

HARBOR MAINTENANCE TRUST FUND

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FOOTNOTES:

1/ The justification materials for PROJECT CONDITION SURVEYS are located in the Remaining Items section, pages 134-135.

2/ All or a portion of this activity was previously directly funded in the regional account for the lower Mississippi River and its tributaries.

3/ This activity receives funding from both the Operation and Maintenance account and the Harbor Maintenance Trust Fund.

4/ The justification materials for SURVEILLANCE OF NORTHERN BOUNDARY WATERS are located in the Remaining Items section, pages 136-137.

CONSTRUCTION ACTIVITIES

GEORGIA

APPROPRIATION TITLE: Harbor Maintenance Trust Fund - Navigation, Fiscal Year 2019

PROJECT NAME: Savannah Harbor Disposal Areas, Georgia and South Carolina (Continuing)

LOCATION: The Savannah Harbor Dredged Material Containment Areas (DMCAs) are located in Jasper County, South Carolina adjacent to the Savannah Harbor Federal Navigation Project. The DMCAs are integral to the continued operation and maintenance of the 42 foot Savannah Harbor Federal Navigation Project which includes the lower 21.3 miles of the Savannah River, the principal boundary between the states of Georgia and South Carolina.

DESCRIPTION: Of the nine DMCA areas, the project provides for incrementally raising each of the six active DMCAs at a cycle of one disposal area per year to increase disposal capacity as required to support the Savannah Harbor 42-foot Federal Navigation Project authorized in Water Resources Development Act (WRDA) 1992. The increase in DMCA capacity is cost-shared with the State of Georgia under the authority provided in the Water Resources Development Act of 1996. The Project Cooperation Agreement was executed with the Georgia Department of Transportation (GDOT) in January 2005 and amended in October 2014 for project costs through Fiscal Year (FY) 2025.

AUTHORIZATION: The DMCAs are included as a part of the Savannah Harbor Federal Navigation Project authorized in the Water Resources Development Act of 1992 (P.L. 102-580). Section 201 of the Water Resources Development Act of 1996 (P.L.104-303) addressed cost sharing for dredged material containment areas.

REMAINING BENEFIT-REMAINING COST RATIO: N/A; Benefits are related to the on-going operation and maintenance of the authorized 42 foot deep navigation project.

TOTAL BENEFIT-COST RATIO: N/A; Benefits are related to the on-going operation and maintenance of the authorized 42 foot deep navigation project.

INITIAL BENEFIT-COST RATIO: N/A; Benefits are related to the on-going operation and maintenance of the authorized 42 foot deep navigation project.

BASIS OF BENEFIT-COST RATIO: N/A; Benefits are related to the on-going operation and maintenance of the authorized 42 foot deep navigation project.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2018)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	\$73,780,000		2A Dike Raising	100	July 1999
Estimated Non-Federal Cost	\$39,727,000		13B Dike Raising	75	TBD
Cash Contributions	\$39,727,000		14B Dike Raising	100	Sep 2015
Other Costs	0		14A Dike Raising	100	Oct 2013
			12B Dike Raising	100	Apr 2011
Total Estimated Project Cost	\$113,507,000		Jones Oyster bed	100	Oct 2015
			12A Dike Raising	60	TBD
Allocations to 30 September 2015	\$39,715,000		13A Dike Raising	100	Jan 2018
Allocation for FY 2016	\$7,222,000		1N Dike Raising	50	TBD
Allocation for FY 2017	(\$1,186,376)		Entire Project	87.2	TBD
Presumed Allocation FY 2018	\$0	7/			
Allocations through FY 2018	\$45,750,624	1/ 2/ 3/ 5/		62.0	
Estimated Carry-In Funds	\$0	4/			
President's Budget for FY 2019	\$10,500,000			76.2	
Programmed Balance to Complete after FY 2019	\$17,529,376	6/			
Unprogrammed Balance to Complete after FY 2019	\$0				

1/ (\$7,250,862) reprogrammed from the project.

2/ \$0 rescinded from the project.

3/ \$0 transferred to the Flood Control and Coastal Emergencies account.

4/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 is \$2,216,461. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$2,136,461.

5/ Preconstruction engineering and design costs of \$0 are included in this amount.

6/ For programmed work only; remaining work is un-programmed pending a decision to construct these features.

7/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

PHYSICAL DATA: The Savannah Harbor Disposal Area dikes will be raised to the following elevations in accordance with the 20 year Dredged Material Disposal Plan (DMMP), dated April 2003 and approved by the South Atlantic Division in September 2003 and updated by Savannah District in November 2013.

12A Dike Raising to 62 feet Mean Lower Low Water (MLLW); 13A Dike Raising to 58 feet MLLW; 13B Dike Raising to 45 feet MLLW

14A Dike Raising to 29 feet MLLW; 14B Dike Raising to 45 Feet MLLW; Jones Oysterbed Dike Raising to 31 Feet MLLW; 1N Dike Raising to 26 feet MLLW

Division: South Atlantic

District: Savannah

Savannah Harbor Disposal Areas, GA & SC

JUSTIFICATION: The Port of Savannah is the 4th largest container port in the United States and the fastest growing container port in the Nation for the last 10 years with a record 3.85M TEUs (twenty foot equivalent units) in the State of Georgia's in FY 2017, an increase of 7 percent over the previous year and a 5-year growth rate of 31 percent from 2013-2017. The Port of Savannah is the second largest eastern United States seaport after the Port of New York/Newark in 2017 handling more than 1,900,000 imports of TEUs per year. Savannah Harbor tonnage is 52 percent export tonnage and 48 percent import tonnage. Major imports include retail consumer goods, machinery, appliances and electronics, major exports include kaolin clay, chemicals, fabrics, resins and rubber, forest and agricultural products and manufactured equipment.

The Long Term Management Strategy (LTMS) for the Savannah Harbor, dated August 1996, described the least cost plan to continue maintenance of the existing project. The wildlife mitigation provisions of the LTMS greatly influence the disposal area use and rotation plan contained in the DMMP. The LTMS requires different forms and quantities of habitat be provided at varying times for different species of migratory waterfowl by holding water pumped in conjunction with dredged material disposal. The LTMS also requires the construction of bird nesting islands in the disposal areas. The rotational use plan of the DMCA's is built around these requirements as mitigation for impacts to marshlands in the state of South Carolina and Georgia.

As of September 2016, there is approximately 83,320,000 cubic yards (cys) of remaining disposal capacity in the Savannah Harbor DMCA's. The required annual disposal capacity is approximately 6,500,000 cys. The DMCA's are paired for utilization of disposal of operations and maintenance material as follows: DMCA 13A and DMCA 12A for Stations 103+000 to 50+000; DMCA 13B and DMCA 14A for material from Stations 50+000 to 30+000; DMCA 14B and Jones-Oysterbed from Stations 30+000 to 0+000; and DMCA 1N and 2A from Stations 103+000 to 112+000.

FISCAL YEAR 2018: Total appropriated amounts, plus carry-in funds, are being applied as follows:

Construction Management on 13A Dike Raising	\$80,000
Total	\$80,000

FISCAL YEAR 2019: The budgeted amount, plus carry-in funds, will be applied as follows:

Initiate and complete DMCA 12A plans and specifications to 62 feet MLLW	\$ 283,400
Initiate 12A contract raising to 62 feet MLLW	\$ 9,781,550
Construction Management on DMCA 12A	\$ 435,050
Total	\$10,500,000

NON-FEDERAL COST: In accordance with the cost sharing and financing requirements of the Water Resources Development Act of 1986, 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.	\$0	\$0
Pay 35 percent of the costs allocated to navigation during construction.	\$39,727,000	\$0
Total Non-Federal Costs	\$39,727,000	\$0

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction.

