



**US Army Corps
of Engineers®**

Portland District

Columbia River Channel Improvement Project

Final Supplemental Integrated Feasibility Report
and Environmental Impact Statement

January 2003

Abbreviations and Acronyms

AMT	Adaptive Management Team
BA	biological assessment
BRT	Biological Review Team
BPA	Bonneville Power Administration
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
cfs	cubic feet per second
CFR	Code of Federal Regulations
Corps	U.S. Army Corps of Engineers
CPUE	catch per unit effort
CZMA	Coastal Zone Management Act
CRD	Columbia River datum
CRFM	Columbia River Fish Mitigation
CRM	Columbia River mile
dwt	deadweight tonnage
DPS	distinct population segment
DMMP	Dredged Material Management Plan
EIS	environmental impact statement
ESA	Endangered Species Act
EFH	Essential Fish Habitat
ESU	evolutionarily significant unit
FCRPS	Federal Columbia River Hydropower System
g/L	grams per liter
HEP	habitat evaluation procedures
IFR	integrated feasibility report
km	kilometer(s)
LCREP	Lower Columbia River Estuary Program
MCR	mouth of the Columbia River
mg/L	milligram(s) per liter
mm	millimeter(s)
mcy	million cubic yards
NEPA	National Environmental Policy Act
NMFS	National Marine Fisheries Service (NOAA Fisheries)
NTU	nephelometric turbidity unit
ODFW	Oregon Department of Fish and Wildlife
ppt	parts per thousand
SEPA	State Environmental Policy Act (Washington)
SEI	Sustainable Ecosystems Institute
SEIS	Supplemental Environmental Impact Statement
TEU	twenty-foot equivalent units
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
WDFW	Washington Department of Fish and Wildlife
WDNR	Washington Department of Natural Resources
WRM	Willamette River mile

**COLUMBIA RIVER CHANNEL IMPROVEMENTS PROJECT
FINAL SUPPLEMENTAL INTEGRATED FEASIBILITY REPORT
AND ENVIRONMENTAL IMPACT STATEMENT**

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Lead Agency. U.S. Army Corps of Engineers, Portland District; Port of Longview (SEPA)

Cooperating Agency. U.S. Environmental Protection Agency (USEPA), Region 10, Seattle WA

Type of Action. Administrative

Abstract. The Columbia River Channel Improvements Project was originally presented in the Final *Integrated Feasibility Report for Channel Improvements and Environmental Impact Statement*, dated August 1999. In December 1999, Congress authorized the deepening of the Columbia and Lower Willamette Rivers Federal Navigation Channel to 43 feet [Section 101(b)(13) of the Water Resource Development Act of 1999]. The authorized plan modifies the existing federal navigation project for the Columbia and Willamette Rivers and provides for construction of ecosystem restoration features.

The purposes of this Final *Supplemental Integrated Feasibility Report and Environmental Impact Statement* (Final SEIS) are to document additional information, environmental analyses, and project modifications resulting from consultation of the project under Section 7 of the Endangered Species Act; to update the disposal plan; to update the project economics; and to comply with National Environmental Policy Act (NEPA) requirements and with the Washington State Environmental Policy Act (SEPA).

Several additional ecosystem restoration features and evaluation actions are proposed for implementation to benefit the recovery of listed salmonids and other fish and wildlife resources, to avoid impacts to marine resources by ocean disposal of channel material, and to retain sand in the estuary. Creating these restoration features will use sand that would have been disposed of in the Deep Water Site. Under the revised plan, the need for ocean disposal is delayed for at least 20 years following construction. Construction volumes were updated using 2001-2002 hydrographic survey data. Other items updated include a reduction in rock excavation; utility relocations; additional information for crab, smelt, sturgeon, and fish stranding gained from data collection conducted with federal and state resource agencies; additional information on sediment transport and consistency with coastal programs; and modification to some of the upland disposal sites to avoid impacts to resources and habitat. Project economics are reexamined to evaluate the sensitivity of the fleet and commodity forecasts, and changes to shipping operations in the Portland area.

Although the lower Willamette River was originally addressed in the August 1999 final report, and included in the Congressional authorization, this portion is not addressed in detail in the Final SEIS. The project features for the lower Willamette River will be reevaluated in a subsequent NEPA document after resolution of cleanup issues associated with its being named to the federal National Priorities List by the USEPA under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA).

Entity Making Proposal: U.S. Army Corps of Engineers

Final Copy. The final copy of this report was officially filed with the Director, Office of Federal Activities, USEPA on _____. Copies may be obtained at no cost from the Corps' Portland District website (<https://www.nwp.usace.army.mil/>).

Comments. Comments on the final report are due 30 days from the date of USEPA's publication of *Notice of Availability* in the *Federal Register*, which is expected to be on _____. Comments are to be directed to the following:

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List of Known Licenses and Permits:

Coastal Zone Consistency
Clean Water Section 401 Water Quality Certification
Shoreline Permits (Washington)
Critical Area Approvals
Grading Permits

Principal Authors: See List of Preparers.

Other Environmental Review: The project features for the lower Willamette River have been deferred at this time and will be reevaluated in a subsequent NEPA document after resolution of cleanup issues associated with its being named to the federal National Priorities List under CERCLA.

Further Information. Additional information on the Final SEIS and related documents also may be obtained from the above.