marsh, and Wetland	Complete	5
Batchtown	Complete	6
Bay Island	Complete	7
Beaver Island	Complete	8
Bertom McCartney Lakes	Complete	9
Big Timber	Complete	10
Blackhawk Park	Complete	11
Brown's Lake	Complete	13
Bussey Lake	Complete	14
Calhoun Point	Complete	15
Capoli Slough	Complete	16
Chautauqua Refuge	Complete	17
Clarence Cannon	Active	18
Clarksville Refuge	Complete	19
Cold Springs	Complete	21
Conway Lake	Complete	22
Cottonwood Island	Complete	23
Cuivre Island	Complete	24
Dresser Island	Complete	26
East Channel	Complete	27
Finger Lakes	Complete	28
Fox Island	Complete	29
Gardner Division (Long Island Division)	Complete	31
Guttenberg Waterfowl Ponds	Complete	34
Harlow Island	Active	35
Harpers Slough	Complete	36
Huron Island	Complete	37
Indian Slough	Complete	38
Island 42	Complete	39
Keithsburg Division	Active	40
Lake Odessa	Complete	41
Lake Onalaska	Complete	42
Lansing Big Lake	Complete	44
Long Lake	Complete	46
Long Meadow Lake	Complete	47
Lower Pool 10 Island and Backwater Complex	Active	48
McGregor Lake	Active	49
Monkey Chute	Complete	50
Peoria Lake	Complete	52
Peterson Lake	Complete	53
Pharrs Island	Complete	54

UMRR Active and Completed Projects	Status	Site #
Piasa - Eagle's Nest Islands	Active	55
Pleasant Creek	Complete	56
Polander Lake	Complete	57
Pool 11 Islands	Complete	58
Pool 12 Overwintering	Complete	59
Pool 25 and 26 Islands	Complete	61
Pool 8 Islands Phase I	Complete	62
Pool 8 Islands Phase II	Complete	63
Pool 8 Islands Phase III	Complete	64
Pool 9 Islands	Complete	65
Pool Slough	Complete	66
Potters Marsh	Complete	67
Princeton Refuge	Complete	68
Red's Landing	Active	69
Rice Lake, IL	Complete	70
Rice Lake, MN	Complete	71
Small Scale Drawdown	Complete	73
Spring Lake, IL	Complete	75
Spring Lake Islands	Complete	76
Spring Lake Peninsula	Complete	77
Stag and Keaton Islands	Complete	78
Steamboat Island	Active	79
Stump Lake	Complete	80
Swan Lake	Active	81
Ted Shanks	Complete	82
Trempealeau	Complete	83
Crains Island	Active	91
Oakwood Bottoms	Active	92
Reno Bottoms	Active	95
Yorkinut Slough, IL	Active	96
Lower Pool 13	Active	97
Green Island, IA	Active	98
Pool 12 (Forestry)	Active	99
Quincy Bay, IL	Active	100
Gilead Slough	Active	102
Lower Pool 4, Big Lake, MN	Active	105
Lower Pool 13 Phase II, IA	Active	106
West Alton Missouri Islands	Active	107
Lower Pool 4, Robinson Lake, MN	Active	108
Pool 18 Forestry, IA	Active	109
Pool 11, WI	Active	110
Meredosia Island	Active	111
MN Bank Stabilization	Active	112
Produced May 09, 2025		


Upper Mississippi River Restoration
Projects by Status
Active
Complete
0 12.5 25 50 Miles
Date Updated: 5/9/2025
NORTH
SOUTH
Minnesota
Iowa
Wisconsin
Illinois
Missouri
Saint Croix River
Mississippi River
Minneapolis
St Paul
Minnesota River
Black River
La Crosse
Wisconsin River
Des Moines River
Des Moines
Davenport
Rock Island
Peoria
Illinois River
Springfield
Missouri River
Jefferson City
St Louis
Kaskaskia River
Cairo

APPROPRIATION TITLE: Construction - Aquatic Ecosystem Restoration, Fiscal Year 2026

PROJECT NAME: Missouri River Fish and Wildlife Recovery, IA, KS, MO, MT, NE, ND and SD (Continuing)

LOCATION: The Missouri River Main Stem and its tributaries.

DESCRIPTION: The USACE completed original construction of the Missouri River Bank Stabilization and Navigation Project (BSNP) in 1980 and provided a 9-foot deep channel 300-foot wide from Sioux City, Iowa to the river mouth near St. Louis, Missouri for the purpose of navigation. The Missouri River Fish and Wildlife Recovery Program, established by the Corps in 2005, primarily supports work intended to mitigate potential adverse effects to two federally listed species (piping plover and pallid sturgeon) from the continued operation of the Missouri River Mainstem Reservoir System, operation and maintenance of the BSNP, and operation of the Kansas River Reservoir System. A 2018 biological opinion (BiOp), which supersedes the 2003 BiOp, found the USACE action will not jeopardize the existence of the pallid sturgeon, piping plover, or the interior least tern (delisted in January 2021) and will not destroy or adversely modify designated critical habitat for the piping plover. The scope and cost of this program is based on Certification Statement (NWK-PN401366) dated May 8, 2019 from the Cost Agency Technical Review conducted by the Walla Walla Cost Engineering Mandatory Center of Expertise. The total cost of this program is funded at 100 percent Federal expense.

Actions with these funds include: habitat construction/development for the Pallid Sturgeon and Piping Plover; Pallid Sturgeon propagation support; population assessments for both species; an integrated science monitoring and evaluation program to assess success of management actions for the species; and USACE and other stakeholder participation in the Missouri River Recovery Implementation Committee (MRRIC).

AUTHORIZATION: Missouri River Mainstem Reservoir System (multiple specifically authorized projects); Section 601(a) of WRDA 1986 and modified by Section 334 of WRDA 1999, modified by Section 3176 WRDA 2007 MRRIC, Section 5018 of WRDA 2007; Lower Yellowstone, Section 3109 of WRDA 2007; Upper Basin of Missouri River, Section 3176 of WRDA 2007; Section 4003c WRDA 2014; Section 1226 of WRDA 2018; Section 129 of WRDA 2020; Sections 8351 and 8352 of WRDA 2022.

REMAINING BENEFIT - REMAINING COST RATIO: The remaining benefit-cost ratio for this project is not applicable because environmental benefits were not quantified in monetary terms.

TOTAL BENEFIT-COST RATIO: The total benefit-cost ratio for this project is not applicable because environmental benefits were not quantified in monetaryterms.

INITIAL BENEFIT-COST RATIO: The benefit-cost ratio for this project is not applicable because environmental benefits were not quantified in monetary terms.

BASIS OF BENEFIT-COST RATIO: The benefit-cost ratio for this project is not applicable because environmental benefits were not quantified in monetary terms.

SUMMARIZED FINANCIAL DATA:		ACCUM PCT OF EST FED COST	Status (1 Jan 2025)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	3,023,392,000		Entire Project	33%	TBD
Estimated Non-Federal Other Costs	0				
Total Estimated Project Cost	3,023,392,000				
Allocations to 30 September 2022	936,850,000				
Allocation for FY 2023	25,211,500				
Allocation for FY 2024	19,859,000				
Allocation for FY 2025	14,934,900 6/				
Allocations through FY 2025	996,855,400 1/ 2/ 3/ 5/	33%			
Estimated Unobligated Carry-In Funds into FY 2026	0 4/				
President's Budget for FY 2026	29,200,000	34%			
Programmed Balance to Complete after FY 2026	1,997,336,600				

1/ $7,975,000 reprogrammed to the project.
2/ $1,071,000 rescinded from the project.
3/ $350,000 transferred to the Flood Control and Coastal Emergencies account.
4/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 was $476,700. 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.
5/ PED costs of $700,000 are included in this amount.
6/The amount shown is the FY 2025 work plan amount of $12,950,000 plus an additional amount of $1,984,900 reprogrammed to the project in FY 2025.

JUSTIFICATION: The Missouri River Recovery Program is used to avoid jeopardizing pallid sturgeon and piping plover, which are both listed species, and comply with the Biological Opinion for operating the Missouri River projects for their eight authorized purposes.

FISCAL YEAR 2025: The total appropriated amount, plus carry-in funds and reprogrammed funds, are being used for the following:

Missouri River Recovery Implementation Committee (MRRIC)	713,600
Integrated Science Program	11,804,800
Piping Plover Habitat Implementation	679,700
Pallid Sturgeon Habitat Implementation	30,700
BSNP Fish and Wildlife Mitigation Wetland Restoration	267,800
Land Acquisition	1,915,000
Total	$15,411,600

FISCAL YEAR 2026: The budgeted amount will be used for the following:

Missouri River Recovery Implementation Committee (MRRIC)	2,000,000
Integrated Science Program	20,950,000
Piping Plover Habitat Implementation	800,000
BSNP Fish and Wildlife Mitigation Wetland Restoration	500,000
Lower Basin Pallid Actions	500,000
SEC 4003(c) Missouri River Implementation Committee Expenses Reimbursement	800,000
Land Acquisition	3,650,000
Total	$29,200,000

NON-FEDERAL COSTS: Not applicable

STATUS OF LOCAL COOPERATION: There is no cost sharing non-Federal sponsor for this work.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal estimate of $3,023,392,000 is unchanged from the last estimate presented to Congress (FY2025).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: A Final Environmental Impact Statement was completed for the Lower Yellowstone Intake Diversion Dam Fish Passage Project in October 2016 and a Record of Decision was signed in December 2016. The Final Environmental Impact Statement for the Missouri River Recovery Management Plan, programmatic NEPA compliance for MRRP actions, was completed in August 2018 and the Record of Decision was signed in November 2018.

