Project Factsheet for:
Upper Mississippi River System Navigation and Ecosystem Sustainability Program (formerly UMR-IWW Sys. Navigation Feas. Study)

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Project Location Information

Location: Upper Midwest - IA, IL, MN, MO and WI
State(s): IA, IL, MN, MO, WI
Congressional District(s): IA-1, IA-2, IA-3, IA-4, IA-5, IL-11, IL-13, IL-14, IL-15, IL-16, IL-17, IL-18, IL-19, IL-2, IL-3, MN-1, MN-7, MO-6, MO-9, WI-1, WI-2, WI-3, WI-5, WI-6

Status

This program is not in the Administration's FY07 budget and will require Congressional Add for continued PED efforts. Program WRDA authorization is required to proceed with construction of small-scale navigation improvements and ecosystem restoration projects.

The $10 million congressional add for FY06 has allowed for continued progress on 34 projects that began Preconstruction Engineering and Design (PED) in February 2005. These PED project activities were selected and designed to support the broad based implementation specified in the Chief of Engineers Dec 2004 Final Recommended Plan, including: the initiation of design for small scale navigation improvements; mooring cells, buoys, and switchboats; initiation of design for two new 1200' locks at LD 25 and LD22 (minimal start on La Grange); conducting environmental mitigation studies; supporting research into non-structural improvements and demand forecasting tools; develop plans for ecosystem restoration adaptive management; initiate design of fish passage projects; initiation of planning for dam point control at LD 25; and initiation of design for several habitat restoration and floodplain restoration projects.

Description

This multi-use resource supports an extensive navigation system (made up of 1200 miles of 9 foot channel and 37 lock and dam sites), a diverse ecosystem (2.7 million acres of habitat supporting hundreds of fish and wildlife species), floodplain agriculture, recreation and tourism. The Upper Mississippi River-Illinois Waterway System Navigation Study was completed in Sept 2004 after more than 14 years of intensive study and evaluation of the navigation improvement and ecological restoration needs for the UMR-IWW system for the years 2000-2050. The system is a vital part of our national economy and a valuable ecological resource. The 1200 miles of 9-foot channel created by the 37 lock and dam sites allow waterway traffic to move from one pool to another providing an integral regional, national, and international transportation network. The system is significant for certain key exports and the Nation s balance of trade. For example, in 2000, the Upper Mississippi River System carried approximately 60 percent of the Nation's corn and 45 percent of the Nation s soybean exports. The UMRS ecosystem consists of 2.7 million acres of bottomland forest, islands, backwaters, side channels and wetlands, all of which support more than 300 species of birds, 57 species of mammals, 45 species of amphibians and reptiles, 150 species of fish, and nearly 50 species of mussels. More than 40 percent of North America's migratory waterfowl and shorebirds depend on the food resources and other life requisites (shelter, nesting habitats, etc.) that the system provides. It also provides boating, camping, hunting, trapping and other recreational opportunities. The resulting study final recommendation includes a program of incremental implementation and comprehensive adaptive management to achieve the dual purposes of ensuring a sustainable natural ecosystem and navigation system. With congressional appropriations for Preconstruction, Engineering and Design (PED) beginning in February 2005, the study team adopted a working title of UMRS Navigation and Ecosystem Sustainability Program (NESP) to distinguish PED efforts from the Feasibility Study.

Summarized Financial Data

	PED	Construction
Federal Cost	$59,780,100	$3,412,640,000
Non-Federal Cost	$0	$140,400,000
Total Cost	$59,780,100[a]	$3,553,040,000[b]
Federal Allocations through FY 2005	$13,413,000	$0
Budget Request for FY 2006	$0	$0
Federal Allocation for FY 2006	$9,900,00	$0
Balance to Complete after FY 2006	$36,467,100	$3,412,640,000
Budget Request for FY 2007	$0	$0

a: PED estimates for FY 05-07 based on implementation of the recommended plan identified in the Final Integrated Feasibility Report and Programmatic Environmental Impact Statement (Sept 2004).
b: First Costs estimates for the implementation of the first increment (15yr)of the recommended plan identified in the Final Integrated Feasibility Report and Programmatic Environmental Impact Statement (Sept 2004).

Major Work Item (This Fiscal Year)

FY 2006: FY 2006 PED funds are being used to continue PED efforts on 30+ projects as described in the preceding status paragraph. Progress was made in the preparation of project designs, alternative evaluation, and decision document preparation. In March 2006, ASA(CW) withdrew their Jan 06 Draft study recommendation and instructed the study team to accelerate the economic re-evaluation efforts in order to provide an interim report with new economic model forecasts by Sept 2007. This required substantial restructuring of the FY 06 workplan to accommodate this additional economic work. This restructuring caused progress to be slowed on most projects and several were discontinued for the duration of FY06. A detailed summary of NESP activities, products, upcoming meetings and individual project information papers can be accessed via the newly revised NESP website: http://www2.mvr.usace.army.mil/NESP/ .

Major Work Item (Next Fiscal Year)

FY 2007: The study team is anxiously awaiting congressional appropriation actions that would provide FY07 funding and allow continued progress toward NESP project implementation. Several potential FY07 workplans have been developed for possible funding scenarios from $10-20 million. Under a more restrictive funding scenario, the study team will be forced to closely adhere to the following work prioritization breakdown. First priority for FY07 work activities will be on the continuation of economic modeling and re-evaluation of the navigation efficiency improvements specified in the Chief's 2004 Recommended plan. An Interim report conveying the results of this re-evaluation is scheduled to ASA(CW) by 30 September 2007. Current FY07 cost estimate for this economic re-evaluation and report preparation is $2.3 million. Second priority for FY07 work activities will be on small scale navigation efficiency projects (moorings, switchboats and non-structural traffic management) and ecosystem restoration projects (8) that can be readied for FY08 construction or implementation starts. Remaining funds will be used to continue design or New 1200' lock projects (3), mitigation studies, plan formulation for systemic and site specific ecosystem restoration projects (18), and public involvement.

Authority

GI - General Investigations -- WRDA Authorization Pending (House July 05 & Senate July 06)

Additional Information

Additional Congressional Districts: IL-12; MO-1, MO-2, MO-3, MO-8; MN-2, MN-8

Project Manager Information

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