STATUS OF LOCAL COOPERATION: The GDOT is the non-Federal project sponsor. A Project Cooperation Agreement (PCA) was executed with the GDOT in January 2005 under the authority Water Resources Development Act of 1996. An amendment to the PCA was completed in October 2014 to update the total project cost.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$73,780,000 is a decrease of \$527,000 from the latest estimate (\$74,307,000) presented to Congress (FY 2016). This change includes the following items:

Item	Amount
Price De-escalation on Construction Features	\$527,000
Total	\$527,000

Division: South Atlantic

District: Savannah

Savannah Harbor Disposal Areas, GA & SC

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The Savannah Harbor Long Term Management Strategy (LTMS) was completed in 1996. The Record of Decision (ROD) was signed February 3, 1997. The approved 2003 Dredge Material Management Plan recommends no changes to the LTMS Environmental recommendations.

OTHER INFORMATION: Initial Construction funds were received in FY 2005. The 2003 Dredged Material Disposal Plan (DMMP) for the Savannah Harbor 42 foot Federal Navigation Project describes the least cost plan to continue maintenance of the existing project. The timely and sequential raising of dikes of the DMCA(s) is critical to the ability to maintain the existing Savannah Harbor project for required operation and maintenance capacity.

MARYLAND

APPROPRIATION TITLE: Harbor Maintenance Trust Fund – Aquatic Ecosystem Restoration, Fiscal Year 2019

PROJECT NAME: Assateague Island, Maryland (Continuing)

LOCATION: The Town of Ocean City and adjacent areas of Worcester County comprise an area of 625 square miles including Assateague Island, Ocean City Inlet, and Chincoteague, Sinepuxent, Assawoman, and Isle of Wight Bays on the eastern shore of Maryland. Adjacent to Ocean City is the Assateague Island National Seashore and Assateague Island State Park.

DESCRIPTION: The project involves the short-term (initial) and long-term (renourishment) restoration of Assateague Island. The completed short-term restoration plan included dredging approximately 1.4 million cubic meters from Great Gull Bank and placing it on Assateague Island in the area between 2.5 kilometers and 12.0 kilometers south of the south jetty. The beach was widened varying distances based on the varying erosion rates. A low-storm berm was constructed to an approximate elevation of 3.3 meters National Geodetic Vertical Datum (NGVD) (averaging 0.8 meters in height) between approximately 5.1 kilometers and 7.9 kilometers south of the south jetty. The final placement and berm elevation was configured to minimize adverse impacts to the two Federally-listed threatened species (piping plover and seabeach amaranth), that occur on the island, and to restore the integrity of the island. The continuing long-term phase of the project allows for the renourishment of the northern Assateague Island through “mobile bypassing” of sand that would naturally have reached the island had the jetties never been built. Mobile bypassing will involve using a small mobile hopper dredge to remove sand that has been redirected to a number of sites, and then bypassing it to Assateague Island. This dredging takes place during the spring and fall of each year, using a small split-hull dredge built, owned, and operated by the USACE Wilmington District. This schedule will provide sediment to the island on a periodic basis that will more closely mimic natural processes. The renourishment mitigation is evenly cost-shared with the National Park Service. All work is programmed.

AUTHORIZATION: Section 534 of Water Resources Development Act of 1996, PL 104-303.

REMAINING BENEFIT-REMAINING COST RATIO: 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.

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 benefit–cost ratio for the entire project is not applicable because environmental benefits were not quantified in monetary terms.

conserve this important component of the Western Hemisphere Shorebird Reserve Network and considered among the most important areas for migratory shorebirds. Prior to the restoration, 70% of seabeach amaranth habitat and 80% of Piping Plover habitat have been lost as compared to 1960's. The long term phase of the project is mitigating for the portion of the sand losses that are attributable to the inlet, not those due to natural erosion. The Ocean City Harbor and Inlet and Sinepuxent Bay MD project with 372 acres of barrier island habitat are protected by this mitigation. The project consists of initial construction of a beach berm of varying width at elevation 3.3 m National Geodetic Vertical Datum. Initial construction was completed in 2002 with the placement of 1.4M cubic yards (cy) of beach quality sand from an offshore borrow area. The authorized project also includes periodic nourishment. The project has been very successful at maintaining beach profiles required to sustain the required environmental habitat. Without continued periodic nourishment the natural habitat would be subject to severe damage if erosion of the shore protection project was allowed to continue and the minimum design template was compromised.

FISCAL YEAR 2018: The total appropriated amount, plus carry-in funds, are being applied as follows:

Continue dredging/restoration	\$ 819,994
Total	\$ 819,994

FISCAL YEAR 2019: The budget amount, plus carry-in funds, will be applied as follows:

Continue dredging/restoration	\$ 600,000
Total	\$ 600,000

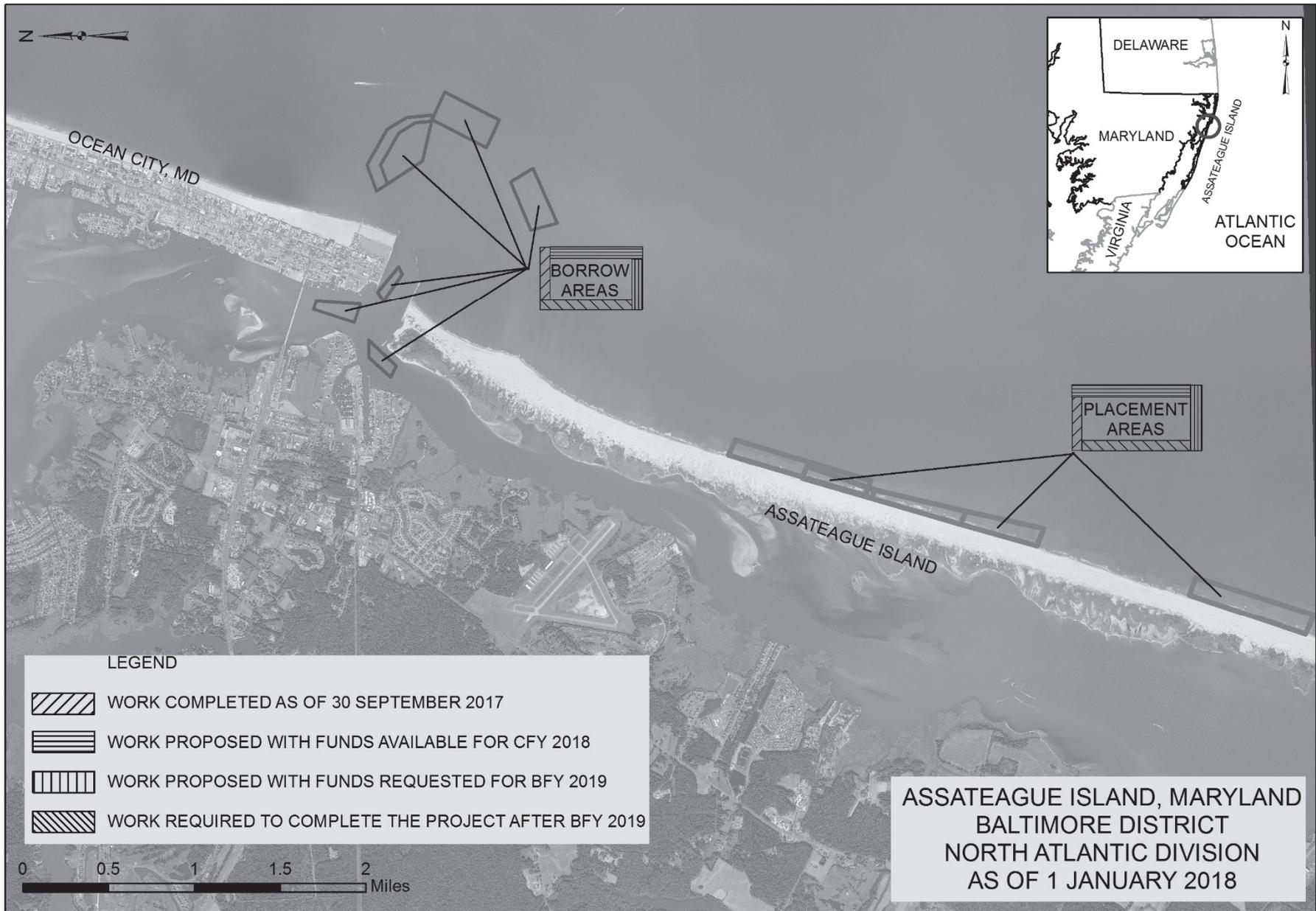
NON-FEDERAL COST: None.