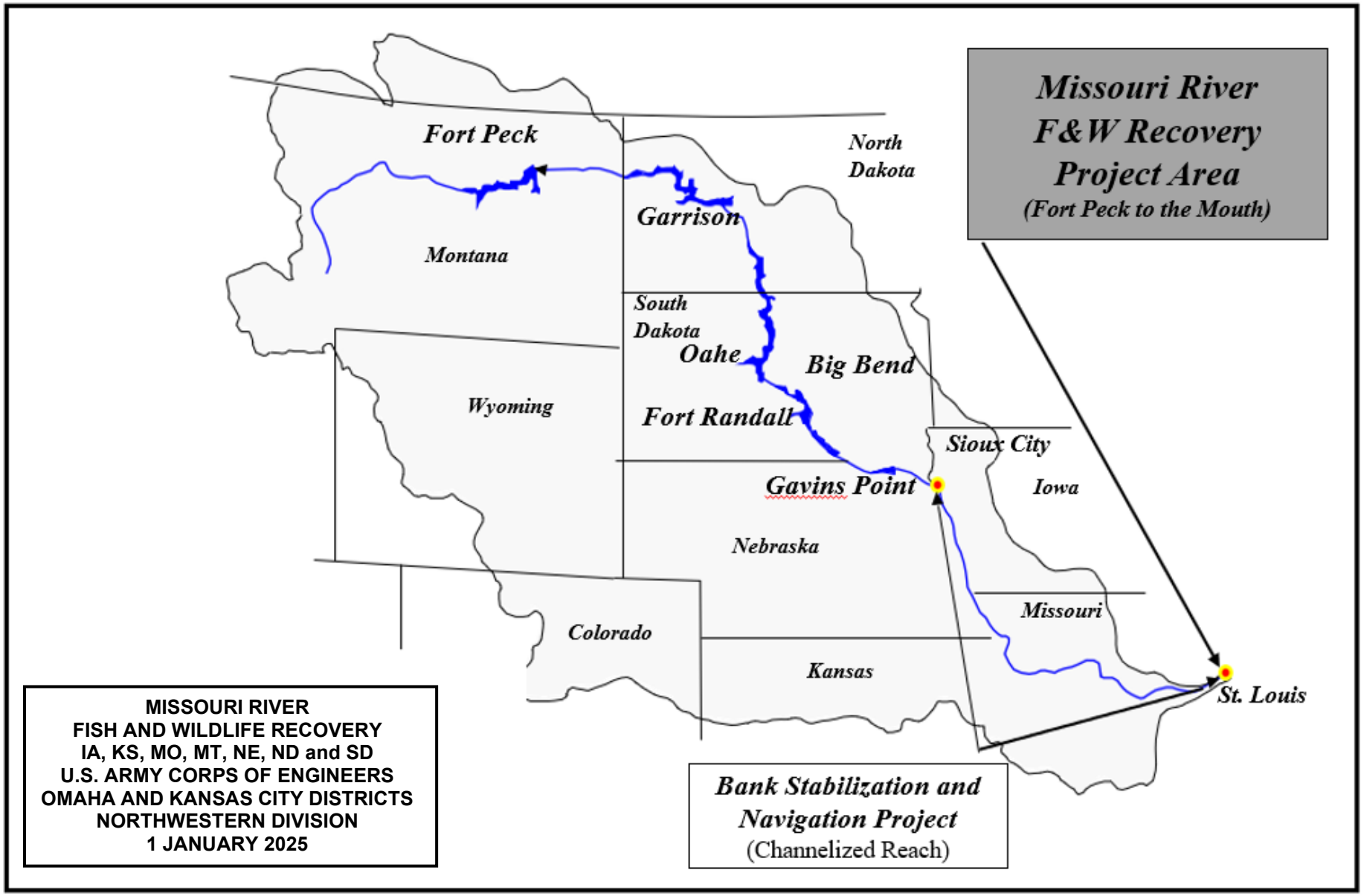
OTHER INFORMATION: Section 1226 of America's Water Infrastructure Act of 2018, Pub. L. No. 115-270, 132 Stat. 3765, 3813 prohibited construction of Interception Rearing Complexes (IRCs) until USACE submitted to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on the Environment and Public Works of the Senate a report regarding the impacts of IRC construction on the navigation, flood control, and other authorized purposes and on the recovery of the pallid sturgeon. The ASA(CW) submitted the report on March 18, 2020.

Section 129 of WRDA 2020 in the Consolidated Appropriations Act of 2021, Pub. L. No. 116-260, 134 Stat. 1182, 2643, required another report covering the same subjects, and prohibited construction until (1) the report is submitted; (2) ERDC conducts further research on IRCs; and (3) USACE develops a plan to repair dikes and revetments affecting flood risk and bank erosion and establish, repair, or improve water control structures at constructed shallow water side-channels. The Act also requires USACE to provide a 90-day period for public comment and comment from the Governor of each affected State on proposals to construct future IRCs and that the report includes any effects on flood risk management and navigation. Section 8351 of WRDA 2022 requires similar analyses. USACE completed the reports required by Section 129 WRDA 2020 in 2022 and Section 8351 of WRDA 2022 in 2023. ERDC completed its research on IRC design, including any effects on existing flows, flood risk management, and navigation in winter 2022, and presented results to the Missouri River Recovery Implementation Committee. The plan to repair dikes and revetments that are affecting flood risk and bank erosion, and to establish, repair, or improve water control structures at the headworks of constructed shallow water habitat side-channels is being implemented. In addition, Section 8351 of WRDA 2022 also authorized construction of two IRC projects, one at Plowboy Bend and another at Pelican Bend on the Missouri River. Construction contracts for both Plowboy and Pelican Bend IRCs were awarded in September 2023 and are complete.

Division: Northwestern District: Omaha/Kansas City Missouri River Fish and Wildlife Recovery, IA, KS, MO, MT, NE, ND & SD

On January 13, 2021, the U.S. Fish and Wildlife Service published a final rule to remove the inland population of the Interior least tern from the list of endangered and threatened wildlife under the Endangered Species Act.

Congress authorized the Bank Stabilization and Navigation Project Mitigation project in WRDA 1986, Section 601(a) based on the Chief's Report dated April 24, 1984. Pursuant to this authority, the USACE was to acquire a total of 48,100 acres (29,900 acres of non-public land and 18,200 acres of existing public lands) to mitigate for the approximate 522,000 acres altered by constructing the Bank Stabilization Navigation Project. To date, the USACE has acquired approximately 66,713 acres. Congress has modified the authorization to increase the acreage of land to be acquired from willing sellers to 166,750 acres; however, that additional land acquisition is not supported by a Chief's Report.


Missouri River
F&W Recovery
Project Area
(Fort Peck to the Mouth)
Fort Peck
North
Dakota
Garrison
Montana
South
Dakota
Oahe
Big Bend
Wyoming
Fort Randall
Sioux City
Gavins Point
Iowa
Nebraska
Missouri
Colorado
Kansas
St. Louis
MISSOURI RIVER
FISH AND WILDLIFE RECOVERY
IA, KS, MO, MT, NE, ND and SD
U.S. ARMY CORPS OF ENGINEERS
OMAHA AND KANSAS CITY DISTRICTS
NORTHWESTERN DIVISION
1 JANUARY 2025
Bank Stabilization and
Navigation Project
(Channelized Reach)

APPROPRIATION TITLE: Construction – Dam Safety Seepage Correction, Major Rehabilitation, Fiscal Year 2026

PROJECT: Rough River Lake, KY (Dam Safety) (Continuing)

LOCATION: The dam site is located on Rough River, 89.3 miles east of the confluence with the Green River, and about 60 air miles southwest of Louisville, KY.

DESCRIPTION: The Rough River Dam is part of a system of dams that reduce the risk of flood damage in the Green River Basin of Kentucky. Construction began in 1955 and the dam began full operation in 1960. The project is a 1,590 foot long earth filled embankment with a maximum height of 130 feet. It includes a gate-controlled outlet works on the right abutment and a 65-foot wide uncontrolled spillway near the left abutment.

The Dam Safety Modification Report (DSMR) was approved on March 7, 2013, and the approval to proceed with the design and construction of the Phase II cutoff wall was provided on February 10, 2017.

Per the DSMR, the project consists of two phases. Phase I consisted of relocating KY State Highway 79 from the crest of the dam to the upstream slope to allow for exploratory drilling and grouting of the rock foundation. This was accomplished by adding rock fill on the upstream slope of the dam. The exploratory drilling consisted of installing over 300 grout holes to depths as great as 250 feet to fill void space in the rock. This phase was completed in May 2017. Phase II consists of constructing a new outlet works through the left abutment and a deep concrete cutoff wall through the embankment and into the rock foundation. The cost of this project is funded at 100 percent Federal expense. All work is programmed.

Following approval of Phase II construction in 2017, the Corps identifed a concern with Tentatively Selected Plan (TSP) for Phase II, as described in the approved 2013 DSMR. Specifically, the Corps was concerned about the impact of the proposed cutoff wall on the structural integrity of the existing outlet works conduit (a concrete pipe that runs through the dam). To address this concern, the PDT evaluated several possible modifications to either modify the current outlet works with structural reinforcement, construct a new outlet works, or a combination of both. Several outlet works design measures were evaluated. A TSP meeting was conducted in September 2018 and tentative concurrence was obtained from the vertical team on the modified TSP recommendation. The modified TSP consists of a continuous cutoff wall with a new outlet works through the left abutment. The new outlet works will consist of a control tower, tunnel, stilling basin, and associated features. The Supplemental Dam Safety Modification Report was approved by HQUSACE in February 2021.

The dam safety risk associated with Rough River Lake Dam remains high at a Dam Safety Classification (DSAC) rating of DSAC 2. In 2024 the project P&S were updated and all review certifications and permits have been completed and the acquisition plan approved. The project was advertised on 20 December 2024 with an anticipated award in August 2025, subject to contractor proposals.

AUTHORIZATION: Rough River Dam was authorized under the Flood Control Act of 1938, P.L. 75-761. This major rehabilitation is authorized under the project specific authorization for the Rough River Dam, which implicitly includes the authority to study and implement measures to address potential safety-related concerns.

REMAINING BENEFIT-REMAINING COST RATIO: Not applicable because this is a dam safety project.

TOTAL BENEFIT-COST RATIO: Not applicable because this is a dam safety project.
INITIAL BENEFIT-COST RATIO: Not applicable because this is a dam safety project.
BASIS OF BENEFIT-COST RATIO: Not applicable because this is a dam safety project.

SUMMARIZED FINANCIAL DATA

			ACCUM PCT OF EST FED COST	STATUS (19 May 2025)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
				Entire Project	12	TBD
Original Project						
Actual Federal Cost	$10,620,000					
Actual Non-Federal Cost	$23,000					
Total Original Project Cost	$10,643,000					
Project Modification						
Estimated Federal Cost	$518,713,000					
Authorized Cost (plus inflation)	$518,713,000					
Admin Maximum Cost Limit (Section 902)	$590,778,000	1/				
Allocations to 30 September 2022	$117,414,000					
Allocation for FY 2023	$0					
Allocation for FY 2024	$0					
Allocation for FY 2025	$283,719,000					
Allocations through FY 2025	$401,133,000	2/3/4/5	76			
Estimated Unobligated Carry-in Funds to FY 2026	$0	6/				
President's Budget for FY 2026	$21,281,000		81			
Programmed Balance to Complete after FY 2026	$96,299,000					
Unprogrammed Balance to Complete after FY 2026	$0					

1/ For dam safety projects, this is an administrative equivalent to the Section 902 limit.
2/ $372,999 reprogrammed to the project.
3/ $0 rescinded from the project.
4/ $0 transferred to the Flood Control and Coastal Emergencies account.
5/ PED costs of $1,872,999 are included in this amount.
6/ Estimated Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 was $57,929,000. 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. This amount will be used to perform work on the project as follows: award a construction contract for the cutoff wall and outlet works measure.

PHYSICAL DATA:
Dam: Earth core with rock fill, 1,590 ft in length.
Spillway: In a natural saddle, approx 900 ft southwest of the left abutment of the embankment, 65 ft wide, with design discharge capacity of 22,000 cfs.
Outlet Works: Intake structure with 3 slide gates, two 24 inch low flow bypass pipes, 12' x 12' semi-elliptical concrete conduit, and discharge bucket.

