

**Supplemental Environmental Analysis
For Purposes of
2003-2004 Dredging
(Lower Snake and Clearwater Rivers, Washington and Idaho)**

Attachment I

**Navigation System Information,
Technical Management Team Minutes,
and
Navigation Industry Letters**

List of Enclosures

1. Corps Waterway Traffic Report, 7/7/00
2. Foss Maritime Tug Grounding, 1/3/01
3. "Clarkston" Grounding, 1/6/01
4. Thirteenth Coast Guard District, Special Notice #49102, Monthly Edition, 12/03/02
5. Shaver Transportation Corporation, Letter, 6/18/03
6. Port of Clarkston Letter, 6/26/03
7. Port of Lewiston Letter, 7/3/03
8. Coast Guard Incident Report, 1/3/01
9. Bernert Barge Lines, Inc., Letter, 4/9/03
10. Letter to National Marine Fisheries Service
11. Bernert Barge Lines, Inc., Letter, 4/16/03
12. Columbia River Towboat Association, Letter, 5/1/03
13. National Marine Fisheries Service, E-Mail Message, 5/1/03
14. Columbia Towboat Association, Letter, 4/15/03
15. Corps Memorandum for Record, 4/14/03
16. NWD Reservoir Control Center, E-Mail Message, 4/16/03
17. Graph of Tug Angles Down Snake River

Subject: Foss Maritime Tug Grounding in Ice Harbor pool, 3 January 2001

RE: Phone contact, 10 January, 2001, with John Hillbrook, US Coast Guard, Investigative Unit, Portland, OR.

Mr. Hillbrook stated the Coast Guard report would be completed in about two weeks. This report will not contain comments or determination. It will contain only the gathered information.

- No damage to barges or tug
- Coast Guard did not receive GPS Coordinate position
- Coast Guard ID of location is referencing the River Cursing Atlas (Page 62, lower right corner inset)
 - Close to the old Gauging Station at light marker "60"
 - Approximately 1 River mile below Lower Monumental Lock and Dam
 - Near South shore close to depth marker 22'
- Pool Elevation was 437.4'
- Draft of vessel was 13'-10"
- 2 barges were loaded with 40.6 tons of grain

"Clarkston" Grounding

5 January, 2001

Foss Maritime tug 'Clarkston' grounded just before 6:00 am, Wednesday, January 3, 2001, approximately 1 mile below Lower Monumental Dam. Vessel was moving downstream.

Coast Guard call at 12:30pm 01/03/2001:

- Bob Coster, Portland Coast Guard (503-240-9324) reported the pool elevation was 437.4 and the draft of the grounded vessel was 13'- 10". The barges were carrying 40.6 tons of grain for Golden Harvest.
- The incident took place near the gauging station and light marker "60" along the south shore of the river.
- Later talked with John Hillbrook of the Coast Guard at 503-247-4010. He requested the date of our last survey of the incident area, that being 26 August 1999.

Jerry Grossnickle CRTA

- Requested pool elevations for Ice Harbor pool at time of incident, sent reports for Lower Monumental tailwater and Ice Harbor Forebay.
- Submitted GPS coordinates taken from the grounded vessel
46.33.194N
118.33.011W

This point plots out to be on the north shore of the river. In later phone conversation Larry Walker had with Jerry, Jerry said to disregard these coordinates, as they were not correct.

Using the River Atlas as a common reference to pin point a more exact location we were told the incident occurred more toward the center of the river and a little further south of the gauging station than the Coast Guard first reported and not on the south shore.

- Jerry stated the captain of the Clarkston asked the lockmaster for the pool elevation and was told it was 437.4, upon exiting the lock, captain reported the reader board stated pool elevation at 435.5. Jerry requested we check the reader board for accuracy.

LPMS Report

- The Clarkston locked through Lower Monumental going downstream, SOL 01/03/2001 0500 and EOL 01/03/2001 0545 w/2 barges.

RCC Call Thursday, January 4, 2001

- They are concerned that Ice Harbor pool elevation may at times drop below channel minimum of 14'. (They were not aware of the tug grounding at the time of the call.) If minimum-operating pool is reached (437 feet) some areas of the pool could go as low as 436.5', six inches below minimum.

Snake and Clearwater Confluence

SR mile 138-through confluence to Clearwater River mile 2

Lower Granite Pool MOP 733' (Channel depth we are required to maintain 733'-14' = **719'**)

With constraint Lower Granite pool is operating 734'-737'

Port of Lewiston Significant high area at elevations around 722.5'. (3.5' into our required 14' channel depth.)

Port of Clarkston High spots average 722'-723.3' (3'-3 ½' into our required 14' channel depth)

Channel Area between Port of Clarkston and Port of Lewiston around the Rail Road Bridge

High spots along south shore out into navigation channel. High point at 720" (One foot into our required 14' channel depth.)

Approach to Lower Monumental Navigation Lock

Approximate SN River mile 40.1

Ice Harbor Pool MOP 437' (Channel depth we are required to maintain 431'-14' = **423'**)

With constraint Ice Harbor Pool is operating around 439.5'

Barge grounding at this location in January 2001. Coast Guard marker buoy in place until dredged.

High area 422.9'. (One foot into our required 14' channel depth.)

McNary Pool and Ice Harbor Navigation Lock Approach

Ice Harbor Navigation Lock Approach SR mile 9.7

McNary pool MOP 335' (Channel depth we are required to maintain 335'- 14' = **321'**)

With constraint McNary pool is operating at 338'- 339'

New surveys in August 2002 indicate needed dredging at Ice Harbor navigation lock approach. When this was discovered the process of adding this to the current dredging contract began.

High area at approach 323.4'. (2.4' into our required 14' channel depth.)