STATUS OF LOCAL COOPERATION: The sponsor for the project is the National Park Service who administers the Assateague Island National Seashore. The National Park Service has provided lands, easements and rights-of-way for the initial construction work and has agreed to cost share 50% of the long-term work. An agreement between the Park Service and the Corps was executed in September 2001.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$35,000,000 is the same as the latest estimate presented to Congress (FY 2017).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: A draft Environmental Impact Statement was incorporated in the draft Integrated Interim Report dated May 1997. The final Environmental Impact Statement was incorporated in the final feasibility report completed in June 1998.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1997. Funds to initiate construction were appropriated in FY 2001. A total of \$35 million is authorized to be appropriated to carry out Section 534 of WRDA 1996.



APPROPRIATION TITLE: Harbor Maintenance Trust Fund – Navigation, Fiscal Year 2019

PROJECT NAME: Poplar Island, Maryland (Continuing)

LOCATION: Poplar Island is a group of islands located in the upper middle Chesapeake Bay approximately 34 nautical miles southeast of the Port of Baltimore and 1 mile northwest of Tilghman Island, Talbot County, MD.

DESCRIPTION: The Poplar Island project based on the Chief's report dated 3 September 1996 consists of reconstructing Poplar Island to its approximate size in 1847—1,140 acres using an estimated 40 million cubic yards of uncontaminated dredged material from maintenance dredging of the approach channels of the Baltimore Harbor and Channels Navigation project. This restoration will be accomplished through the construction of approximately 35,000 feet of armored dikes, which will contain the dredged material needed to form tidal marsh wetlands and upland habitat and to protect the dredged material placement area from severe wave activity.

Section 3087 of WRDA 2007 authorized a 575-acre expansion of Poplar Island based on the Chief's report dated 31 March 2006. The expansion will include wetlands, uplands and open water. The expansion will include a 5-foot raising of the existing uplands dikes on Poplar Island and will increase the island's overall dredged material placement capacity by 28 million cubic yards.

AUTHORIZATION: Section 537 of P.L. 104-303 (WRDA 1996), as amended by: Section 318 of P.L. 106-541 (WRDA 2000); Section 3087 of P.L. 110-114 (WRDA 2007) and Sections 7003 and 1030 (d) (2) of P.L. 113-121 (WRRDA 2014).

REMAINING BENEFIT-REMAINING COST RATIO: 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.

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 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 (1 Jan 2018)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		1,058,009,000	Entire Project	35	TBD
Programmed Construction	1,057,920,000		Wetlands	37	TBD
Un-programmed Construction	89,000		Uplands	0	TBD
			Open Water	100	TBD
Estimated Non-Federal Cost		352,729,000			
Programmed Construction	352,640,000				
Cash Contributions	71,785,000				
Other Costs	280,855,000				
Estimated Non-Federal Cost					
Unprogrammed Construction	89,000				
Cash Contributions	89,000				
Other Costs	0				
Total Estimated Project Cost		1,410,738,000			
Authorized Cost (plus inflation)		1,460,487,000			
Maximum Cost Limit (Section 902)		1,707,270,000			
Allocations to 30 September 2015	257,477,000				
Allocation for FY 2016	47,300,000				
Allocation for FY 2017	62,650,000				
Presumed Allocation for FY 2018	36,250,000 4/				
Allocations through FY 2018	403,677,000 1/ 2/	38			
Estimated Unobligated Carry-in Funds	0 3/				
President's Budget for FY 2019	21,000,000	40			
Programmed Balance to Complete after FY 2019	633,243,000 5/				
Un-programmed balance to Complete after FY 2019	89,000				

1/ \$6,310,015 reprogrammed to the project.

2/ \$417,244 rescinded from the project.

3/ Unobligated Carry-in Funding. The actual unobligated carry-in from FY 2017 to FY 2018 was \$3,253,735. There was an additional \$334,576 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this budget justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

4/ There was no Conference Amount available at the time this budget justification was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: North Atlantic

District: Baltimore

Poplar Island, MD

5/ For programmed work only; remaining work is un-programmed pending a decision to construct these features.

PHYSICAL DATA: The Poplar Island project consists of earth and rock containment dikes and appurtenant structures. The completed project is designed to create wetlands, uplands, and open-water habitat.

JUSTIFICATION: Poplar Island was eroding at more than 13 feet per year before this restoration began and would have disappeared without this effort. The plan to restore the island using uncontaminated dredged material from maintenance dredging of the Baltimore Harbor and Channels navigation project was developed through the cooperative efforts of many state and Federal agencies, as well as private organizations. Total inflow of dredged material through 2016 is 31.0 million cubic yards (MCY) with 0 MCY in 2017, 2.1 MCY expected in 2018, and another 2.1 MCY being placed with the FY 2019 funds.

FISCAL YEAR 2018: The total appropriated amount, plus carry-in funds, will be used as follows:

<u>Original Work</u>	
Construction management, monitoring, and stakeholder coordination.	\$ 6,988,311
Inflow of dredged material for wetlands and island cell development.	\$ 11,300,000
<u>Expansion Work</u>	
Continue construction of lateral expansion.	\$ 21,550,000
 Total	 \$ 39,838,311

FISCAL YEAR 2019: The budget amount, plus carry-in funds, will be applied as follows:

<u>Original Work</u>	
Construction management, monitoring, and stakeholder coordination.	\$ 4,300,000
Inflow of dredged material for wetlands and island cell development.	\$ 16,700,000
 Total	 \$ 21,000,000

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 and Replacement Costs
Pay one-half of the separable costs allocated to recreation and bear all costs of operation,	89,000	0
Division: North Atlantic	District: Baltimore	Poplar Island, MD

maintenance, repair, rehabilitation and replacement of recreation features.