JUSTIFICATION: The Rough River Dam project addresses a dam safety concern at a Corps dam with a rating of DSAC 2, which is defined by ER 1110-2-1156 as "High Urgency" where progression toward failure could begin during normal operations or be initiated by an event; or the incremental risk – combination of life or economic consequences with likelihood of failure – is high.

FISCAL YEAR 2025: The TOTAL unobligated dollars are being applied as follows:

Update completed Plans and Specifications and Advertisement and award of construction contract	$ 57,928,639
Award a construction contract for the cutoff wall and outlet works measure	$ 280,000,000
Engineering During Construction, Project Management, Construction Management	$ 3,719,000
FY 2025 and prior-year unobligated funds to be carried over into FY 2026	$ 0
Total	$ 341,647,639

FISCAL YEAR 2026: The budget amount plus carry-in funds will be applied as follows:

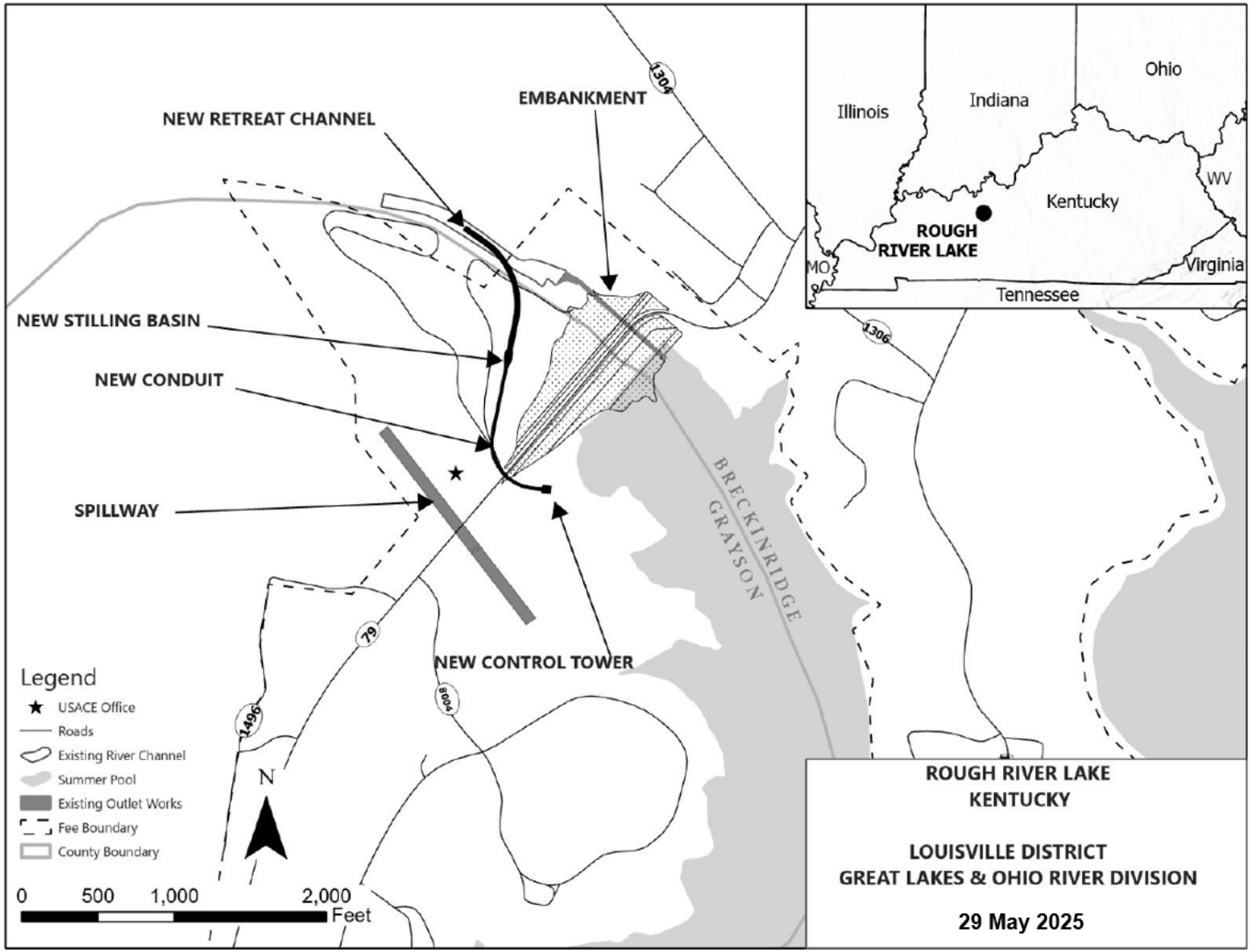
Contract modifications	$ 3,000,000
Engineering During Construction, Project Management, Construction Management	$ 18,281,000
Total	$ 21,281,000

STATUS OF LOCAL COOPERATION: None required.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal cost estimate of $518,713,000 was certified in February 2023 and represents an increase of $369,713,000 from the latest estimate of $149,000,000 presented to Congress (FY2021). This is due primarily to the change in the TSP identified in the supplemental DSMR (approved in February 2021) and inflation since the first estimate was completed.

STATUS OF ENVIRONMENTAL IMPACT STATEMENT COMPLIANCE: The Environmental Assessment was prepared in conjunction with the Dam Safety Modification Report and a Finding of No Significant Impact (FONSI) was signed by the District Commander in July 2012. An updated Environmental Assessment was completed as part of the Supplemental DSMR.

OTHER INFORMATION: None.


NEW RETREAT CHANNEL
EMBANKMENT
NEW STILLING BASIN
NEW CONDUIT
SPILLWAY
NEW CONTROL TOWER
1304
1306
79
1496
8004
BRECKINRIDGE
GRAYSON
Illinois
Indiana
Ohio
Kentucky
WV
Virginia
Tennessee
MO
ROUGH
RIVER LAKE
Legend
USACE Office
Roads
Existing River Channel
Summer Pool
Existing Outlet Works
Fee Boundary
County Boundary
N
0 500 1,000 2,000
Feet
ROUGH RIVER LAKE
KENTUCKY
LOUISVILLE DISTRICT
GREAT LAKES & OHIO RIVER DIVISION
29 May 2025

APPROPRIATION TITLE: Construction – Locks (Navigation), Fiscal Year 2026

PROJECT NAME: Sault Ste. Marie (Replacement Lock), MI (Continuing)

LOCATION: The project is located on the St. Marys River at Sault Ste. Marie, Chippewa County, Michigan on Michigan's Upper Peninsula. The St. Marys River is the natural outlet of Lake Superior into Lake Huron. The cities of Sault Ste. Marie Michigan and Sault Ste. Marie Ontario, Canada flank the Soo Locks complex on both sides of the river.

DESCRIPTION: The Sault Ste. Marie locks complex previously consisted of two canals and four locks. The North Canal included the Davis and Sabin Locks and the South Canal, the MacArthur and Poe Locks. The Sabin Lock was removed from service in 1989 and the Davis Lock was removed from service for handling commercial traffic in 2011, both of which have been demolished in the completed portion of this project. All cargo vessels moving through the St. Marys River transit either the Poe (110' wide X 1,200' long) or the MacArthur (80' X 800') locks. Due to the Great Lakes fleet containing many Class 10 vessels of length greater than 1,000', 71% of cargo travels on vessels that can only transit the Poe Lock. The Corps completed a Director's Report, dated June 29, 2018, that recommended removing and replacing the Davis and Sabin locks and constructing a new 110' x 1200' lock in their place, thereby adding a second lock capable of handling the large Class 10 vessels in case of Poe Lock closure due to maintenance or accident. The authorized cost of this project is $3,218,944,000 (October 2022 price levels). This project is authorized at 100 percent Federal expense. All work is programmed.

AUTHORIZATION: Section 8401 of Water Resources and Development Act of 2022 (P.L. 117-263, 136 Stat 2395, 23 Dec 2022)

REMAINING BENEFIT-REMAINING COST RATIO: 2.4 at the 7% rate

TOTAL BENEFIT-COST RATIO: 0.86 at the 7% rate (FY 2023)

INITIAL BENEFIT-COST RATIO: 2.42 at 2.75% (FY 2018)

BASIS OF BENEFIT-COST RATIO: Benefits are from the Soo Locks, St. Marys River, Sault Ste. Marie, MI New Lock at the Soo Supplemental Economic Update Report dated July 2023.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (15 May 2025)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	$ 2,817,662,000			Downstream Deepening	100	Sep 2011
Estimated Non-Federal Cost	52,000,000			Upstream Deepening	100	Aug 2022
Cash Contributions	52,000,000	6/		Upstream Approach Walls	100	Aug 2024
Other Costs	0			New Lock	29	Jul 2030
				Remaining Upstream Work	5	Jul 2030
Total Estimated Project Cost	2,869,662,000					
Authorized Cost (plus inflation)	3,218,944,000			Entire Project	38	Jul 2030
Maximum Cost Limit (Section 902)	3,862,732,800					
Allocation to 30 September 2022	1,318,616,144	7/				
Allocation for FY 2023	281,163,000	8/				
Allocation for FY 2024	314,885,000	9/				
Allocation for FY 2025	264,130,000					
Allocations through FY 2025	2,178,794,144	1/2/3/5/6/9/	68			
Estimated Unobligated Carry-In Funds into FY26	15,965,000	4/				
President's Budget for FY 2026	176,600,000		77			
Programmed Balance to Complete after FY 2026	462,267,856					
Un-programmed Balance to Complete after FY 2026	0					

1/ $2,000,000 reprogrammed to the project.
2/ $63,000 rescinded from the project.
3/ $0 transferred to the Flood Control and Coastal Emergencies account.
4/ Estimated Unobligated Carry-in Funding: The unobligated carry in from FY2024 to FY2025 was $11,167,946. The estimated unobligated carry in from FY2025 to FY2026 is expected to be $15,965,000.
5/ PED costs of $57,605,000 and Construction Management costs of $13,092,000 are included in this amount.
6/ Does not include the $52,000,000 in contributed funds provided by the State of Michigan. The State of Michigan entered into a contributed funds agreement on December 21,2018 with no anticipation of reimbursement. Contributed funds were applied to the ongoing PED efforts, Upstream Channel Deepening contract, the Upstream Approach Walls construction contract, and necessary supervision and administration.
7/ Project received $478,949,000 in Infrastructure Investment and Jobs Act (IIJA) funds in the 19 Jan 2022 Spend Plan.
8/ Project received $66,971,000 in the FY 23 Work Plan plus $214,192,000 in IIJA funds in 03 Oct 2022 Addendum.
9/ Project received $235,000,000 in annual appropriations plus $22,432,000 in repurposed IIJA funds plus $57,450,000 reprogrammed to the project.

PHYSICAL DATA: The Complex currently consists of two active navigation locks (MacArthur and Poe) the new lock under construction (in the place of the former Davis and Sabin Locks), two hydropower units, and a compensating works structure. The project consists of constructing a new lock with a length of 1,200 feet, width of 110 feet, and depth of 32 feet. The north wall of the New Lock chamber will be 3 feet south of the previously existing north Sabin Lock wall. The new lock chamber will be deeper and wider than the

Previously existing Sabin Lock, requiring significant rock excavation. The new lock construction also includes rehabilitation of the upstream and downstream approach walls and deepening of the upstream and downstream approach channels.