In addition running McNary Pool at MOP will effect yacht clubs and marines at Pasco, irrigation pumps, and fish ladders at McNary Lock and Dam.

Impact of Barge Light Loading

The real issue is the depth of the barges. Grain barges for example draft 14 feet loaded. Significant cargo carrying capacity is lost if the draft is reduced (707 bushels per inch). Cost impacts are enormous. Each inch of draft given up represents \$3,200.

I. SPECIAL NOTICE: (continued)

- ◆ Vancouver Chart 18526
 - 1100 yards SE of Kelley Point Junction Light from approx. position 45°38'44"N 122°45'18"W to 45°38'35"N 122°45'05"W. Survey dated 22 Apr 2002. 23/02
 - 1300 yards SE of Vancouver Channel Lighted Buoy 47 from approx position 45°38'19"N 122°44'33"W to 45°37'55"N 122°44'10"W. Survey dated 20 Dec 2001. 07/02
 - 1850 yards SE of Vancouver Channel Lighted Buoy 47 from approx. position 45°38'05"N 122°44'10"W to 45°37'55"N 122°44'00"W. Survey dated 20 Dec 2001. 07/02
 - 210 yards NW of BNRR Bridge from approx. position 45°37'42"N 122°41'29"W to 45°37'39"N 122°41'31"W. Survey dated 12 Mar 2002. 15/02
 - 133 yards NW of Interstate 5 Alternate Barge Channel Buoy 2 from approx. position 45°37'10"N 122°40'44"W to 45°37'08"N 122°40'40"W. Survey dated 12 Mar 2002. 15/02
- ◆ River Mile 129 Chart 18531
 - The Oregon side of the Columbia River between Point Vancouver Buoy 65 and Sand Island Light 66. 52/00
- ◆ Warrendale Chart 18531
 - 800 yards SW of Bonneville Lock Entrance Light 94 in approx. position 45°37'43"N 121°58'06"W. 24/01
- ◆ Bonneville Pool Chart 18532
 - 230 yards NE of Bonneville Light 67 in approx. position 45°36'38"N 121°08'42"W. Survey dated 27 Feb 2001. 13/02
- ◆ Lake Celilo Chart 18533
 - 530 yards upriver from the Dalles Dam in approx. position 45°37'02"N 121°08'05"W. Survey dated 08 Mar 2000. 13/02

WASHINGTON - SNAKE RIVER - Shoaling Reports - Shoaling has been reported at the following locations:

- ◆ Lower Monumental Dam Charts 18545/18546 11/01
 - In the vicinity of Lake Sacajawea Buoy "58A" upstream to Lower Monumental Dam. Vessels may encounter isolated depths ranging from 13.5 ft to 13.9 ft in this area.
- ◆ Little Goose Reservoir Chart 18547 25/01
 - To the north of Buoy 13 around the entrance to the WA State Park boat basin at Central Ferry State Park, north of 46°37'30"N and between 117°48'00"W & 117°50'00"W.
- ◆ Schultz Bar Chart 18547 38/00
 - In the vicinity of Schultz Bar Shoal Buoy "29A". Depths may be up to 13 feet less than charted depth.
- ◆ Lewiston Chart 18548 18/01
 - 1040 yards west of the Clearwater Memorial Bridge across the channel from approximately 46°25'13.5"N 117°00'53"W to 46°25'21"N 117°00'38"W.
 - At the confluence of the Snake & Clearwater Rivers 100 yards off shore bound by the following approximate positions: 46°25'30"N 117°02'24"W to 46°25'34"N 117°02'34"W to 46°25'38"N 117°02'50"W.

OREGON - WILLAMETTE RIVER - Shoaling Reports - Shoaling has been reported at the following locations:

- ◆ Willamette River Chart 18526
 - Between Vancouver Direction Light and Willamette River Light 2 from approx. position 45°39'27"N 122°46'01"W to 45°39'12"N 122°46'05"W. Survey dated 16 Jan 2002. 14/02
 - Between Kelley Point Junction Light and Willamette River Light 3 from approx. position 45°39'11"N 122°45'46"W to 45°38'44"N 122°46'07"W. Survey dated 16 Jan 2002. 14/02
 - Across from Municipal Terminal No. 4 from approx. position 45°36'36"N 122°47'20"W to 45°36'27"N 122°47'14"W. Survey dated 10 May 2001. 19/02
 - In the vicinity of the Burlington Northern Railroad Bridge in approx. position 45°34'41"N 122°44'44"W. Survey dated 10 May 2001. 19/02
 - In the vicinity of Willamette River mile 10 from approx. position 45°33'04"N 122°42'07"W to 45°32'55"N 122°41'56"W. Survey dated 14 Mar 2002. 19/02
 - In the vicinity of the Broadway Bridge from approx. position 45°31'54"N 122°40'31"W to 45°31'58"N 122°40'25"W. Survey dated 14 Mar 2002. 19/02
 - From the Steel Bridge to the Burnside Bridge from approx. position 45°31'37"N 122°40'13"W to 45°31'22"N 122°40'09"W. Survey dated 03 Apr 2001. 19/02
 - From the Morrison Bridge to the Hawthorne Bridge from approx. position 45°31'04"N 122°40'16"W to 45°30'48"N 122°40'24"W. Survey dated 03 Apr 2001. 19/02
 - In the vicinity of the Morrison Bridge in approx. position 45°31'02"N 122°40'08"W. Survey dated 03 Apr 2001. 19/02
- ◆ Elk Rock Chart 18528
 - In the vicinity of Elk Rock Island from approx. position 45°26'20"N 122°38'40"W to 45°26'28"N 122°38'36"W. Survey dated 01 Jul 1999. 19/02
 - In the vicinity of the Burlington Northern Fixed Railroad Bridge in approx. position 45°25'40"N 122°39'17"W to 45°25'27"N 122°39'23"W. Survey dated 01 Jul 1999. 19/02
 - In the vicinity of the Burlington Northern Fixed Railroad Bridge in approx. position 45°25'36"N 122°39'05"W to 45°25'44"N 122°38'56"W. Survey dated 01 Jul 1999. 19/02

WASHINGTON - Shoaling Reports - Shoaling has been reported at the following locations:

- ◆ Grays Harbor Chart 18502 20/02
 - 100 yards north of Point Chehalis Light 4 in approx. position 46°54'55"N 124°06'52"W. Point Chehalis Buoy 4T has been established until the shoal is removed.