Pay 25 percent of the cost allocated to fish & wildlife restoration (including \$280,855,000 in credits for in-kind services and materials) and bear all costs of operation, maintenance, repair, rehabilitation and replacement of fish and wildlife facilities.	352,640,000	750,000
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Total Non-Federal Costs	\$352,729,000	750,000
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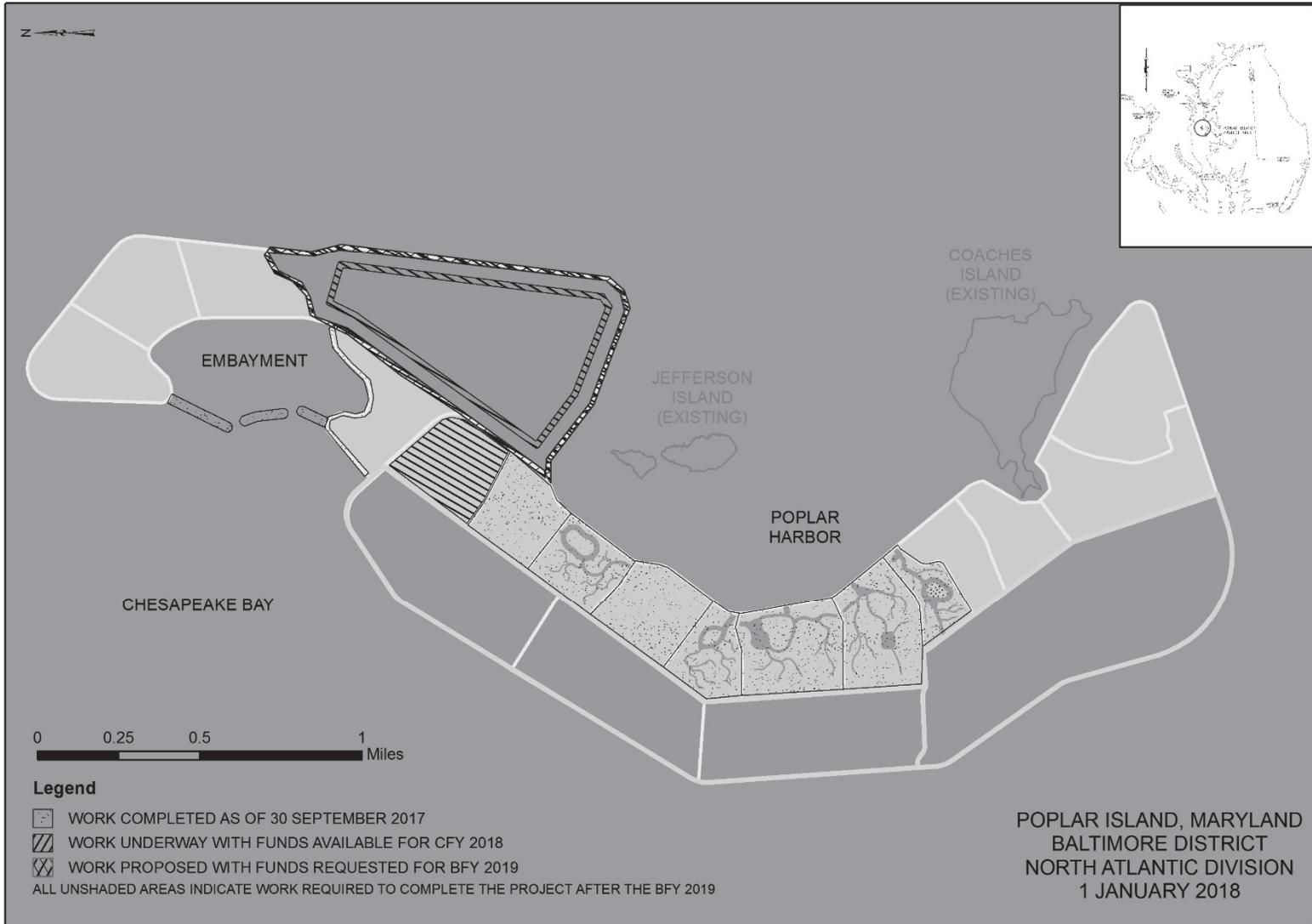
STATUS OF LOCAL COOPERATION: The State of Maryland is the non-Federal sponsor. By letter dated 16 May 1996, the State of Maryland stated its intent to be the non-Federal sponsor and participate in project cost sharing in accordance with the Water Resources Development Act of 1986. The Project Cooperation Agreement was executed in April 1997, amended 9 April 2002 to reflect in-kind services authorized by the Water Resources Development Act of 2000, amended December 2012 to reflect C&D approach channel beneficial use material, and amended May 2016 to include construction of the project's authorized expansion. A separate design agreement was executed in October 2012 to reflect the expansion authorized by the Water Resources Development Act of 2007. To date, the State has fully complied with the local requirements on the project.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$1,058,009,000 is a decrease from the last estimate (\$1,078,895,000) presented to Congress (FY 2018). This change includes the following items.

Item	Amount
Reduced Price Escalation Factor on Construction Features	(\$20,886,000)
Total	(\$20,886,000)

STATUS OF ENVIRONMENTAL IMPACT STATEMENT COMPLIANCE: The EIS was distributed for review and was finalized in February 1996 under the authority of Section 204 of the Water Resources Development Act of 1992.

OTHER INFORMATION: Funds to initiate construction of the original project were appropriated in FY 1994. Planning for this project was accomplished under the authority of Section 204 of the Water Resources Development Act (WRDA) of 1992. Section 3087 of WRDA 2007 authorized expansion construction in accordance with the cost sharing provisions of section 204 WRDA 1992 (75-25). Section 2037 of WRDA 2007 amended Section 204 to provide that the additional work would be cost shared in accordance with Section 103(d)(7) of WRDA 1986 which provides for 65-35 cost sharing as opposed to the 75-25 cost sharing previously authorized. A Limited Reevaluation Report presenting the new increased cost estimate, was completed using project funds in the amount of \$110,000 and submitted for reauthorization to the Speaker of the House and the President of the Senate on February 26, 2014. Design for the Expansion work commenced in FY 2013. On 26 February 2014 OMB transmitted the Directors report (dated 22 July 2013) to Congress recommending a total project cost estimate in the amount of \$1,233,754,000 (1 Oct 2012 price level) with its fully funded estimate in the amount of \$1,430,207,000. WRRDA 2014 Sections: 7003 authorized the project cost modification; and, 1030(d)(2) reinstated the original WRDA 1996 cost sharing requirement of 75 percent Federal and 25 percent non-Federal. On 21 September 2015, the ASA(CW) completed the integral determination of eligibility for estimated in-kind contributions. Funds to initiate construction of the expansion project were appropriated in FY 2016.



OPERATION AND MAINTENANCE ACTIVITIES

ALABAMA

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Mobile Harbor, AL

AUTHORIZATION: Rivers and Harbors Acts of 1937, 1945, and 1954. The Theodore Ship Channel was authorized by Section 201 of the Flood Control Act of 1965 and modified by Section 112 of the Water Resources Development Act of 1976. Deepening and Widening was authorized by the Supplemental Appropriations Act of 1985, as modified by the Water Resources Development Act of 1986 (P.L. 99-662).

LOCATION AND DESCRIPTION: The high use, deep draft project is located in Mobile, Alabama. The project provides a 47 foot by 600 foot channel from the Gulf of Mexico into Mobile Bay, a 45 foot by 400 foot channel in the Bay to the McDuffie Coal terminal, a 40 foot by 500 foot channel in the Mobile River to the Cochrane-Africatown Bridge, a 25 foot by 250-500 foot channel leading to and into Chickasaw Creek, and various smaller channels and turning basins for use by commercial, international and domestic marine traffic, including the Theodore Industrial Channel.