JUSTIFICATION: The four main commodities transited through the existing locks are iron ore (taconite), coal, grain, and limestone aggregate. From 2007 through 2017, an average of 72.5 million tons moved through the Soo Locks annually with these four commodities representing approximately 95% of that tonnage. Ten integrated steel mills in the Great Lakes region, eight in the U.S. and 2 in Canada, are dependent upon domestic taconite from mines in northern Minnesota and the Upper Peninsula of Michigan that transit the Soo Lock Complex. The eight U.S. steel mills account for 40% of domestic steel production, and 100% of the advanced high strength steel used for the manufacture of products like automobiles and appliances. An unscheduled Poe Lock closure of any duration during the navigation season, could result in significant regional and National economic impacts due to the idling of the steel plants. Multiple coal-fired power plants are reliant on coal shipments which transit the Soo Locks. Construction of a second Poe-sized lock at the Soo Locks is anticipated to reduce the risk and the consequences of an extended unscheduled outage of the Poe Lock.

FISCAL YEAR 2025: The total appropriated amount, plus carry-in funds, will be applied as follows:

S&A and EDC for new lock chamber construction	$11,000,000
Phase III – Option 4, Downstream Work	$44,900,000
Phase III – Option 5, Hands Free Mooring	$24,100,000
Phase III – Option 6, Downstream Ship Arrestors	$26,100,000
Potential/Future Modifications	$158,030,000
Carryover to FY 2026	$15,965,000
Total	$280,095,000

FISCAL YEAR 2026: The budgeted amount, plus carry-in funds, will be applied as follows:

S&A and EDC for new lock chamber construction	$11,000,000
Potential/Future Modifications	$69,000,000
Remaining Upper Approach Wall Work	$96,600,000
Carryover to FY 2027	$15,965,000
Total	$192,565,000

NON-FEDERAL COST: N/A.

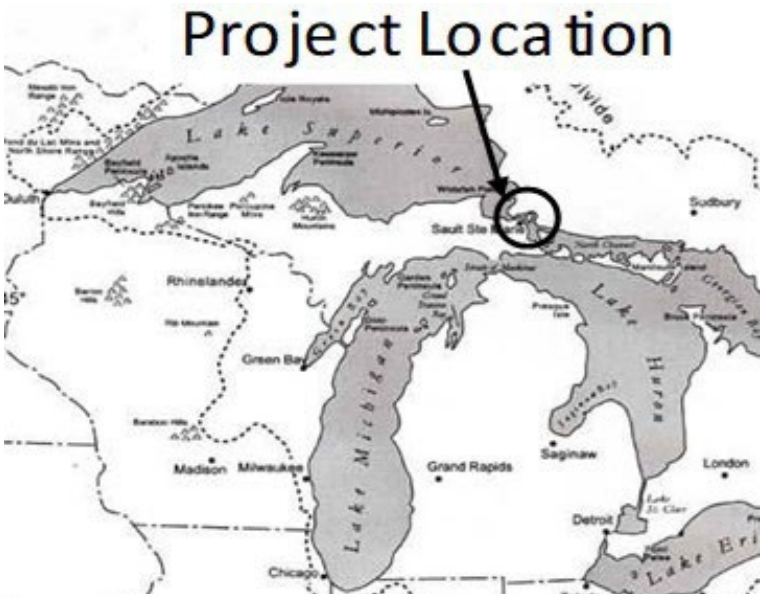
COMPARISON OF FEDERAL COST ESTIMATES: The current Federal portion of the cost estimate of $2,817,662,000 (at FY2023 price levels) is a decrease of $492,083,000 from the latest total cost estimate ($3,309,745,000) presented to Congress (FY 2023). This is primarily due to the award of the New Lock Phase 3 contract with locked in pricing reducing potential future risk in the current cost estimate thereby decreasing the total cost estimate. Those potential risks will increase in the future if funds are not received to award options prior to expiration of option pricing, resulting in a higher cost estimate.

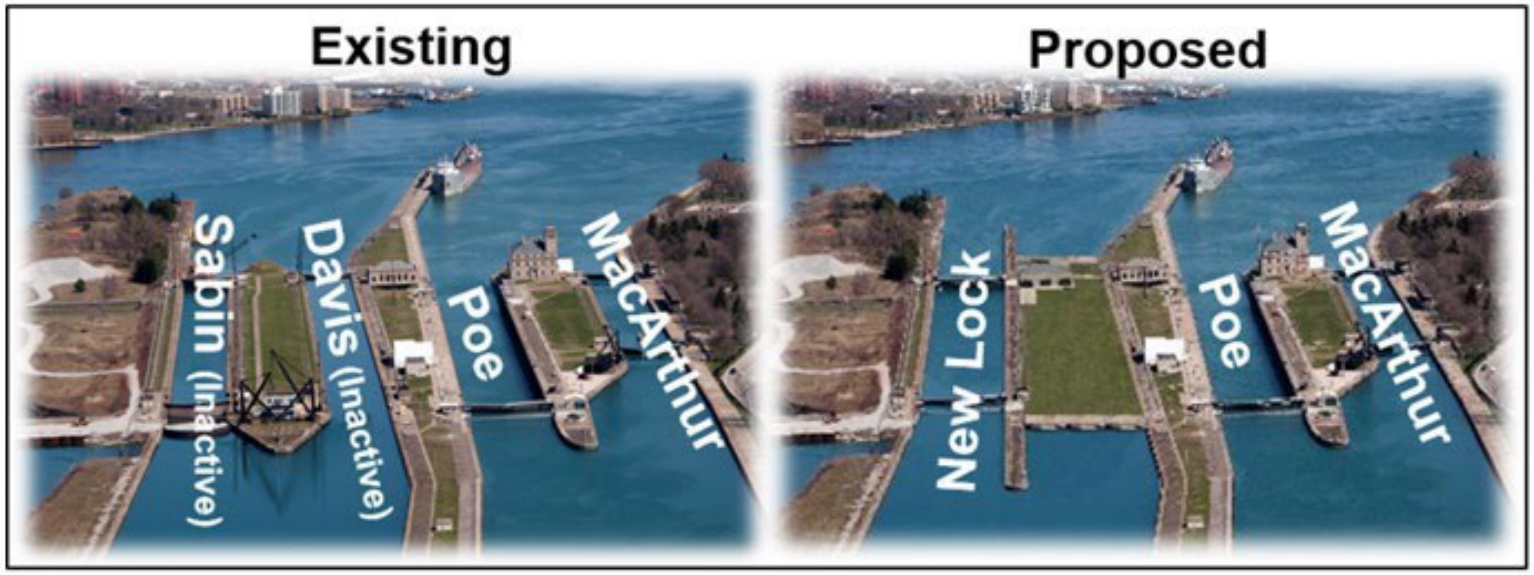
STATUS OF ENVIRONMENTAL IMPACT STATEMENT COMPLIANCE: Environmental compliance for the project is covered by the Environmental Impact Statement for the Great Lakes Connecting Channels and Harbors Study, prepared in March of 1985, a subsequent Record of Environmental Consideration dated February 2000, an Information Bulletin made available in 2008, and an updated Record of Decision signed on February 27, 2009. As supporting documentation for the Directors Report signed June 29, 2018, a Supplemental Information Report (SIR) of the project was conducted to determine the sufficiency of existing environmental documents. The SIR indicated that no significant new circumstances or substantial changes have been identified. Coordination for environmental compliance for the upstream channel deepening and upstream approach walls was completed in June 2019 and May 2020, respectively. Coordination for environmental compliance for the work included in the base and optional chamber contract was completed on 25 May 2021 and 27 May 2021, respectively.

OTHER INFORMATION: The construction of the new lock was first authorized in WRDA 1986 and modified in WRDA 1990 and 1996). WRDA 2007 later reauthorized the project at 100 percent Federal expense. Funding received since 2011 through 2018 were used to continue preconstruction engineering design and prepare an Economic Validation Study and Post Authorization Change Report (PACR). The revised project cost was authorized in WRDA 2018 ($922,432,000). The project received funding to initiate construction in the Corps' FY 2019 Work Plan. Funding received since 2019 was used to complete the design and construction of the Upstream Channel Deepening construction contract, design and award the Upstream Approach Wall construction contract (75% complete), and to complete design and award a portion of the New Lock construction contract. The second PACR was approved in May 2022, and the revised project cost was authorized in WRDA 2022 ($3,218,944,000).

The entire site is listed on the National Historic Register; all changes to the site must be coordinated with the National Park Service and the State Historic Preservation Office.

The Soo Locks navigation season is limited from 25 March through 15 January, when the locks are closed to vessels for winter maintenance. Depending on maintenance and vessel traffic needs, the MacArthur Lock closes about 15 December and opens in late March or early April.


Project Location
Lake Superior
Sudbury
Rhinelander
Green Bay
Lake Michigan
Lake Huron
Saginaw
Grand Rapids
Madison
Milwaukee
London
Detroit
Chicago


Existing
Sabin (Inactive)
Davis (Inactive)
Poe
MacArthur
Proposed
New Lock
Poe
MacArthur

APPROPRIATION TITLE: Construction – Navigation, Fiscal Year 2026

PROJECT NAME: Houston Ship Channel, TX (Completion)

LOCATION: The Houston Ship Channel (HSC) is located in southeast Texas and spans Harris, Chambers, and Galveston Counties. The HSC navigation system is comprised of the HSC, Bayport Ship Channel, Barbour Terminal Channel, and Greens Bayou. HSC extends 52 miles from its juncture with Texas City Channel at the entrance to Galveston Bay and terminates at its turning basin in the city of Houston. The HSC navigation system also includes the Galveston Entrance and Texas City Channels, which are not owned and operated by the Port of Houston.

DESCRIPTION: The Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP) includes construction of a locally preferred plan (LPP) as outlined in the Chief's Report approved in April 2020. The plan includes widening HSC main channel from Bolivar Roads to Barbours Cut Channel (BCC) from the existing 530-foot width to 700 feet, construction of four bend easings, and associated relocations of barge lanes. The plan also includes widening Bayport Ship Channel (BSC) and BCC to 455 feet. The project will also add a combined flare and turning basin at BCC, deepen the HSC main channel from Boggy Bayou to Hunting Turning Basin up to 46.5 feet, widen the HSC main channel from Boggy Bayou to Greens Bayou up to 530 feet, deepen the HSC main channel from Sims Bayou to the main turning basin up to 41.5 feet, and improve Hunting and Brady's Island Turning Basins. Construction of the plan involves identification and development of suitable placement areas for the disposal of dredge material. The widening would alleviate one-way traffic restrictions for widebody vessels. Widening the BSC and BCC channels would reduce maximum vessel size restrictions, accommodate larger vessels and ease congestion. Deepening the channel from Boggy Bayou to the main turning basin would allow for increased loading efficiencies while widening the channel from Boggy Bayou to Sims Bayou would accommodate wider vessels than the current pilot's guideline of 105 feet. Expansion of existing turning basins would reduce the distance future vessels are required to transit before reaching a turning basin of sufficient size to turn and provide more turning opportunities for smaller vessels such as tankers and bulk carriers, reducing transit times. The Port of Houston Authority is the non-Federal sponsor.