June 18, 2003

Gregory S. Graham
Chief, Planning Branch
Department of the Army
Walla Walla District, Corps of Engineers
201 North Third Avenue
Walla Walla, Washington 99362

Dear Sir:

We would like to provide comment on the Supplemental Impact Statement (SEIS) to the July 2002 Final Dredged Material Management Plan and Environmental Impact Statement (DMMP/EIS) with regard to the notion of "light loading" of barges.

For the past three years, annual maintenance dredging of the navigation channel from Lewiston Idaho to the mouth of the Snake River has been thwarted and abandoned. Without in river dredging, the sediment buildup in the river will asphyxiate river borne commerce. While artificially holding the barge running pools above minimum operating pool (MOP) this spring and summer, the Walla Walla District calculated that this year's actual channel depth a MOP at Lewiston Idaho to be 10'6". We did the math: three more years of silt buildup at the Port of Lewiston will result in only six feet of water.

To offset the lack of maintenance dredging, it has been suggested that towboat companies simply engage in taking reduced cargo or "light loading". This really is a short-term approach akin to rearranging the deck chairs on the Titanic. To begin with, the unique marine equipment transiting this river is designed, built, and financed around the parameters of the Columbia/Snake River navigation system wherein each lock chamber can accommodate a tug and four barge tow which is some 650 feet in length, 84 feet wide, and almost fourteen feet deep. This generation of tugs and barges has evolved in conjunction with the construction of the dam and navigation lock projects. The economics of cargo carriage require you to achieve maximum draft and volume to recover your costs. Thus, to make barging viable, you have to 'max out' the lock chamber. Light loading barges with less freight is a losing proposition where less than full loads out of the Snake River would have to be subsidized by downriver shippers, and would soon become unprofitable altogether.

Page Two Cont.

In the second place, the fulltime tug or towboat operating draft is between ten and eleven feet. "Light loading" the barges for lack of dredging is, therefore, also only a temporary or stop-gap measure with the physical constraint of sediment buildup (at Lewiston growing at over a foot per year) soon grounding the tug herself.

In summary, we would like to point out that the principals of transportation do not vary by mode. If it is not practicable or profitable for railroads moving cross-country or trucks traveling the interstate to be running around with half-loads, why would it be a workable proposition for the inland barge fleet? Just as the airlines cannot survive flying half empty, the towboat companies will not long endure by curtailing cargo loads, foregoing revenue, or, for that matter, running aground.

We really need to return to dredging and maintaining the navigation channel, authorized by Congress, as quickly as possible.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Dixon Shaver". The signature is fluid and cursive, with a large initial "D" and "S".

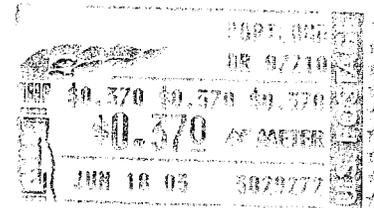
Dixon Shaver
Vice President / Shaver Transportation Company

cc: United States Senator Larry Craig – Idaho
United States Senator Mike Crapo – Idaho
United States Congressman C.L. "Butch" Otter – Idaho
United States Congressman Mike Simpson – Idaho
United States Congressman George Nethercutt – Washington
United States Congressman Doc Hastings – Washington
Colonel Edward Kertis, Commanding Officer, USACE Walla Walla District
Captain Paul Jewel, Commanding Officer, United States Coast Guard MSO Portland

DS/gs



4900 NW Front Avenue - 97210
P.O. Box 10324 - 97296
Portland, Oregon



GREGORY S. GRAHAM
CHIEF, PLANNING BRANCH
DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT CORPS OF ENGINEERS
201 NORTH THIRD AVENUE
WALLA WALLA, WASHINGTON 99362





PORT OF CLARKSTON

849 PORT WAY
CLARKSTON, WA 99403
PHONE (509)758-5272
FAX (509)758-1746

the proud port

June 26, 2003

Jack D. Sands, PE
Environmental Study Manager
201 North Third Avenue
Walla Walla, WA 99362-1876

Dear Jack;

Due to the Snake River channel and dock dredging issues not completed in the year 2003, the Port of Clarkston is also starting to have troubles unloading sawdust barges at our crane dock. At minimum operating pool plus one, the barges arrive at our port crane facility at the current level, and they are dragging bottom. Potlatch future plans include shipping wood chips to the Port of Clarkston for unloading which will require dredging to accommodate them at our crane industrial dock. We are currently working with a company from northern Idaho on shipments of clay to the Portland area. Full barge loads are necessary to maintain the feasibility of shipping this product by the river system and staying competitive with rail and trucks. Rock shipments from our area would be a natural, if the barges could also be fully loaded.

The sawdust barge drafts 12.5 feet of water when it is light loaded. If the barge were filled completely as prior barges were, it would not be able to come into the Port of Clarkston. Therefore stopping the product going to its destination.