FISCAL YEAR 2017 ALLOCATION: \$27,327,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for routine operations and maintenance in support of navigation. Mobile Harbor is designated an Energy Transport Port and allocated \$2,772,000 to allow for maintenance of the sponsors berthing areas.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$24,450,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for routine operations and maintenance in support of navigation.

BUDGETED AMOUNT FOR FY 2019: M: \$20,558,000 O: \$1,682,000 T: \$22,240,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$22,240,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging (\$18,789,000) and placement area maintenance (\$1,844,000).

OTHER INFORMATION: The Port of Mobile supports a major coal import/export facility supplying coal for all the power plants across the northern Gulf Coast as well as petroleum products, wood products, containers, etc. The port also supports major shipbuilding and ship repair facilities, including the construction of U.S. Navy ships. The project has a five-year average of over 54 million tons of commodities transported.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$791,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Water/Environmental Certification, AL

AUTHORIZATION: Not applicable. Each project covered under this program has its own authorization.

LOCATION AND DESCRIPTION: The water quality certification is for deep draft and shallow draft projects located on the Gulf Coast of Alabama.

FISCAL YEAR 2017 ALLOCATION: \$20,000

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2017: FY 2017 funds were used for miscellaneous consultation and environmental data calls on small projects throughout Alabama.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$80,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for miscellaneous consultation and environmental data calls on small projects throughout Alabama.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$70,000 T: \$70,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$70,000 - Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: The primary purpose of these activities is coordination between the Corps and other Federal and state agencies to meet environmental requirements associated with dredging.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$4,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

ALASKA

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Anchorage Harbor, AK

AUTHORIZATION: 1) Rivers and Harbors Act of 1958, P. L. 85-500, (Anchorage Harbor, AK as included in House Document 34, "Cook Inlet and Tributaries, Alaska," 85th Congress, and 1st Session) and 2) The Consolidated Appropriations Act of 2005, Division C – Energy and Water Development Appropriations, Public Law 108-447

LOCATION AND DESCRIPTION: The Port of Anchorage is located in Anchorage at the northern end of Cook Inlet in south central Alaska. The moderate-use, deep draft harbor accommodates three dry cargo berths and two petroleum handling facilities. It serves as Alaska's regional port and provides services to approximately 80% of the total population of Alaska, including four military bases. Anchorage Harbor has been designated a national strategic port by the Department of Defense and is also used by military vessels. The Corps of Engineers has dredged the Port of Anchorage annually at full federal expense to its authorized depth of 35 feet below mean lower low water since the 1960's. Vessels with drafts up to 40 feet dock during high tide and offload their cargo, thus requiring full project depth year around.

FISCAL YEAR 2017 ALLOCATION: \$10,561,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used to perform routine annual maintenance dredging with a small hopper dredge to remove an estimated 1.2 million cubic yards of glacial silts and sands between April and November.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$10,260,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used to award a contract, maintenance dredge approximately 1.2 million cubic yards of glacial silts and sands, perform contract and environmental oversight, and survey.

BUDGETED AMOUNT FOR FY 2019: M: \$9,265,000 O: \$0.0 T: \$9,265,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$9,265,000 - Funds will be used for specific work activities including annual maintenance dredging, contract management, environmental coordination, and surveying to remove an estimated 1.2 million cubic yards of glacial silts and sands from this moderate use commercial port between April and November.

OTHER INFORMATION: Shoaling rates at the Port are highly unpredictable from one year to the next. Recent trends indicate that warmer winters tend to keep adjacent mudflats from freezing and "locking up" transportable silts that flow into the project area; thereby increasing the dredging requirements in the subsequent dredging season. Ice flow in Cook Inlet from late November through March prohibit dredging operations during the winter months.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 into FY 2018 was \$3,305,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: Pacific Ocean

District: Alaska

Anchorage Harbor, AK

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Dillingham Harbor, AK

AUTHORIZATION: Rivers and Harbors Act of 1958, Public Law 85-500, House Document 390, 84th Congress, 2nd Session.

LOCATION AND DESCRIPTION: Dillingham Harbor is located approximately 350 miles south west of Anchorage at the head of Nushagak Bay and at the confluence of the Wood and Nushagak Rivers in Bristol Bay. Access to this region is either by water or air only. This project is a low-use, shallow draft harbor 700 feet long by 300 feet wide with an authorized depth of 2 feet above mean lower low water. A 1,100 feet long entrance channel provides half-tide access to the basin.

FISCAL YEAR 2017 ALLOCATION: \$851,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for engineering and design efforts, environmental coordination for a new 3-year maintenance dredging contract that was awarded in January, and annual maintenance dredging of the harbor and entrance channel in May.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$850,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds are being used for continued annual maintenance dredging of approximately 95,000 cubic yards from the harbor and entrance channel and for environmental coordination.

BUDGETED AMOUNT FOR FY 2019: M: \$970,000 O: \$0 T: \$970,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$970,000 - Funds will be used for specific operation and maintenance work to continue annual maintenance dredging of the harbor and entrance channel and start preparation of plans and specifications for a new 3-year maintenance dredging contract.

OTHER INFORMATION: The project provides half-tide access and all-tide moorage for about 320 commercial fishing vessels. Commercial salmon fishing is the cornerstone of the community's economy with subsistence hunting and fishing continuing as vital local activities. This harbor is also an important harbor-of-refuge in Bristol Bay.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$257,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Homer Harbor, AK

AUTHORIZATION: Rivers and Harbors Act of 1958 (P.L. 85-500), House Document 34, 85th Congress, 1st Session, as amended by the Rivers and Harbors Act of 1964 (P.L. 88-451).

LOCATION AND DESCRIPTION: Homer Harbor is located in south central Alaska, approximately 230 road miles from Anchorage near the southern tip of the Kenai Peninsula. The project is a low-use, deep draft harbor. The outer entrance channel is 700 feet long and dredged to a depth of -20 feet mean lower low water; this channel is protected by a 1,018 feet long breakwater. The inner entrance channel is 850 feet long, is dredged to a depth of -20 feet mean lower low water, and is protected by a 238 feet long breakwater. The maneuvering channel is 2,790 feet long and varies in depth from -20 to -10 feet mean lower low water.

FISCAL YEAR 2017 ALLOCATION: \$522,000

DESCRIPTIONS OF WORK FOR FY 2017: Funds were used for engineering and design efforts to prepare environmental documentation and plans and specifications, for the solicitation and award of a new 3-year maintenance dredging contract, and to perform annual maintenance dredging of the harbor entrance channel.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$600,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used to perform annual maintenance dredging of approximately 8,500 cubic yards from the harbor entrance channel.

BUDGETED AMOUNT FOR FY 2019: M: \$770,000 O: \$0 T: \$770,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$770,000 - Funds will be used for specific work activities including annual maintenance dredging of the harbor entrance channel and to start preparation of a new 3-year maintenance dredging contract.

OTHER INFORMATION: The project provides sheltered moorage for approximately 1,525 vessels, and is home port for U.S. Coast Guard vessels HICKORY and ROANOKE ISLAND and the U.S. Fish and Wildlife's Research Vessel TIGLAX. The project extends the fishing season four months each year and is an integral part of Homer's economy. Annual commercial tonnage for the harbor is 0.1 million tons.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$100,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Ninilchik Harbor, AK

AUTHORIZATION: Rivers and Harbors Act of 1958 (P.L. 85-500), House Document 34, 85th Congress, 1st Session.