AUTHORIZATION: Section 401(1) 7. of the Water Resources Development Act (WRDA) of 2020, P.L. 116-260.

REMAINING BENEFIT-REMAINING COST RATIO: The remaining benefit-cost ratio for the entire project is 1.80 to 1 at 7 percent (FY 2022).

TOTAL BENEFIT-COST RATIO: The total benefit-cost ratio for the entire project is 1.34 to 1 at 7 percent (FY 2020).

INITIAL BENEFIT-COST RATIO: The initial benefit-cost ratio for the entire project is 1.34 to 1 at 7 percent (FY 2020).

BASIS OF BENEFIT-COST RATIO: Benefits and costs are based on the latest economic analysis contained in the Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas, Final Feasibility Report dated December 2019 and Chief's Report approved 23 April 2020, and expressed at 1 October 2019 price levels.

SUMMARIZED FINANCIAL DATA:				ACCUM PCT OF EST FED COST	STATUS (1 Jan 2025)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		$396,563,000			Entire Project	53%	2029
Estimated Non-Federal Cost		$936,968,000					
Cash Contribution	$818,271,000						
Other Costs	$118,697,000						
Associated Costs		$98,800,000	7/				
Total Estimated Project Cost		$1,333,531,000	7/8/				
Authorized Cost (plus inflation)		$1,160,609,000					
Maximum Cost Limit (Section 902)		$1,337,736,000					
Allocations to 30 September 2022		$163,145,000	5/				
Allocation for FY 2023		$10,706,000					
Allocation for FY 2024		$27,712,000	1/				
Allocation for FY 2025		$33,436,000					
Allocation through FY 2025		$234,999,000	1/2/3/5/	59%			
Estimated Unobligated Carry-In Funds to FY 2026		$37,479,190	4/				
President's Budget for FY 2026		$161,591,000		100%			
Programmed Balance to Complete After FY 2026		$0	6/				
Un-programmed Balance to Complete After FY 2026		$0					

1/ $2,902,000 reprogrammed to the project in FY 2024.
2/ $0 rescinded from the project.
3/ $0 transferred to the Flood Control and Coastal Emergencies (FCCE) account.
4/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 was $40,543,190. The estimated unobligated carry-in from FY 2025 to FY 2026 is $37,479,190. These funds will be used to award a construction contract for the remaining dredging segments to complete the project.
5/ PED cost of $1,130,000 are included in this amount.
6/ For programmed work only; there are no un-programmed features.
7/ Associated Costs: Pipeline, removals, and 50% relocation costs and local service facilities cost, not included in the total project cost. (Not a Federal or non-Federal sponsor responsibility.)
8/ This amount reflects the latest Certified Cost Estimate at 01 October 2024 price levels and includes full LPP estimate. In addition to 100% LPP items, the non-Federal sponsor, Port of Houston Authority has completed additional work above their 25% authorized cost share and work-in kind will be capped in accordance with the PPA.

PHYSICAL DATA: The HSC ECIP requires the removal of approximately 26,540,000 cubic yards (cy) of dredged new work material. The recommended plan involves placement of 5,512,000 cy in the offshore disposal site, 4,449,000 cy in existing upland placement areas, and 6,625,000 cy in existing in-bay placement areas. It is the policy of the U.S. Army Corps of Engineers to utilize dredged material for beneficial use whenever practical. Therefore, 2,030,000 cy of new work material will be utilized to build the oyster reefs for mitigation and 11,904,000 cy will be utilized to create two new beneficial use sites within Galveston Bay. The creation of the beneficial use sites was found to be part of the least cost placement plan.

JUSTIFICATION: In 2023, the Port of Houston was ranked as the largest port in the United States by overall cargo tonnage handled annually (Bureau of Transportation Statistics, 2023) and ranked as the largest port in Texas. The principal imports and exports through the HSC include crude fertilizers, petroleum, organic chemicals, cereal, iron and steel, machinery, plastics, vehicles, and containerized cargo. The HSC services the Port of Houston, which provides $439 billion in annual economic benefit to the state of Texas, including more than 1,540,000 jobs and $906 billion in annual economic benefit to the Nation. The HSC has 115 private and public facilities, including more than 160 deep-draft berths and many barge docks and industries. The HSC ECIP will result in transportation cost savings through increases in shipping efficiencies and improvements in safety. The HSC has more than 8,300 vessel calls annually. The average annual benefits to commercial navigation amount to $114,683,000 for the national economic development (NED) plan and $133,551,000 for the LPP.

FISCAL YEAR 2025: The total appropriated amount, plus carryover funds, are being used as follows:

Project Management, Sponsor Coordination, and Design Reviews	$2,500,000
Construction Management and Oversight	$5,000,000
Award & Oversight of Contract for Beltway 8 Placement Area for Dredging Segment 4	$15,000,000
Award & Oversight of Contract for E2C Placement Area for Future O&M	$14,000,000
Carryover	$37,479,190
Total	$73,979,190

FISCAL YEAR 2026: The budgeted amount, plus carry-in funds, will be applied as follows:

Award & Oversight of Contract for Remaining Placement Areas for Dredging Segments 5 and 6	$23,436,000
Award & Oversight of Contract for Dredging Segment 4, Boggy Bayou to Sims Bayou	$105,741,000
Award Contract for Dredging Segments 5 and 6 (Sims to Main Turning Basin)	$ 55,850,000
Carryover for Construction Oversight and Project Close Out	$14,043,190
Total	$199,070,190

NON-FEDERAL COST: In accordance with the cost-sharing and financing concepts reflected in the Water Resources Development Act of 1986, as amended, the non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation		Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, rights-of-way, and excavated or dredged material disposal areas.		$67,606,000	
Modify or relocate, utilities, roads, bridges (except railroad bridges) and other facilities, where necessary for the construction of the project.		$51,091,000	
Pay 25 percent of the costs allocated to general navigation improvements, to mitigate the project's adverse environmental impacts, and to pay a portion of the cost of operation, maintenance, and replacement of the project.		$818,271,000[1/]	$13,883,000
General Navigation Features - Deep Draft 25%	$ 777,268,000		
Mitigation Features - Deep Draft 25%	$ 41,003,000		
Reimburse an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction, as reduced by a credit allowed for the value of lands, easements, rights of way, and relocations provided for commercial navigation		$77,727,000	
Total Non-Federal Costs[1/]		$936,968,000	$13,883,000

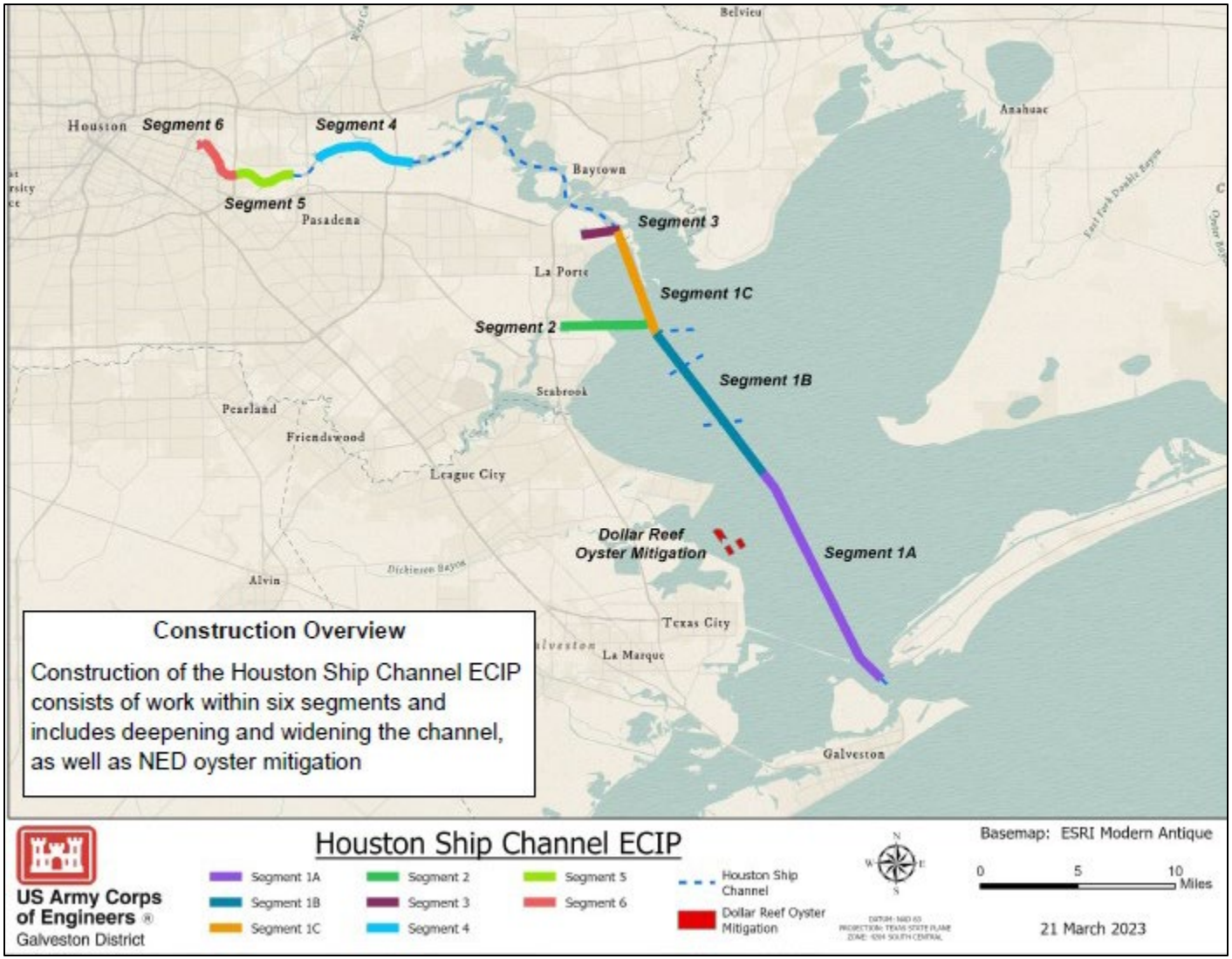
[1/] **Based on Recommended Plan, LPP** Includes 100% NFS cost and advanced Work In-Kind above their 25% cost share.

STATUS OF LOCAL COOPERATION: The non-Federal sponsor for the project is the Port of Houston Authority. The sponsor will issue bonds or obtain long term bank financing to meet its share of the project cost. A Project Partnership Agreement (PPA) was signed on 26 July 2021.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate is $396,563,000 based on additional work being completed by the non-Federal sponsor above their required cost share. WRDA 2020 authorized the plan at a total project cost of $885,635,000 with an estimated Federal share of $625,204,000.