At the present time the Port of Clarkston has five cruise boats arriving at the Port cruise boat dock. In September the arrival of the Empress of the North will start, which will be drafting 12.5 feet of water. One hundred feet off our cruise boat dock we had an occurrence, that the Queen of West boat stated he had only four feet of water under the boat. The Queen of the West drafts 8 feet of water. In the same area of the Snake River there is a shoal building, and after next springs runoff they will not be able to arrive at the dock. This dock is used daily and brings tourism money into the area as well as enhancing economic development.

With the amount of sand and silt built up in our area, our neighbors the Lewis Clark Grain Terminal are also having the same trouble loading the grain barge. They are located downstream approximately one half mile from our cruise boat dock.

The Port of Clarkston Commissioners and staff want to express their concerns about dredging in the Snake River in the year 2004.

Sincerely,


Rick M. Davis
Manager

Port of Lewiston

1626 6th Avenue N. • Lewiston, ID 83501
(208) 743-5531 • Fax (208) 743-4243
E-mail: portinfo@lewiston.com

PORT COMMISSIONERS:
President
Dale R. Alldredge
Vice President
Peter K. Wilson
Secretary-Treasurer
Terry B. Kolb

ADMINISTRATION:
Manager
David R. Doeringsfeld
Office Manager
Diane N. Hausen

July 3, 2003

Walla Walla District, Corps of Engineers
DMMP-SEIS
CENWWPM-PD-EC, Attn: Sandra Simmons
201 N. Third Ave.
Walla Walla, WA 99362-1876

RE: Comments Regarding DMMP-SEIS

Dear Ms. Simmons:

The Port of Lewiston would like to provide comments on the Supplemental Environmental Impact Statement (SEIS).

Dredging of the navigation channel in the Lower Granite Pool has been delayed for over two years. During this time, sedimentation problems have worsened and the cost to dredge has escalated. Because of shallow draft in the Snake River navigation channel, towboat companies require barges to be light loaded to 13'6". Currently, light loading is occurring even-though the river operations are 1-foot above minimum operation pool (MOP). Should river operations be dropped to MOP, light loading would immediately become more of an issue with barges being loaded to a maximum of 12'6".

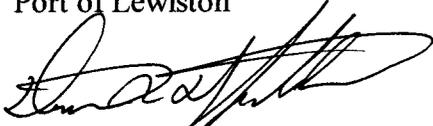
Light loading problems become more severe every day that dredging is delayed. It is ridiculous that barges should be forced to cope with light loading. Light loading would never be contemplated in the trucking, rail or airline industry. If it is not practical or profitable to operate other modes of transportation by light loading, why would it be considered for inland barge transportation?

We urge the Corps of Engineers to undertake dredging as soon as possible as possible. The draft within the barge turning basin in front of the Port of Lewiston has become shallow. This is presenting problems to tugs positioning barges at port terminal facilities. Additionally, the berthing areas at three of the Port's terminal facilities are experiencing shallow draft and must light load barges.

The economics of river transportation is built around a 14-foot draft. Tugs and barges are constructed to maximize the congressionally authorized navigation channel. Operating with light loads significantly increases the transportation cost to shippers and jeopardizes the viability of the barge transportation system.

We hope that the COE will obtain the approval to undertake dredging by November 2003. Please contact me if we can provide you with any additional information on the impacts to the Port of Lewiston.

Sincerely,
Port of Lewiston

A handwritten signature in black ink, appearing to read "David R. Doeringsfeld", written in a cursive style.

David R. Doeringsfeld
Manager

While coming out of Lower Monumental Dam, downbound, operator could feel tow become sluggish and gravel beneath barge. Tow was brought to a complete stop. Operator then broke tow, pushed barge to the north free of the shoal, hooked back up, and proceeded down river. No damage to the barge was reported. All ATON watching properly. Pool level reported to be at min level. ACOE reports no shoaling. Last area survey conducted AUG 1999. Case Closed.

Notify Date/Time= Jan 3 2001 @ 900
Investigator = JON HELLBERG-IO
Unit Command = JON HELLBERG-IO
District Required? = N
HQ Required? = N
Last Updated in MSIS on Feb 13 2001

BERNERT BARGE LINES, INC.

Jerry Grossnickle, CFO
13510 NW Old Germantown Rd.
Portland, OR 97231
Phone 503-289-3046, e-mail: jerrygbw@aol.com

Technical Management Team
April 9, 2003

Comments of
Jerry Grossnickle

The Problem

The Walla Walla District Corps of Engineers is tasked with maintaining a 14-foot channel for navigation on the lower Snake reservoirs. Because of various legal constraints, the District has been unable to do any channel maintenance dredging since 1999, when it dredged the channel approach to the Lower Monumental navlock. The Snake/ Oearwater confluence areas were last dredged in 1998.

Without regular channel maintenance, the channel typically accumulates rock or siltation in various, not always predictable places, making navigation hazardous in these areas.

Currently, there are several problem areas, including the approach to the Lo Mo navlock and significant portions of the confluence.

The solution is to dredge, obviously. But until that is possible, the only alternative to achieve the 14-foot channel is to maintain sufficient reservoir depth. This is the remedy that has been used in recent years.

2000 BIOP MOP Action Item

Action Item 20 of the flow management objectives (Section 9.6.1.2) of the 2000 Biological Opinion states that the Corps shall operate the lower Snake River reservoirs within 1 foot of MOP during the migration period. There is a single sentence justifying the objective: "Because juvenile migrants travel faster with increased water velocities, draw down to MOP is expected to provide faster emigration and improved survival" (BIOP, page 9-65), referencing a NMFS White Paper (NMFS 200D-h) for the proposition that increased flows improves survivability. As far as I could tell, the White Paper does not discuss effects of operating the projects at MOP.