LOCATION AND DESCRIPTION: The Ninilchik Harbor is located in Ninilchik, Alaska, approximately 180 road miles southwest of Anchorage and 37 road miles north of Homer on the Kenai Peninsula. The project is a low-use, shallow draft harbor that is 400 feet long by 120 feet wide with a 900 feet long entrance channel that provides half-tide access.

FISCAL YEAR 2017 ALLOCATION: \$362,000

DESCRIPTIONS OF WORK FOR FY 2017: Funds were used for engineering and design efforts to perform environmental coordination, prepare plans and specifications, and solicit and award a new 3-year annual maintenance dredging contract and perform annual maintenance dredging of the basin and entrance channel.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$550,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used to perform annual maintenance dredging of approximately 11,000 cubic yards from the basin and entrance channel.

BUDGETED AMOUNT FOR FY 2019: M: \$600,000 O: \$0 T: \$600,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$600,000 - Funds will be used for specific work activities including annual maintenance dredging of the harbor entrance channel and to start preparation of plans and specifications for a new maintenance dredging contract.

OTHER INFORMATION: The small boat basin provides protected moorage with half-tide access for 32 vessels and over 100 transient vessels. The basin and channel also provide access for Cook Inlet commercial fishing boats to unload their catch and take on supplies. The basin is an important harbor-of-refuge and subsistence harbor for lower Cook Inlet.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$25,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Nome Harbor, AK

AUTHORIZATION: 1) Rivers and Harbors Act of 1917, House Document 1932, 64th Congress, 2nd Session; 2) Rivers and Harbors Act of 1935, House Document 404, 71st Congress, 2nd Session; 3) Rivers and Harbors Committee Document 38, 73rd Congress, 2nd Session; and 4) Water Resource Development Act of 1999 (P.L.106-53).

LOCATION AND DESCRIPTION: Nome Harbor is located on the southern coast of the Seward Peninsula in northwest Alaska. Nome is approximately 540 miles northwest of Anchorage, Alaska. The low-use, deep draft harbor consists of a 3,760 foot long entrance channel protected by a 3,025 foot long rubble mound breakwater and a 600 foot long by 250 foot wide basin. The outer basin depth is -22 feet with a stepped entrance channel at -12 feet and -10 feet. Additional project features include a 270 foot long rubble mound spur breakwater protecting two cargo berths on the City's causeway, a causeway bridge, and sediment collection basin. Access to Nome is by air or water only.

FISCAL YEAR 2017 ALLOCATION: \$2,396,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for annual maintenance dredging of approximately 35,000 cubic yards of material from the inner harbor and east sediment collection basin and for dredging approximately 25,000 cubic yards of material from the outer entrance channel. Preparation of plans and specifications for a new 3-year maintenance dredging started.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$2,365,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds will be used to solicit and award a new 3-year maintenance dredging contract and for dredging of approximately 60,000 cubic yards of sand and gravel from the inner harbor and east sediment collection basin.

BUDGETED AMOUNT FOR FY 2019: M: \$2,055,000 O: \$0 T: \$2,055,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$2,055,000 - Funds will be used for specific work activities including annual maintenance dredging in the Nome Harbor.

OTHER INFORMATION: Nome is the transportation and commerce center for Northwest Alaska. Nome Harbor is a harbor of refuge, subsistence harbor, and a major commercial distribution and transfer center for cargo and fuel to Northwest Alaska and Seward Peninsula. The harbor is also visited by U.S. Coast Guard vessels patrolling the northwest coast of Alaska.

1/Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$159,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

ARKANSAS

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Helena Harbor, AR

AUTHORIZATION: Rivers and Harbors Act of 1960, Section 107

LOCATION AND DESCRIPTION: This harbor is located on the Mississippi River (mile 663.0) at Helena in Phillips County, Arkansas. This is a slack water harbor used primarily for the export of agricultural goods. The project provides for maintenance of the navigation channel for year-round access to barge transportation for the existing facilities. The approved channel dimensions are 9 feet deep by 450 feet wide by 3,200 feet long. The local interest is the City of Helena-West Helena, Arkansas.

FISCAL YEAR 2017 ALLOCATION: \$15,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds of \$15,000 were used to collect hydrographic survey data in the harbor and turning basin.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$15,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used to collect hydrographic survey data in the harbor and turning basin.

BUDGETED AMOUNT FOR FY 2019: M: \$15,000 O: \$0 T: \$15,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$15,000 - Funds will be used for specific work activities including hydrographic surveys to determine channel conditions and identify navigation hazards (\$15,000).

FRM: N/A

RC: N/A

H: N/A

EN: N/A

WS: N/A

OTHER INFORMATION: Five-year average commercial tonnage is 1,832 thousand tons which is a combination of the tonnage for this harbor and Helena Harbor Phillips County, AR under Mississippi River and Tributaries.

1/ Unobligated Carry-in Funding: The actual unobligated balance from FY 2017 into FY 2018 for this project was \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Helena Harbor, Phillips County, AR

AUTHORIZATION: The Water Resources Development Act of 1986 (P.L. 99-662).

LOCATION AND DESCRIPTION: This shallow draft-moderate-use harbor is located in Phillips County, five miles south of Helena, AR at river-mile 652 on the lower Mississippi River. The harbor is used by farming and other regional industries for shipping. The existing channel is 9-feet deep, 300-feet wide, and 2.25-miles long, with an additional 50 feet of width for berthing; a fleet area, 100 feet by 1,000 feet; and a turning basin, 600-feet wide and 600-feet long. The local sponsor is the Helena-West Helena Phillips County Port Authority.

FISCAL YEAR 2017 ALLOCATION: \$715,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for dredging at the mouth and in the inner harbor and to collect hydrographic survey data.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$915,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used to dredge the harbor channel and conduct channel surveys.

BUDGETED AMOUNT FOR FY 2019: M: \$715,000 O: \$0 T: \$715,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$715,000 – Funds will be used for commonly performed operation and maintenance work, including dredging the harbor mouth and inner harbor channel, and conducting hydrographic surveys to determine channel conditions and identify navigation hazards.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Osceola Harbor, AR

AUTHORIZATION: Rivers and Harbors Act of 1960, Section 107, as amended; Water Resources Development Act of 2007, Section 3010

LOCATION AND DESCRIPTION: This harbor is located on the Mississippi River at mile 785.0 near Osceola, in Mississippi County, Arkansas. This slack water harbor is used primarily for the export of agricultural goods. The approved channel dimensions are 9 feet deep by 250 feet wide by 6,500 feet long with a 250-foot radius turning basin at the upstream end. The local interest is the city of Osceola, AR.

FISCAL YEAR 2017 ALLOCATION: \$510,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used to collect hydrographic survey data in the harbor and turning basin. Funds were also used for limited dredging in the harbor channel to authorized dimensions.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$515,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for routine operation, maintenance, and limited harbor dredging to authorized channel dimensions.

BUDGETED AMOUNT FOR FY 2019: M: \$15,000 O: \$0 T: \$15,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$15,000 – Funds will be used for specific work activities to conduct channel surveys.

OTHER INFORMATION: Five-year average commercial tonnage is 408 thousand tons.