STATUS OF ENVIRONMENTAL IMPACT STATEMENT COMPLIANCE: The history of the HSC dates back to the 1870's before the passage of the National Environmental Policy Act (NEPA). An Environmental Impact Statement (EIS) and Record for Decision (ROD) for the HSC ECIP were signed in August 2020. A Memorandum for Record (MFR) was prepared in April 2021 to document and address changes in project impacts and coordinate revised ecosystem modeling and mitigation with the resource agencies. Based on this assessment, the determination was made that changed impacts were not substantively different from those coordinated in the 2020 EIS, so no additional formal NEPA coordination was necessary.

OTHER INFORMATION: The project is a LPP and as such, the non-Federal sponsor is entirely responsible for costs above the NED plan. Furthermore, the non-Federal sponsor constructed separable element 1B of the project (Redfish Reef-BCS) under Section 509 of WRDA 1996, as amended, and is constructing separable element 1C (BSC-BCC) under Section 204(f) of WRDA 1986. Funds to initiate preconstruction engineering and design were appropriated in FY 2020 and funds to initiate construction were appropriated in FY 2021.


Houston
Segment 6
Segment 4
Segment 5
Pasadena
Baytown
Segment 3
La Porte
Segment 1C
Segment 2
Segment 1B
Seabrook
Pearland
Friendswood
League City
Dollar Reef
Oyster Mitigation
Segment 1A
Alvin
Texas City
La Marque
Galveston
Belview
Anahuac
Construction Overview
Construction of the Houston Ship Channel ECIP consists of work within six segments and includes deepening and widening the channel, as well as NED oyster mitigation
US Army Corps of Engineers ®
Galveston District
Houston Ship Channel ECIP
Segment 1A
Segment 1B
Segment 1C
Segment 2
Segment 3
Segment 4
Segment 5
Segment 6
Houston Ship Channel
Dollar Reef Oyster Mitigation
Basemap: ESRI Modern Antique
0
5
10
Miles
21 March 2023

APPROPRIATION TITLE: Construction - Aquatic Ecosystem Restoration, Fiscal Year 2026

PROJECT NAME: Columbia River Fish Mitigation, WA, OR and ID (Continuing)

LOCATION: Lower Columbia, Snake and Willamette Rivers.

DESCRIPTION: The Columbia River Fish Mitigation program is funded at 100 percent Federal cost and is comprised of efforts by the Corps to address Endangered Species Act (ESA) requirements associated with the Reasonable and Prudent Measures (RPM) identified in the National Oceanic and Atmospheric Administration National Marine Fisheries Service (NOAA Fisheries) 2020 Columbia River System (CRS) Biological Opinion (BiOp) for the Federal Columbia River Power System (FCRPS) and the Reasonable and Prudent Alternative (RPA) actions identified in the NOAA Fisheries 2024 Willamette Valley System (WVS)BiOp and. The BiOp actions address the effects of the operation and maintenance of the Corps' CRS and WVS projects. In the CRS, RPM actions are necessary or appropriate to minimize the impacts of "incidental take" of listed species, as part of the incidental take statement. The CRS Proposed Action also includes actions to improve fish passage for Pacific Lamprey. In the Willamette, the RPA actions are implemented to avoid jeopardy of ESA-listed species and adverse modification of designated critical habitat.

The first BiOp for the FCRPS was issued in 2000 and was remanded by the Court to NOAA Fisheries. A new BiOp was issued in 2004 which was also remanded. A subsequent BiOp was issued in 2008, which was also remanded and supplemented in 2010. On August 2, 2011, the U.S. District Court ruled that the 2008/2010 Supplemental BiOp remain in place through 2013, and NOAA Fisheries issued the 2014 Supplemental BiOp on January 17, 2014 to correct the 2008/2010 Supplemental BiOp's reliance on post-2013 measures that the court concluded were unidentified and not reasonably certain to occur. On May 4, 2016, the U.S. District Court of Oregon remanded the 2014 BiOp and ordered a new BiOp by 31 December 2018. A new BiOp was issued on March 29, 2019 for the CRS which remained in effect until the completion of the Columbia River System Operations EIS and corresponding 2020 BiOp. The EIS and NOAA Fisheries BiOp were completed in September 2020 and the action agencies signed the Record of Decision on September 28, 2020. Current RPM actions include adult and juvenile fish passage improvements, as well as avian predation management and salmon survival research and development.

The first NOAA Fisheries BiOp for the Willamette Valley System was issued in July 2008. On 01 September 2021, the U.S. District Court of Oregon issued an interim injunction which required a new BiOp by 31 December 2024. NOAA Fisheries issued a new BiOp in December 2024. RPA actions include adult and juvenile fish passage improvements and research, monitoring and evaluation to provide information necessary to make informed management decisions in addition to tracking and documenting progress made toward achievement of RPA measures.

AUTHORIZATION:

FCRPS and Pacific Lamprey: National Industrial Recovery Act of 1933; Rivers and Harbors Act of 1935; Bonneville Project Act of 1937; Flood Control Act of 1950; Section 906(b)(1) of Water Resources Development Act (WRDA) 1986; Section 511 of WRDA 1996, as amended by Section 582 of WRDA 1999 and Section 5025 of WRDA 2007.
Willamette Valley System: 1938, 1944, 1948, 1950, 1954, and 1960 Flood Control Acts; the Water Supply Act of 1958; Section 101(a)(25) of WRDA 1996, as amended by Section 344 of WRDA 1999.

REMAINING BENEFIT-REMAINING COST RATIO: The remaining benefit-remaining cost ratio for this project is not applicable because environmental benefits were not quantified in monetary terms.

TOTAL BENEFIT-COST RATIO: The total benefit-cost ratio for this project is not applicable because environmental benefits were not quantified in monetary terms.

INITIAL BENEFIT-COST RATIO: The initial benefit-cost ratio for this project is not applicable because environmental benefits were not quantified in monetary terms.

BASIS OF BENEFIT-COST RATIO: The basis of benefit-cost ratio is not applicable to this project because environmental benefits were not quantified in monetary terms.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Mar 2025)	PCT COMPL	PHYSICAL COMPLETION SCHEDULE
Total Project Summary					
Estimated Federal Cost (Corps of Engineers)	$2,806,322,000		Entire Project	TBD%	TBD
Programmed Construction	$2,806,322,000		FCRPS	TBD%	TBD
Un-programmed Construction	$0		Lamprey	TBD%	TBD
Estimated Other Federal Costs [Bonneville Power Administration (BPA)]	$9,670,000	5/	Willamette River	TBD%	TBD
Programmed Construction	$9,670,000				
Un-programmed Construction	$0				
Total Estimated Programmed Construction Cost	$2,815,992,000				
Total Estimated Unprogrammed Construction Cost					
Total Estimated Project Cost	$2,815,992,000	5/			
Authorized Cost (plus inflation)					
Maximum Cost Limit (Section 902)					
Allocations to 30 September 2022	$2,439,176,000	1/ 7/ 8/			
Allocation for FY 2023	$47,400,000	1/ 10/			
Allocation for FY 2024	$66,670,000				
Allocation for FY 2025	$35,984,000				
Allocations through FY 2025	$2,589,230,000	1/ 2/ 3/ 8/ 10/ 92%			
Estimated Unobligated Carry-In Funds to FY 2026	$1,000,000	4/			
President’s Budget for FY 2026	$30,050,000	93%			
Programmed Balance to Complete after FY 2026	$196,712,000	6/			
Un-programmed Balance to Complete after FY 2026	$0				

Columbia River System			
Estimated Federal Cost (Corps of Engineers)	$1,984,118,000		
Estimated Other Federal Costs (BPA)	$9,670,000		
Total Estimated Project Cost	$1,993,788,000	5/ 6/ 11/	
Allocations to 30 September 2022	$2,025,170,000	8/	
Allocation for FY 2023	$4,250,000		
Allocation for FY 2024	$28,097,000		
Allocation for FY 2025	$13,438,000		
Allocations through FY 2025	$2,070,955,000	1/ 2/ 3/ 8/	100%
Estimated Unobligated Carry-In Funds to FY 2026	$0	4/	
President's Budget for FY 2026	$12,000,000		100%
Programmed Balance to Complete after FY 2026	$0	6/	
Un-programmed Balance to Complete after FY 2026	$TBD		
Pacific Lamprey			
Estimated Federal Cost (Corps of Engineers)	$73,179,000		
Estimated Other Federal Costs (BPA)	$0		
Total Estimated Project Cost	$73,179,000	6/ 7/ 11/	
Allocations to 30 September 2022	$73,179,000		
Allocation for FY 2023	$0		
Allocation for FY 2024	$6,210,000		
Allocation for FY 2025	$5,289,000		
Allocations through FY 2025	$84,678,000	1/ 5/	100%
Estimated Unobligated Carry-In Funds to FY 2026	$0	4/	
President's Budget for FY 2026	$0		100%
Programmed Balance to Complete after FY 2026	$0	9/	
Un-programmed Balance to Complete after FY 2026	$TBD		
Willamette Valley System			
Estimated Federal Cost (Corps of Engineers)	$749,025,000		
Estimated Other Federal Costs (BPA)	$0		
Total Estimated Project Cost	$749,025,000	11/	

Allocations to 30 September 2022	$340,827,000	1/	
Allocation for FY 2023	$43,150,000	10/	
Allocation for FY 2024	$32,363,000		
Allocation for FY 2025	$17,257,000		
Allocations through FY 2025	$433,597,000	1/ 5/	58%
Estimated Unobligated Carry-In Funds to FY 2026	$1,000,000	4/	
President's Budget for FY 2026	$18,050,000		60%
Programmed Balance to Complete after FY 2026	$297,378,000	6/	
Un-programmed Balance to Complete after FY 2026	$0		

1/ $35,365,000 reprogrammed to the project, including $1,100,000 reprogrammed to the project in FY 2022.
2/ $3,407,000 rescinded from the project.
3/ $200,000 transferred to the Flood Control and Coastal Emergencies account.
4/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2025 to FY 2026 was $27,576,000 ($18,168,000 FCRPS, $756,000 Lamprey, and $8,652,000 Willamette). As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2026 from prior appropriations for use on this effort is $1,000,000 to continue work in the Willamette River System.
5/ PED costs are included in this amount.
6/ For programmed work only; remaining work is un-programmed pending a decision to construct these features.
7/ Reflects revocation of $600,000 from Lamprey allocations prior to FY 2013 due to reimbursement of A/E liability settlement on a design funded with ARRA funds.
8/ Program allocations include $28,064,000 made from FY 1988 thru 1990 to address CRS improvements for juvenile salmon migration, referred to as the Columbia River Basin Fish Bypass Program in Congressional Reports, prior to the establishment of the Columbia River Fish Mitigation program.
9/ The Columbia Basin Fish Accords expire after 30 September 2025.
10/ $36,016,000 provided in Infrastructure Investment and Jobs Act (IIJA) funding in FY 2022 for Willamette River.
11/ BPA will directly reimburse U.S. Treasury a total estimate of $1,936,022,000 for work attributable to hydropower under this program ($1,633,409,000 for CRS; $42,899,000 for Pacific Lamprey; and $259,714,000 for Willamette River).