And from what I have been able to determine, there is no study referenced that would tell us whether there would be any measurable difference in water velocity or survivability from operating at MOP compared to MOP + 1, MOP +2 or MOP +3. I doubt very much that one could find a credible fish biologist who would be willing to state that there would be a measurable difference in survivability between these levels. I talked to one fish biologist at the

Technical Management Team
April 9, 2003
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Corps who said that there would not even be a measurable difference in water velocity except in those short stretches of the reservoirs immediately downstream from the dams.

2000 BIOP Written Before DMMP Failure

For such tenuous and uncertain benefits, it would seem unreasonable in the extreme to insist on MOP levels when it would put the safety of navigation in jeopardy. It should be noted that the 2000 Biological Opinion was written before it was known that the Walla Walla District would be unable to implement its DMMP (Dredged Materials Management Plan) in order to do the maintenance dredging that would be necessary to provide for safe navigation at MOP. It should also be noted that the District has operated the projects at elevated levels to aid navigation during the past two seasons. What could possibly justify a change to MOP this year, when channel conditions have likely deteriorated even further?

Colonel Wagenaar's Letter

The Corps' responsibility for maintaining a 14-foot channel on the Columbia-Snake system is an important component of our transportation system. Colonel Wagenaar, immediate past commander at Walla Walla, when confronted with a NMFS objection to maintenance dredging in 2001, sent a letter (copy attached) to Donna Darm, then Regional Director of NMFS, pointing out the necessity of maintaining higher pool levels than set forth in the 2000 Biological Opinion. The issue was then framed as follows: in view of the NMFS objection to the District's dredging program, the District may either maintain elevated pools or order emergency dredging.

I do not think the situation is fundamentally different today. The current court challenge to maintenance dredging by certain environmental groups will succeed in damaging the navigation system only if the action agencies now insist on returning to MOP. The Corps has an obligation to maintain the 14-foot channel. The only way it can fulfill its duty is to operate at elevated pool levels as it has in the past. The TMT should reject complicity in the legal strategy of the environmental plaintiffs and recognize the necessity of maintaining navigation.

The Solution

The TMT should authorize pool levels above MOP as needed for safety of navigation, allowing the Corps to maintain the 14-foot channel as required.

Sincerely,

Jerry Grossnickle

DEPARTMENT OF THE
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
201 NORTH THIRD AVENUE
WALLA WALLA, WASHINGTON 99362-1878

Reply To AnentJon 01:

Planning, Programs, and Project
Management Division

Ms. Donna J. Darm
Regional Director, National Marine Fisheries Service
525 NE Oregon Street
Portland, Oregon 97232-2737

Dear Ms. Darm:

Prior to our meeting with representatives of your agency on March 1, I want to share two areas of concern. Our ability to maintain Minimum Operating Pool (MOP) in the Lower Snake Reservoirs while providing a 14-foot depth navigation channel and the authority to conduct emergency dredging during the 2001-2002 in-water work window. I would appreciate your agency's assistance throughout our evaluation and assessment concerning these matters.

Recent hydrographic surveys of the navigation channel in the Snake River show potential for areas less than the minimum authorized depth of 14 feet. Our current plan is to hold the pool elevation at a level that will provide a 14-foot-deep channel while trying to regulate within MOP. Our ability to maintain a 14-foot-deep channel will be dependent on sufficient flows. Until affected areas can be dredged, maintaining an adequate navigation channel may require the pools to be operated at higher elevations than set forth in the 2000 Biological Opinion.

As you know, we are working on a Dredged Material Management Plan for the lower Snake River reservoirs and McNary Reservoir on the Columbia River. Based on the current completion schedule this means no official maintenance dredging will not occur until the 2002-2003 in-water work window. In the event that channel conditions become unacceptable before then, I am investigating my responsibilities and authorities regarding emergency dredging during the 2001-2002 in-water work window.

Sincerely,

Richard P. Wagenaar
Lieutenant Colonel, Corps of Engineers District Engineer

BERNERT BARGE LINES, INC.

Jerry Grossnickle, CFO
13510 NW Old Germantown Rd.
Portland, OR 97231
Phone 503-289-3046, e-mail: jerrygbw@aol.com

Technical Management Team
April 16, 2003

Comments of
Jerry Grossnickle

2000 BiOp Requires Drawdown to MOP

Action Item 20 of the flow management objectives (Section 9.6.1.2) of the 2000 Biological Opinion states that the Corps shall operate the lower Snake River reservoirs within 1 foot of MOP during the migration period. The objective is stated as follows: "Because juvenile migrants travel faster with increased water velocities, drawdown to MOP is expected to provide faster emigration and improved survival."

Failure to Dredge Makes Operating at MOP Dangerous

Operating at MOP levels currently would put the safety of navigation in jeopardy. It should be noted that the 2000 Biological Opinion was written before it was known that the Walla Walla District would be unable to implement its DMMP (Dredged Materials Management Plan) to do the maintenance dredging that would be necessary to provide for safe navigation at MOP. It should also be noted that the District has operated the projects at elevated levels to provide for safe navigation during the past two seasons.

Dredging Necessary to Comply with 2000 BiOp

The failure to dredge makes it impossible to navigate safely at MOP. So we must request that the reservoirs be held at levels above MOP in order to provide the necessary 14 feet. Thus, if migrating juvenile fish benefit from operating at MOP, the failure to dredge deprives them of this benefit.

The lawsuit that resulted in an injunction stopping this year's dredging was brought by several environmental groups making the doubtful claim that the maintenance dredging itself significantly harms fish, even though it is always done in winter before the juveniles migrate. Although the ultimate goal of these groups is Snake River dam

BiOp, page 9-65, referencing a NMFS White Paper (NMFS 2000-h) for the proposition that increased flow improves survivability.