1/ Unobligated Carry-in Funding: The actual unobligated balance from FY 2017 into FY 2018 for this project is \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Yellow Bend Port, AR

AUTHORIZATION: Rivers and Harbors Act of 1960

LOCATION AND DESCRIPTION: Yellow Bend Port is an inland port located along the Mississippi River in Desha County, AR. This project's purpose is to meet transportation needs for water-oriented industry in Desha and Chicot Counties in Arkansas. This is a low use shallow draft harbor.

FISCAL YEAR 2017 ALLOCATION: \$114,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for surveys and for annual maintenance dredging.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$115,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds are being be used for surveys and for annual maintenance dredging.

BUDGETED AMOUNT FOR FY 2019: M: \$100,000 O: \$0 T: \$100,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$100,000 – Funds will be used for surveys and for annual maintenance dredging (\$100,000).

OTHER INFORMATION: The project was constructed in 1990 and has been maintained annually.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

CALIFORNIA

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Channel Islands Harbor, CA

AUTHORIZATION: Rivers and Harbors Act of 1954 and P.L. 90-46 (Project name change). Authorization includes use of dredged material to restore and maintain downcoast shoreline due to impacts associated with construction of Port Hueneme.

LOCATION AND DESCRIPTION: Project is in the city of Oxnard in the County of Ventura, California, 65 miles northwest of Los Angeles. Project consists of an entrance channel, sand trap, two basins (entrance & inner), an offshore breakwater, and two jetties (north and south).

FISCAL YEAR 2017 ALLOCATION: \$8,300,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 activities included maintenance dredging of the entrance channel and sand trap. Non-routine activity included \$400,000 for engineering and design for breakwater and jetty repairs.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$6,400,000

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 activities planned include maintenance dredging of the entrance channel and sand trap.

BUDGETED AMOUNT FOR FY 2019: M: \$6,290,000 O: \$0 T: \$6,290,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$6,290,000 - Funds will be used for commonly performed maintenance dredging of the entrance channel and sand trap.

OTHER INFORMATION: The harbor entrance is in a high wave energy environment and critical routine dredging is required to keep the entrance safe for navigation. The harbor is home port to U.S. Coast Guard vessels, Harbor Patrol emergency response vessels, charter fishing, diving, whale watching boats, and is also used by vessels servicing the offshore oil platforms. Approximately 120,000 vessel passages are made annually. The US Navy contributes 19% of dredging costs. Dredging sediment from the project is placed on downcoast beaches to protect infrastructure.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$490,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Crescent City Harbor, CA

AUTHORIZATION: River and Harbor Act of 1918, Rivers and Harbors Acts of 1935, Rivers and Harbors Act of 1945 and 1965

LOCATION AND DESCRIPTION: Crescent City Harbor is a low-use, deep-draft harbor located on the coast at Crescent City in the County of Del Norte, approximately 350 miles north of San Francisco. The project includes an entrance channel, inner harbor basin channel, marina access channel, and breakwater.

FISCAL YEAR 2017 ALLOCATION: \$675,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 activities included annual jetty inspections, and plans and specifications for maintenance dredging.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: Annual Inspection of breakwater structures.

BUDGETED AMOUNT FOR FY 2019: M: \$200,000 O: \$0 T: \$200,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$200,000 - Funding for commonly performed project condition, pre- and post-dredge surveys for the purpose of determining the condition of navigation channels in support of dredging activities.

OTHER INFORMATION: The project is the home port for a US Coast Guard Search and Rescue station.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$920,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Humboldt Harbor and Bay, CA

AUTHORIZATION: River and Harbor Acts of 1910 and 1930, Rivers and Harbors Act of 1935, and River and Harbor Act 1968

LOCATION AND DESCRIPTION: The project is a low-use, deep-draft harbor 280 miles north of the city of San Francisco at the city of Eureka in the County of Humboldt. The project includes jetties, bar and entrance channels, and interior channels (North Bay, Samoa, Eureka, and Fields Landing). The permanently designated Humboldt Open Ocean Disposal Site is utilized for disposal of all dredged materials.

FISCAL YEAR 2017 ALLOCATION: \$2,153,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 activities included annual jetty inspections and maintenance dredging of the bar and entrance channels by a combination of the U.S. Army Corps of Engineers' (USACE) vessels ESSAYONS and YAQUINA, and the west coast regional hopper contract administered by Portland District.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$5,500,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for annual maintenance dredging of the bar and entrance channels by the USACE vessel ESSAYONS, inspection of jetties, and preparation of plans and specs for repair of jetties.

BUDGETED AMOUNT FOR FY 2019: M: \$4,510,000 O: \$0 T: \$4,510,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$4,510,000 - Funds will be used for commonly performed maintenance dredging of the bar and entrance channels by the USACE vessel ESSAYONS.

OTHER INFORMATION: Humboldt Harbor is the only deep-draft Harbor of Refuge between San Francisco Bay and Coos Bay, Oregon (500 miles).

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$621,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Morro Bay Harbor, CA

AUTHORIZATION: Rivers and Harbors Act of 1945

LOCATION AND DESCRIPTION: The low-use, deep-draft harbor is located halfway between the cities of Los Angeles and San Francisco in the County of San Luis Obispo. The project consists of the breakwaters, Entrance Channel, Main Channel, Navy Channel, Morro Channel, and sand trap.

FISCAL YEAR 2017 ALLOCATION: \$4,356,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 activities included maintenance dredging of the Entrance Channel by the USACE vessel YAQUINA, and maintenance dredging of Morro Channel and sand trap by contract.

PRESUMED FISCAL YEAR 2018 CONFERENCE AMOUNT: \$2,200,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for maintenance dredging of the Entrance Channel by the USACE vessel YAQUINA.

BUDGETED AMOUNT FOR FY 2019: M: \$2,400,000 O: \$0 T: \$2,400,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$2,400,000 - Funds will be used for commonly performed maintenance dredging of the entrance channel by the USACE vessel YAQUINA.

OTHER INFORMATION: The harbor entrance is in a high wave energy environment and routine dredging is required annually to keep the entrance safe for navigation. The harbor is a Critical Harbor of Refuge and includes a US Coast Guard station.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$348,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Oakland Harbor, CA

AUTHORIZATION: River and Harbor Acts of 1910, 1917, 1922, 1928, 1930, 1945, and 1962, Water Resource Development Acts of 1986 and 1999

LOCATION AND DESCRIPTION: Oakland Harbor is a high-use, deep-draft harbor located on San Francisco Bay in Alameda County, California. The project includes Inner and Outer Harbors and a jetty. The project includes monitoring the Sonoma Baylands Wetland Demonstration Site and reimbursement to Alameda County for operation and maintenance of the Fruitvale Avenue railroad bridge.

FISCAL YEAR 2017 ALLOCATION: \$21,007,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 activities included annual maintenance dredging of the Inner and Outer Harbors, annual environmental monitoring (Sonoma Baylands and San Francisco Deep Ocean Disposal Site), annual operation and maintenance of the Fruitvale Avenue railroad bridge, continued real estate management of the tidal canal, and participation in the development of a regional dredged material management plan for the San Francisco Bay region. Non-routine activity included \$10,000 for geospatial land data migration.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$17,993,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for annual maintenance dredging of the Inner and Outer Harbor Channels. Amount also includes annual operation and maintenance of the Fruitvale Avenue railroad bridge, environmental monitoring at Deep Ocean Disposal Site and Sonoma Baylands Wetlands Demonstration Site, and a jetty inspection.