PHYSICAL DATA

Columbia River System

Lower Granite Lock & Dam
- Juvenile fish bypass system
- Juvenile fish transport facilities
- Barge moorage
- Fish transport barges
- Spillway flow deflectors
- Spillway weir
- Juvenile passage monitoring facilities
- Adult fish ladders
- Adult passage monitoring facilities

Little Goose Lock & Dam
- Juvenile fish bypass system
- Adult fish ladders
- Spillway flow deflectors
- Spillway weir
- Juvenile fish transport facilities

Lower Monumental Lock & Dam
- Juvenile fish bypass system
- Juvenile fish transport facilities
- Spillway flow deflectors
- Spillway weir
- Juvenile passage monitoring facilities
- Adult fish ladders

The Dalles Lock & Dam
- Tailrace spill wall
- Spillway improvements
- Sluiceway surface passage
- Adult fish ladders

McNary Lock & Dam
- Juvenile fish bypass system
- Juvenile fish transport facilities
- Juvenile passage monitoring facilities
- Spillway flow deflectors
- Spillway weirs
- Adult fish ladders
- Adult passage monitoring facilities

John Day Lock & Dam
- Juvenile fish bypass system
- Juvenile passage monitoring facilities
- Spillway flow deflectors
- Spillway weirs
- Adult fish ladders Mitigation hatcheries

Ice Harbor Lock & Dam
- Juvenile fish bypass system
- Spillway flow deflectorsSpillway weir
- Juvenile passage monitoring facilities
- Adult fish ladders

Bonneville Lock and Dam
- Juvenile fish bypass system
- Independent station service
- Juvenile fish monitoring facilities
- Corner collector surface passage
- Spillway flow deflectors
- Sea lion barriers
- Adult fish ladders
- Adult passage laboratory
- Adult passage monitoring facilities
- Sluiceway surface passage

Mitigation Analysis
- Gas abatement
- Adult passage
- Turbine Passage
- Project passage efficiency and survival studies
- Prototype facility studies
- Delayed & multiple bypass mortality studies
- Temperature impacts

Lower Columbia River estuary
- Avian Predation Reduction
- Estuary Studies

Pacific Lamprey

Lower Granite Lock & Dam
- Minor Adult Ladder Modifications

McNary Lock & Dam
- Minor Adult Ladder Modifications
- South Shore Adult Ladder Entrance
- JBS Raceway Tail Screens
- Avian Predation Deterrent
- Spillway Modeling

Bonneville Lock and Dam
- Cascade Island Lamprey Passage Structure
- WA Shore Adult Ladder Flume System
- Adult Count Station Picketed Lead Modifications
- Minor Adult Ladder Modifications

Little Goose Lock & Dam
- Minor Adult Ladder Modifications
- Adult Ladder Entrance Modifications

John Day Lock & Dam
- North Adult Fish Ladder
- Adult Lamprey Trap
- Minor Adult Ladder Modifications

The Dalles Lock and Dam
- Minor Adult Ladder Modifications

Lower Monumental Lock & Dam
- Minor Adult Ladder Modifications
- Adult Ladder Entrance Modifications

Ice Harbor Lock & Dam
- Minor Adult Ladder Modifications
- Adult Ladder Entrance Modifications
- Turbine Cooling Water Intake Screens

Mitigation Analysis
- JSATs Juvenile Lamprey Tag
- Adult Passage Studies
- Juvenile Passage and Success Studies

Willamette River (By Sub Basin)

North Santiam River
- Adult Passage
- Juvenile Downstream Passage
- Temperature Control
- Research, Monitoring and Evaluation

South Santiam River
- Adult Passage
- Juvenile Downstream Passage
- Temperature Control
- Research, Monitoring and Evaluation

Middle Fork Willamette River
- Adult Passage
- Research, Monitoring and Evaluation

McKenzie River
- Juvenile Downstream Passage
- Research, Monitoring and Evaluation

System Wide
- Configuration and Operation Plan
- System wide Research, Monitoring and Evaluation
- Post Construction evaluation

JUSTIFICATION: The NOAA Fisheries has listed salmon and steelhead as threatened/endangered and has issued BiOp(s) on operation of the CRS in 1992, 1993, 1994, 2000, 2004, 2005, 2008, 2010, 2014, 2019, and 2020. The current scope of this project has been adjusted to be in accord with biological opinions and specific dates for Reasonable and Prudent Measure (RPM) actions identified in the BiOp(s). Research, monitoring, and evaluation, begun in FY 1991, considers the RPM actions and their efficacy **in** minimizing take of ESA-listed species and adverse modification of designated critical habitat.

In response to Section 582 of WRDA 1999 and in recognition of the effects of the hydropower system operations on the Columbia River estuary and concomitant impacts on salmonids, efforts began in FY 2001 to conduct monitoring, research, and evaluation of habitat and avian predation issues in the estuary. From FY

2008 to FY 2013, under the authority of Section 906(b) of WRDA 1986, the Corps initiated actions to relocate a portion of the Caspian Tern colony in the estuary to reduce predation on migrating juvenile salmonids. Starting in FY 2014, avian predation actions were funded under the authority of Section 511(c) of WRDA 1996. This authority was further amended by Section 5025 of WRDA 2007, to increase the funding cap for research and development from $10 million to $25 million and toincrease the funding cap for avian predation management from $1 million to $10 million. The amount authorized for research and development was further increased to $43.4 million in a 2015 omnibus bill.

Willamette Valley System: The NOAA Fisheries has issued Biological Opinions on the Willamette Valley System (WVS) in December 2024with requirements to implement structural and operational changes to address impacts on listed species resulting from the operation of the 13 Dams in the WVS. On 1 September 2021, the U.S. District Court for the District of Oregon issued an interim injunction order that directed the Corps and NOAA Fisheries to implement specified actions intended to improve conditions for fish passage, which remained in effect until the NOAA Fisheries issued the new BiOp in December 2024. The Corps has started implementing this 2024 BiOp in FY 2025.

Fiscal Year 2026 funds, plus carry-in funding, will be applied to address the highest priority actions to comply with the 2020 CRS BiOp and the 2024 WVS BiOp requirements. No funds are included for work that will require additional authorization to complete.

Federal Columbia River System					
Project	**FY 2025 Carry-In**	**FY 2025 Allocation**	**FY 2025 Activity**	**FY 2026 Budget**	**FY 2026 Activity**
Columbia River System	$1,381,249	$13,857,716	Program management ($166,487 FY25 Allocation / $683,513 carry-in); Monitoring of Avian Predators ($15,490 FY25 Allocation / $17,510 carry-in); Post Construction Performance Evaluations ($1,047,655 FY25 Allocation / $152,345 carry-in); Avian PIT Detection ($50,000 carry-in); Adult and Juvenile Spill Evaluations ($477,881 FY25 Allocation / $5,522,119 carry-in), Environmental Compliance ($7,018,863 FY25 Allocation)	$1,000,000	Post Construction Performance Standard Evaluations ($1,000,000)
Bonneville	$1,240,330	$929,670	Post construction evaluation of fish guidance units ($205 FY Allocation / $69,795 carry-in); PIT Tag Detection ($209,465 FY25 Allocation / $90,535 carry-in); Award contract for Fish Ladder Serpentine Weir Modifications for Washington shore facility ($720,000 FY25 Allocation / $1,080,000 carry-in)	$0	
John Day	$467,294	$832,706	John Day Mitigation ($432,706 FY25 Allocation / $367,294 carry-in); Ladder Cooling ($100,000 carry-in); Turbine Pumps U1 & U2 ($400,000 FY25 Allocation)	$0	

Project	FY 2025 Carry-In	FY 2025 Allocation	FY 2025 Activity	FY 2026 Budget	FY 2026 Activity
Lower Granite	$20,000	$10,000	Fish ladder turn pool gate ($20,000 FY25 carry-in); Shad deterrence ($10,000 FY25 Allocation)	$0	
Lower Columbia River Estuary	$61,486	$538,514	Continue estuary habitat study ($538,514 FY25 Allocation / $61,486 carry-in)	$0	
Ice Harbor	$293,177	$17,823	Close out turbine passage survival modeling and research ($61,000 carry-in), Cooling Structure ($17,824 FY25 Allocation, $232,177 carry-in)	$0	
The Dalles	$318,454	$131,546	Complete design of auxiliary water supply ($131,546 FY25 Allocation / $318,454 carry-in)	$0	
Little Goose	$95,000	$0	Design and construct adult fish ladder improvements ($95,000 carry-in)	$0	
Lower Monumental	$225,879	$39,121	Initiate design of ladder water cooling structure ($24,122 FY25 Allocation / $225,879 carry-in); Adult Fish Channel and Entrance Upgrades ($15,000 FY25 Allocation)	$4,000,000	Continue design of ladder water cooling structure ($4,000,000)
McNary	$1,037,096	$592,904	Initiate south ladder cooling analysis ($327,904 FY25 Allocation / $222,096 carry-in); Initiate construction of Avian Predation Deterrent system ($60,000 carry-in); continue design for PIT Detection improvements ($120,000); CRS McNary Spillway Modeling ($600,000 carry-in)	$7,000,000	Continue design for PIT Detection improvements ($4,000,000); Ladder cooling water analysis ($3,000,000)
Subtotal	**$5,139,965**	**$16,950,000**		**$12,000,000**	

Pacific Lamprey					
Project	**FY 2025 Carry-In**	**FY 2025 Allocation**	**FY 2025 Activity**	**FY 2026 Budget**	**FY 2026 Activity**
Lamprey	$6,045,000	$0	Continue efforts to complete all lamprey work contemplated in the Columbia River Basin Fish Accords ($6,045,000 carry-in)	$0	N/A
Subtotal	**$6,045,000**	**$0**		**$0**	

Willamette River					
Project	**FY 2025 Carry-In**	**FY 2025 Allocation**	**FY 2025 Activity**	**FY 2026 Budget**	**FY 2026 Activity**
Willamette River System Wide	$4,331,139	$3,843,862	System-wide biological research activities and alternative analysis to determine direction on future project specific configuration or operation changesto meet BiOp goals ($2,576,092 FY25 Allocation / $3,498,908 carry-in); Program Coordination ($403,110 FY25 Allocation / $346,890 carry-in); Operational Fish Passage ($620,491 FY25 Allocation / $79,509 carry-in); Willamette EIS ($180,693 FY25 Allocation / $219,307 carry-in); Implementation and adaptive management plan ($63,476 FY25 Allocation / $186,525 carry-in)	$50,000	Willamette NEPA / ESA Consultation Requirements ($50,000)
McKenzie River	$718,873	$831,127	Progress design alternatives work on modified regulating outlet at Cougar ($781,127 FY25 Allocation / $718,873 carry-in); Downstream fish passage ($50,000 FY25 Allocation)		
North Santiam River	$2,209,085	$4,190,915	Continue design Detroit Downstream Fish Passage ($2,000,000 carry-in); Continue design at Big Cliff (TDG) modification ($4,190,916 FY25 Allocation / $209,085 carry-in);	$500,000	Big Cliff (TDG) modification ($500,000)
Middle Fork River	$8,638,914	$5,161,086	Continue construction at Dexter for adult fish ($2,960,718 FY25 Allocation / $8,039,282 carry-in); Continue design at Lookout Point for deep draw alternate water supply ($21,024 FY25 Allocation / $378,976 carry-in); Lookout Point landslide risk analysis ($62,763 FY25 Allocation / $137,238 carry-in); Lookout Point Juvenile Active Tag ($2,116,582 FY25 Allocation / $83,418 carry-in)	$17,000,000	Continue construction on Dexter adult fish facility ($12,000,000 FY26 Budget / $1,000,000 carry-in); Continue implementation of fish passage measures for Lookout Point deep drawdown alternate water supply ($5,000,000)
South Santiam River	$493,385	$5,006,615	Ongoing evaluation of PIT detection at non-Federal Lebanon Dam ($166,016 FY25 Allocation; $33,984 carry-in); Continue implementation of fish passage measures for Alternate Power Supply at Green Peter ($231,948 FY25 Allocation / $468,052 carry-in); Continue design for Foster Fish Facility Deficiency Correction ($678,863	$500,000	Ongoing evaluation of PIT detection at Lebanon Dam ($500,000)