Technical Management Team
April 16, 2003
Page 2

breach, a current target is navigation, since navigation is one of the main reasons for the existence of the dams. Failing to dredge will eventually stop navigation. Raising the level of the water behind the dams cannot long compensate for the failure to dredge; inevitably the physical operating limits of the system will not allow further aid.

Recommendation: TMT Support for Maintenance Dredging

I recommend that the TMT take a position in support of maintenance dredging in order to allow compliance with the 2000 BiOp. Since the BiOp mandates operation at MOP and most certainly does not prohibit channel maintenance, the logical conclusion is that since channel maintenance dredging is necessary in order to operate at MOP, the TMT should support dredging, with all appropriate safeguards, as set forth in the Corps' DMMP and EIS.

Thank you.

Jerry Grossnickle, CFO
Bernert Barge Lines, Inc.

COLUMBIA RIVER TOWBOAT ASSOCIATION

1500 NE Irving St., Suite 540, Portland, OR 97232
Telephone: 503-234-8551, Facsimile: 503-234-8555

SNAKE RIVER DREDGING

Description

Enclosed are presentation materials from the Chairman of the Columbia River Towboat Association (CRTA) to convince the Technical Management Team (TMT) to instruct the Corp of Engineers Reservoir Control to operate Snake River Pool levels at one foot above Minimum Operating Pool levels (MOP). We were successful, but this is only a short-term solution buying us time until next spring.

The issue is that the Corp has not dredged the Snake in three years. Every time they start to dredge, another challenge is made against the EIS or the Bi-Op or the dredge plan; and each time the Corp has been unsuccessful in avoiding a halt to dredging. As a result, some areas of the federally authorized navigation channel have silted in to less than the federally authorized depth of 14 feet and width of 250 feet. The Corp has manipulated channel depths by managing the pool levels at a height above MOP that still gives 14 feet of water in most places. The situation is growing worse. The rate of siltation is growing exponentially now that significant mounding is present to entrap migrating sands. The safety of our crews and the increased risk of a serious marine incident are nearing unacceptable levels. We have been light-loading barges for two years now, which is eroding the economics of the region's transportation system supply chain. Resultant cost impacts are beginning to drive commerce away. If something doesn't change soon, the cruise boat industry will not be able to operate out of Lewiston in another year.

The basis for the TMT Committee's move to reduce pool levels recently has to do with a desire to test a theory that by adding flow to the river, it will flush smolts downstream faster and improve survivability. There is no scientific correlation between increased flow and survivability. There are other ways this theory could be tested without further burdening commerce. Another impact of lowering the pool levels to MOP or less is that the water would be lower than the pump head intakes used by irrigators.

The Columbia River Channel Deepening Project is gaining momentum and looks likely to be approved. In reality, however, the project will not bare much fruit unless the Corp is allowed to maintain the Snake River Navigation Channel. 13 million tons of mostly agricultural products, valued in the billions, are barged down the Snake to Columbia River Ports for export overseas annually. Rail and/or trucks and related infrastructure are not suitable alternatives structurally or economically. The economies of 13 states and U.S strategic and tactical economic interests are at stake as well as thousands of family wage jobs and hundreds of farming families. The region needs your help to protect our way of life.

May 1, 2003

503 808 3890 P. 02/20

02-19-2003 16:39

Donna Ilg

From: Larry Johnson
Sent: May 01, 2003 12:47
To: Donna Ilg
Subject: FW: CRCC May 1, 2003 Update

Donna,
 Please include with other doc's I am sending.
 Larry

-----Original Message-----

From: Theeme L. Holznagel [mailto:CRCC@channelcoalition.com]
Sent: Thursday, May 01, 2003 10:35 AM
To: Tricia Glad; Carl Kassebaum; Clayton R. Jones III; Jack Elder; James Dulcich; Jeff Kilday; Joel Hembree; John D. Fernie; Larry Johnson; Mark Gronso; Mary Stewart; Matt Eide; Mike Claggett; Nick Handy; Richard Buttrick; Richard Fritz; Rob Foster; Susan Safford; Todd P. Farm; Tony Helbling
Subject: CRCC May 1, 2003 Update

COLUMBIA RIVER CHANNEL COALITION
E-mail Update – May 1, 2003 – Volume 3, Number 7

MEETING WITH CONGRESSMAN DAVID WU:

Coalition members met with U.S. Congressman David Wu, representing Oregon's First Congressional District (from the Willamette River in Portland all the way west to the Coast) on April 23, 2003. Many coalition members from the First District were present to personally voice the importance of Channel Deepening. Congressman Wu fully supports the Channel Deepening Project and stated, "this project is required for the economic survival of this region". He also stated the importance of continuing to make sure that concerns of the lower Columbia River communities are heard and taken into account as the project proceeds. Congressman Wu support is vital to assist in the Federal appropriation of \$20 million for FY 2004.

OREGON'S BIPARTISAN AGENDA INCLUDES CHANNEL DEEPENING:

Earlier this month the Oregonian released a list of agenda items included in Oregon's Bipartisan Agenda for the 108th Congress as developed by U.S. Senators Ron Wyden and Gordon Smith. However, the Oregonian neglected to publish the entire list, which clearly includes the Columbia River Channel Deepening project. The agenda item falls under the category of "Restore Oregon's Economic Vitality" and states "Support Vibrant Port Fight to maintain funding for Oregon's smaller ports, and **work to ensure competitiveness by dredging the Columbia River Channel to 43 feet**". To review the complete list of the Bipartisan Agenda go to the following website: www.senate.gov/~wyden/leg_issues/bipartisan/bipart.html.

WASHINGTON TO REAPPROPRIATE \$17.7 MILLION IN CAPITOL BUDGET:

Both Washington State Senate and House released their Capitol Budget for the next biennium which includes the re-appropriation of \$17.7 million for Channel Deepening. The Capitol Budget still requires final adoption, which will occur sometime after the Senate and House re-convene for the special legislative session on May 12, 2003. This action is confirmation that the Washington state legislature is fully aware of the economic necessity of Channel Deepening.

DID YOU KNOW?

Columbia River ports exported 2.6 million metric tons of wheat in the fourth quarter of 2002. For the entire year of 2002, 39% of the wheat grown in the United States was exported via the Columbia River. Once again, making the Columbia River the #1 wheat export gateway in the United States.

Please feel free to contact us or visit our website at www.ChannelDeepening.com with any questions, concerns, or information requests. Thanks for your partnership in building a stronger economy through maritime trade.

Technical Management Team

**Request For Pool Elevation Increase
April 15, 2003**

Introduction:

The Snake River Navigation Channel has not been maintained by the U.S Army Corps of Engineers since 1998 near the confluence of the Snake and Clearwater Rivers and the approach to the Lower Monumental Navlock and the rest of the system since 1999. In the absence of dredging, shoaling is occurring at an increasingly higher rate. Shoal areas are encroaching well into the river in several places and in some cases actually blocking portions of the authorized 14-foot navigation channel.

On Wednesday April 9, 2003 the Columbia River Towboat Association (CRTA) submitted evidence of significant shoaling in the Snake River to the Technical Management Team (TMT). The U.S. Army Corps of Engineers lacked current and in some cases, previous survey data necessary to determine the accuracy of the information provided by the CRTA. At the request of the CRTA the TMT authorized continued operation of the reservoirs to MOP +1 for one week, until April 16, 2003. This allowed a designated team including CRTA, USACOE and USCG representatives' time enough to physically verify CRTA claims.

Findings:

Team findings confirm that significant shoaling has occurred in the areas identified by the CRTA. The findings are attached. During this investigative process, interviews with numerous tug operators have enabled CRTA to identify problem areas and help member companies solve the mystery of an escalating frequency of near miss incidents including bumping bottom and irregularities in the controllability of tows. It is the feeling of many of the operators that there is very little margin for safety left. We are running on the edge.

As the width and depth of the navigation channel continues to constrict due to lack of dredging, it has become increasingly difficult for operators to navigate their 84-foot wide by 640-foot long tows within the confines of the 250-foot wide channel. This is particularly problematic for down bound tows fighting to maintain steerage in strong following currents. The tow actually crabs down the navigation channel to make their course good, effectively utilizing all if not more of the available navigation channel. Up bound tows must provide a wider and wider berth to down bound tows to avoid risk of collision. At times of high flows and irregular spill patterns it could soon become impossible.

Navigation Aids:

The USCG has discontinued several navigation aids in recent years to reduce maintenance costs and to reduce the risk of personal injury to their maintenance personnel. CRTA agreed to many of these changes with no notion that maintenance of the navigation channel would be halted. So far, a combination of TMT management of system reservoir depths and towboat operators avoidance of problem areas including the use of non traditional and unauthorized routes have enabled member company's to continue to operate. However it is becoming evident that additional aids marking the extent of some of these shoal areas is becoming necessary.

Conclusions and Recommendations:

- A comprehensive bottom Survey of the Snake River navigation channel is necessary to determine the extent of shoaling throughout the system.
- For 2003 MOP +1 is essential to safely navigate the Snake River.
- It is unlikely that operation of the reservoirs at MOP +1 will be sufficient in the near future to insure a 14-foot channel and adequate water over the sills at the navlocks.
- Stopping the spill at Lower Granite may be necessary to allow tows to safely depart the navlock.
- Three navigation aids (buoys) are needed at Steptoe Lower Range to mark the shoal area.
- Dredging of the Snake River must be completed to avoid the risk of an environmental catastrophe, protect the safety of the operators and crews navigating the system and insure the reliability and integrity of the supply chain.

MEMORANDUM FOR RECORD

SUBJECT: Site Visit on Snake River

1. Walla Walla District, U.S. Army Corps of Engineers has received a letter of concern from the Columbia River Towboat Association (CRTA) with regard to operation of Snake River pools at minimum operating level. Because dredging has not occurred since FY1998, CRTA has submitted the location of several areas on the Snake River that they feel are potentially unsafe for passage with towboats if the pools are operated at minimum operating pool (MOP) to accommodating smolt passage.
2. At the TMT meeting on 9 April 2003, CRTA voiced their concerns. At that time it was decided to do site visits on the Snake River at the locations where Walla Walla District, U.S. Army Corps of Engineers had no previous survey data. The Coast Guard volunteered to provide a boat, depth finder and GPS. The results of the site visits will be discussed at the TMT meeting 16 April 2003.
3. Site visit details are as follow:

Spot Depth Checks on Snake River

Participants in site visits on 11 April 2003, were:

Ely North, BM2, U.S. Coast Guard
Mike Tosma, SM, U.S. Coast Guard
Fred Harding, Shaver Transportation
Ted Niezgoda, Soil/Civil, Walla Walla District, U.S. Army Corps of Engineers
Ann Glassley, Operations, Walla Walla District, U.S. Army Corps of Engineers

Summary of Findings

- Note:
1. Coast Guard provided boat, GPS and Depth Finder.
 2. GPS coverage was intermittent in some locations.
 3. Depth readings are in feet from surface of water to river bottom surface.