			FY25 Allocation / $21,137 carry-in); Initiate design for Foster downstream fish passage ($300,000 FY25 Allocation); Initiate design for Adult Fish Facility at Green Peter ($300,000); Deep Drawdown sediment transport modeling ($300,000 FY25 Allocation); Juvenile Active Tag ($2,793,685 FY25 Allocation / $206,315 carry-in)		
Subtotal	**$16,391,395**	**$19,033,605**		**$18,050,000**	
Grand Total	**$27,576,360**	**$35,983,605**		**$30,050,000**	

NON-FEDERAL COST: Costs eventually determined to be allocable to power are reimbursable. The dams being modified and analyzed are a part of the CRS. BPA, the Federal Power Marketing Agency, establishes system rate levels adequate to recover all capital investment costs for generating projects (including Corps generating projects) within a 50-year period and to repay annual OM&R and interest expenses. BPA submits an annual financial statement to Congress, as required by law, on repayment and periodically recommends rate adjustments as required for meeting repayment obligations.

STATUS OF LOCAL COOPERATION: None required.

COMPARISON OF FEDERAL COST ESTIMATE: The total Federal cost estimate of $2,806,322,000 remains unchanged from the last estimate presented to Congress (FY 2025).

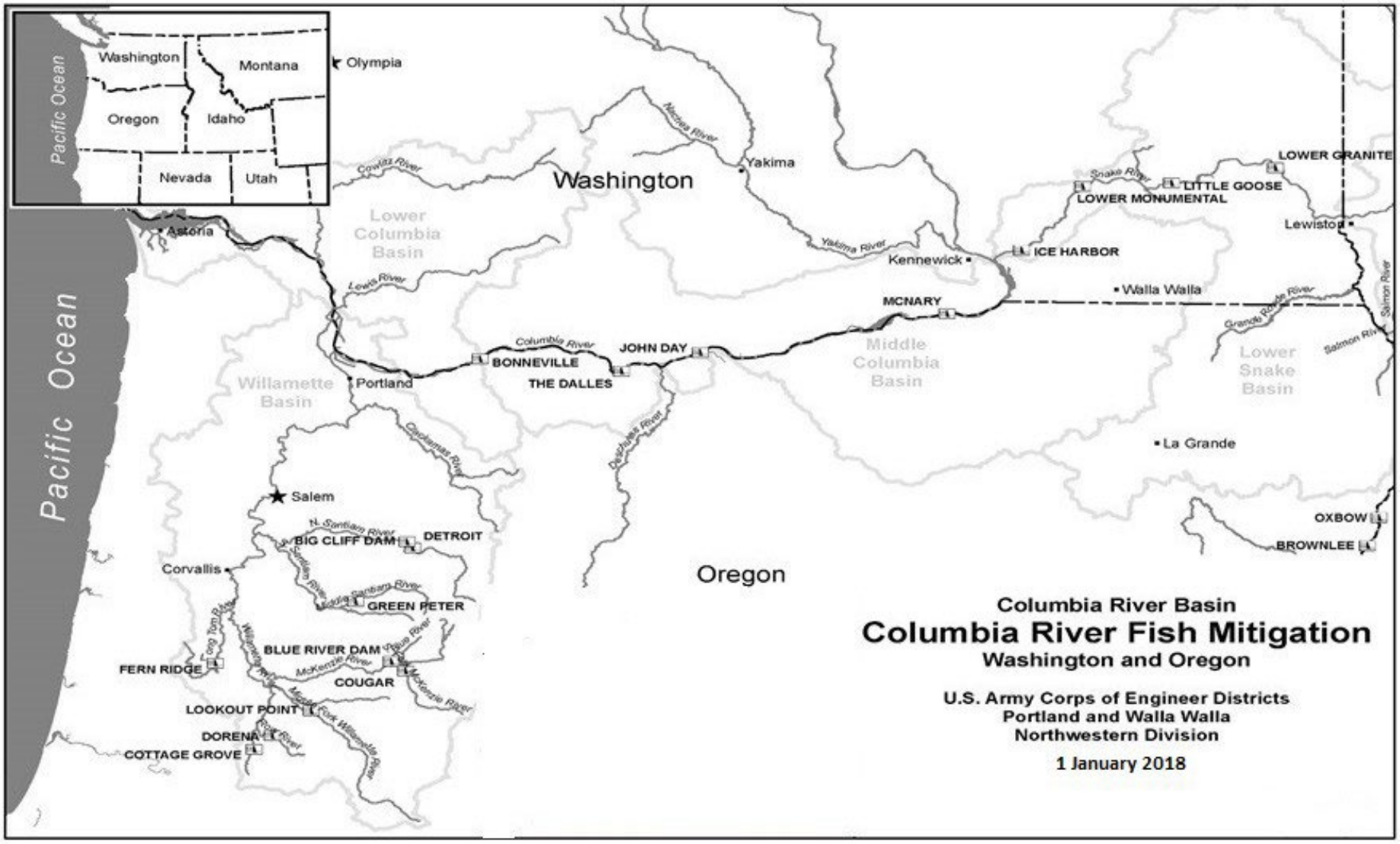
STATUS OF ENVIRONMENTAL IMPACT STATEMENT: On 4 May 2016 the United States District Court for the District of Oregon issued an Opinion and Order ruling that the CRS Action Agencies must prepare a comprehensive Environmental Impact Statement (EIS) addressing all reasonable alternatives. On 6 July 2016 the Court issued an Order of Remand with the deadline to complete the Final EIS established by the Court is March 26, 2021, with a Record of Decision issued on or before September 24, 2021. The Final EIS was completed, and the Record of Decision signed on September 28, 2020. For the Willamette, the Corps is preparing an EIS to assess actions under NOAA Fisheries new BiOp issued in December 2024. On 1 September 2021, the U.S. District Court for the District of Oregon issued an interim injunction order that directs the Corps and NOAA Fisheries to implement specified actions intended to improve conditions for fish passage and water quality in the Willamette Valley System (WVS) to avoid irreparable harm to ESA-listed salmonids during the interim period until the completion of the reinitiated ESA consultation. The injunction remained in effect until the new Biological Opinion (BiOp) was issued in December 2024.

OTHER INFORMATION: Funds to initiate construction were appropriated in FY 1988.

Pacific Lamprey: As a result of the May 2008 Columbia Basin Fish Accords, increased efforts to investigate and improve juvenile and adult Pacific lamprey passage and survival at the CRS dams was initiated in FY 2009 with the goal to complete significant improvements by 2018. Allocations through FY 2018 include actions conducted prior to signing the Fish Accords. However, funds in excess of $51 million were allocated during the original accord period (2008-2018). The FY 2018 enacted amount included sufficient funding to complete Lamprey passage improvements. In October 2018, the Columbia River Accords were extended to 30 September 2022 (“2018 Accord Extension”). The FY 2020 Workplan included $20,000,000 to fully fund all lamprey work contemplated to be accomplished by the Corps in the 2018 Accord Extension covering FY 2019-FY 2023. In FY 2023, the Columbia Basin Fish Accords were extended through FY 2025, ending 30 September 2025.

CRS: The total project cost estimate reflects anticipated remaining CRS BiOp RPM actions to minimize lethal take of ESA listed species and adverse modification of designated critical habitat, cost and schedule risk, and escalation factors. FY 2026 CRS activities support the U.S. government commitments made in the litigation stay by advancing ESA and related tribal work in the Columbia Basin.

Willamette Valley System: Actions and costs necessary to avoid jeopardy to ESA-listed species and adverse modification of designated critical habitat in the Willamette Valley System are being actively evaluated to comply with the December 2024 BiOp. Project cost includes remaining WVS BiOp RPA actions to avoid jeopardizing the future existence of ESA-listed species in the WVS due to ongoing operation and maintenance of Corps-owned dams. RPA actions are implemented to avoid jeopardy of ESA-listed species and adverse modification of designated critical habitat. Total project cost accounts for risk and escalation factors. Section 8220 of WRDA 2022 directs the Secretary to study the effects of deauthorizing hydropower as an authorized project purpose at dams in the Willamette Valley hydropower project. Until such time as a report has completed review and is considered complete, BPA is not required to reimburse the Treasury for construction-related expenditures. In addition, Section 1326 of WRDA 2024 directs the Secretary to prepare and formally analyze an alternative that ceases hydropower operations in the WVS prior to completing its review, and consultation with other Federal agencies, on operation and maintenance of the projects for flood control, navigation, and other purposes; this analysis is ongoing. The Willamette Valley System activities budgeted in FY 2026 are necessary to comply with the 2024 BiOp and to maintain compliance with the Endangered Species Act.


Pacific Ocean
Washington
Montana
Oregon
Idaho
Nevada
Utah
Olympia
Washington
Yakima
Cowlitz River
Naches River
Lower Columbia Basin
Astoria
Lewis River
Yakima River
Kennewick
ICE HARBOR
LOWER GRANITE
LITTLE GOOSE
LOWER MONUMENTAL
Lewiston
Walla Walla
MCNARY
Columbia River
JOHN DAY
BONNEVILLE
THE DALLES
Portland
Willamette Basin
Middle Columbia Basin
Lower Snake Basin
Grande Ronde River
Salmon River
Clackamas River
Deschutes River
La Grande
Salem
N. Santiam River
BIG CLIFF DAM
DETROIT
Corvallis
S. Santiam River
Middle Santiam River
GREEN PETER
Calapooia River
Willamette River
BLUE RIVER DAM
Mohawk River
McKenzie River
FERN RIDGE
COUGAR
Middle Fork Willamette River
LOOKOUT POINT
DORENA
Row River
COTTAGE GROVE
OXBOW
BROWNLEE
Oregon
Columbia River Basin
Columbia River Fish Mitigation
Washington and Oregon
U.S. Army Corps of Engineer Districts
Portland and Walla Walla
Northwestern Division
1 January 2018