Ice Harbor Pool – MOP 437'

- The area between Snake River Miles 27 and 29, just below the Sheffler grain elevator.
 - Actual pool elevation at 8:30 am - 439.83'
 - Depth readings along shoal ranged from 18'-28'
 - Depth readings at MOP would range from 15.5'-25.6'

CENWW-OD-TM

SUBJECT: Site Visit on Snake River

- Because the shoaling is moving outward toward the navigation channel, this area should be added to future surveys.
- Just immediately above Sheffler, between the Walker grain elevator and the airstrip at Burr, shoal area marked by buoys "34" and "38". Snake River Mile 31-32.
 - Actual pool elevation at 8:00 am - 439.83'
 - Depth readings along shoal ranged from 18'-34'
 - Depth readings at MOP would range from 15.5'-31.6'
 - Because the shoaling is moving outward toward the navigation channel, this area should be added to future surveys.

Lower Monumental Pool – MOP 537'

- Beginning on lower McGuire Range up bound to the lower guide wall entrance of Little Goose Lock & Dam. Snake River Mile 68-70.
 - Actual pool elevation at 10:30 am – 538.21'
 - Depth readings along shoal ranged from 26'-40'
 - Depth readings at MOP would range from 24.8'-38.8'

Little Goose Pool – MOP 633'

- Approach to the upper entrance of the locks beginning at buoy "2".
 - Actual pool elevation at 11:30 am – 634.40'
 - Depth readings along shoal ranged from 17'-20'
 - Depth readings at MOP would range from 15.6'-34.2'
 - Because the shoaling is moving outward toward the navigation channel, this area should be added to future surveys.
- Schultz Bar between buoys "29A" and "35". Snake River Mile 101-102
 - Actual pool elevation at 3:00 pm 634.54'
 - Depth readings along shoal ranged from 17'-30'
 - Depth readings at MOP would range from 15.6'-28.6'
 - Latest survey of this location in September 2002 indicated no problems in the navigation channel
- Almota Grain elevator – The areas immediately above and below the two elevators. Snake River Mile 103.5-104
 - Actual pool elevation at 3:30 – 634.54'
 - Depth readings along shoal ranged from 18'-40'
 - Depth readings at MOP would range from 16.5'-38.5'
- Entrance to the lower lock at Lower Granite along what is known as Davis Bar.
 - Actual pool elevation at 4:00 pm – 634.66'

CENWW-OD-TM

SUBJECT: Site Visit on Snake River

- Depth readings ranged from 16'-28'
 - Depth readings at MOP would range from 14.3'-26.3'
 - Latest survey of this location in September 2002 indicated the need to dredge. This area was in the FY2003 dredging contract that was cancelled.

Lower Granite Pool – MOP 733'

- The area known as Steptoe Lower Range on the south side of the river. Snake River Mile 129-130.
 - Actual pool elevation at 6:00 pm – 734.54'
 - Depth readings along shoal ranged from 14'-30'
 - Depth readings at MOP range from 12.5'-28.5'
 - It appears that most, if not all of the depth readings taken on the site visit are outside the navigation channel.
 - Because the shoaling is moving outward toward the navigation channel, this area should be added to future surveys.
 - CRTA requested buoys placed at the 30' depth

Additional Areas of Concern Not Covered in the Spot Check

- Lower Monumental downstream approach beginning approximately at buoy "58A" all the way to the guide wall.
 - Latest survey of this location in September 2002 indicated the need to dredge. This area was in the FY2003 dredging contract that was cancelled.
 - From the surveys, depths at MOP in this area range from 12.6'- 16' within the navigation channel boundaries.
- The area covering the confluence of the Snake and Clearwater Rivers.
 - Latest survey of this location in September 2002 indicated the need to dredge. This area was in the FY2003 dredging contract that was cancelled.
 - From the surveys, depths at MOP at the Port of Lewiston run as low as 10.6' at the upper end of the turning basin.
- Mouth of the Snake River and through out Ice Harbor Cut (McNary Pool). Snake River Mile 0-9.7
 - Latest surveys of this location in September 2002 indicate areas in Ice Harbor Cut that will require dredging.

CENWW-OD-TM

SUBJECT: Site Visit on Snake River

- At Snake River Mile 5+ the shallowest water depth at MOP in the channel is 13.5'. This area is to be added to the next dredging contract.
- At the downstream approach to Ice Harbor lock where the shallowest water depths at MOP is 11.5'. This area is to be added to the next dredging contract.

ANN GLASSLEY

Wemhoener, Paul R NWW

From: Henriksen, Cynthia A NWD
Sent: Wednesday, April 16, 2003 6:20 PM
To: White, Michael B NWD; Wemhoener, Paul R NWW; Knaak, Carl R NWW; Glassley, Ann K NWW; Bluhm, Jim E NWW; Anderson, G Witt NWD; Athearn, Jim B NWD; Lear, Gayle N NWD; Braun, Eric P NWD
Subject: TMT discussion of MOP

All:

A brief synopsis of the outcome of the April 16 TMT discussion of MOP:

- Continue to operate	Lower Granite	MOP + 1
	Little Goose	MOP + 1
	Lower Monumental	MOP
	Ice Harbor	MOP + 1

This operation is expected to continue until further survey work is complete.

- Revisit the spill pattern at Lower Granite: There is concern about "crabbing" as tows make a downstream exit from the nav lock. We are hopeful that the MOP + 1 operation at Little Goose will help to reduce this concern. Paul and Walla Walla staff: any information you may have on the crabbing phenomenon will be helpful.

- There seems to be some confusion about the discussion of crabbing downstream of Granite. I know it's sometimes difficult to follow the discussion via the conference phone. There was NO DISCUSSION OF WIDENING THE CHANNEL at the approach to the Lower Granite nav lock. Larry Johnson put an illustrative graphic on the board so folks could understand the phenomenon. The towboat association made no request to widen the channel downstream of Lower Granite.

- The request is attached below.



Snake River
Dredging2.doc

Cindy Henriksen
Reservoir Control Center
(503) 808-3945

NAV CHANNEL - 250'

4 BARGE TOW - 640'