BUDGETED AMOUNT FOR FY 2019: M: \$18,538,000 O: \$538,000 T: \$19,076,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$19,076,000 - Funds will be used for commonly performed maintenance dredging of the Inner and Outer Harbor Channels, operation and maintenance of the Fruitvale Avenue railroad bridge, environmental monitoring of Sonoma Baylands and San Francisco Deep Ocean Disposal Site, and real estate management of the inner harbor tidal canal.

OTHER INFORMATION: The Port of Oakland is the major container facility in San Francisco Bay area and is a National Strategic Port. The project was recently deepened to -50-foot MLLW from -42-foot MLLW.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$4,185,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Oceanside Harbor, CA

AUTHORIZATION: Rivers and Harbors Act of 1965

LOCATION AND DESCRIPTION: The low-use, deep-draft harbor is located in San Diego County, 30 miles north of the City of San Diego. The project provides for maintenance of the Del Mar Channel (constructed by the U.S. Navy), Oceanside Harbor (constructed by the local interests), and the Entrance Channel.

FISCAL YEAR 2017 ALLOCATION: \$3,252,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 activities included maintenance dredging of the harbor entrance channel by contract.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$2,350,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for maintenance dredging of the harbor entrance channel by contract.

BUDGETED AMOUNT FOR FY 2019: M: \$2,470,000 O: \$0 T: \$2,470,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$2,470,000 - Funds will be used for commonly performed maintenance dredging of the harbor entrance channel by contract.

OTHER INFORMATION: The harbor requires annual dredging to keep the harbor entrance open to support search and rescue vessels, US Navy vessels, US Coast Guard Auxiliary, and local marine vessels. The harbor is also a Critical Harbor of Refuge. Dredged sediment from the project is a critical resource for the replenishment of the downcoast beaches.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$985,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this J-sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Redwood City Harbor, CA

AUTHORIZATION: River and Harbor Acts of 1910 and 1930, Rivers and Harbors Acts of 1935, 1945, and 1950

LOCATION AND DESCRIPTION: Redwood City Harbor is a mid-use, deep-draft harbor on San Francisco Bay in the County of San Mateo. The project consists of San Bruno Shoal Channel, an entrance channel, outer channel, inner channel, and two turning basins. The project is the only commercial deep-draft harbor in southern San Francisco Bay. The authorized project depth is 30 feet.

FISCAL YEAR 2017 ALLOCATION: \$6,589,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 activities included maintenance dredging of the channels and San Bruno Shoal. Non-routine activity included an economic analysis of increasing dredging frequency (from a two-year cycle to annual).

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$5,950,000 O: \$0 T: \$5,950,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$5,950,000 - Funds will be used for maintenance dredging of the project by contract.

OTHER INFORMATION: None

1/ Unobligated Carry-in Funding: The actual unobligated balance from FY 2017 into FY 2018 was \$5,637,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Richmond Harbor, CA

AUTHORIZATION: River and Harbor Acts of 1917 and 1930, Rivers and Harbors Acts of 1935, River and Harbor Act of 1938, Rivers and Harbors Act of 1945, and River and Harbor Act of 1954

LOCATION AND DESCRIPTION: Richmond Harbor is a high-use, deep-draft harbor located on San Francisco Bay in the County of Contra Costa. The project includes the Outer and Inner Harbor Channels and a training wall. Authorized project depths of the channels are 38 feet (Inner Harbor) to 45 feet (Outer Harbor).

FISCAL YEAR 2017 ALLOCATION: \$9,571,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 activities included maintenance dredging of the inner harbor by contract to authorized depth of 38 feet, or to maximum depth practicable with funds available, and continuation of regional Dredged Material Management Plan and Environmental Impact Statement for dredging and placement activities for all projects in the San Francisco Bay.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$10,800,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for maintenance dredging of the outer harbor and Chevron Long-Wharf area to project depth of 45 feet with the USACE vessel ESSAYONS. A contract for maintenance dredging of the inner harbor will be utilized to dredge the inner harbor to authorized depth of 38 feet, or to maximum depth practicable with funds available.

BUDGETED AMOUNT FOR FY 2019: M: \$10,145,000 O: \$0 T: \$10,145,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$10,145,000 - Funding will be used for commonly performed maintenance dredging of the Inner and Outer Harbors by contract and a training wall inspection.

OTHER INFORMATION: The Port of Richmond accounts for over 30-percent of all commercial tonnage in San Francisco Bay. The Port of Richmond is the major tanker terminal and break bulk (goods that must be loaded individually, not in bulk) port in San Francisco Bay.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$222,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Sacramento River (30 Foot Channel), CA

AUTHORIZATION: Rivers and Harbors Act of 1946

LOCATION AND DESCRIPTION: The project is located in the Counties of Sacramento, Yolo, and Solano. The Sacramento Deep Water Ship Channel is a low-use, deep-draft project authorized to maintain a 30-foot deep channel for the upper 43 miles of an 80-mile long ship channel. It connects the Port of West Sacramento with the Pacific Ocean. The project also includes 33 miles of dual purpose navigation and flood protection levees.

FISCAL YEAR 2017 ALLOCATION: \$3,800,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 activities included emergency dredging by contract, maintenance dredging by contract, and levee maintenance.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,200,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for maintenance by contract and levee maintenance.

BUDGETED AMOUNT FOR FY 2019: M: \$2,300,000 O: \$0 T: \$2,300,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$2,300,000 - Funding will be used for commonly performed operation and maintenance for navigation including maintenance dredging and levee maintenance.

OTHER INFORMATION: The ship channel is an integral component of the California Bay Delta ecosystem and supports the Port of West Sacramento which is a vital link to California's agriculture industry. The latest commercial tonnage of goods shipped through the harbor is 260,000 tons. The only U.S. Coast Guard station in the California Bay Delta is located along the channel. Overall responsibility for the project transferred to San Francisco District effective in FY 2015, although levee maintenance will continue to be managed by Sacramento District.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,125,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Operation and Maintenance and Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Sacramento River and Tributaries, CA

AUTHORIZATION: Rivers and Harbors Act of 1935

LOCATION AND DESCRIPTION: Englebright Dam is 20 miles east of the city of Marysville in the County of Yuba on the Yuba River. North Fork Dam is 5 miles northeast of Auburn, CA in Nevada County on the American River. The thin wall concrete arch dams hold back hydraulic mining sediment and debris to prevent navigation impacts downstream. The project was originally constructed by the California Debris Commission and was transferred to the Corps in 1986. The Corps administers the recreation program at Englebright. The US Bureau of Reclamation administers recreation at North Fork Dam by outgrant to the California State Parks system.

FISCAL YEAR 2017 ALLOCATION: \$1,633,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 activities included routine operation and maintenance for navigation, recreation, and environmental stewardship. Non-routine activities included \$100,000 for boundary surveying and rectification and \$100,000 for an arc flash hazard analysis.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,725,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds are being used for routine operation and maintenance for navigation, recreation, and environmental stewardship. Non-routine activities planned include \$250,000 for boundary surveying and monumentation.

BUDGETED AMOUNT FOR FY 2019: M: \$485,000 O: \$1,408,000 T: \$1,893,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

HARBOR MAINTENANCE TRUST FUND: \$798,000

N: \$798,000- Funds will be used for commonly performed operation and maintenance for navigation. Funds will also be used for specific work activities including \$250,000 for boundary monumentation.

OPERATION AND MAINTENANCE: \$1,095,000

FRM: N/A

REC: \$745,000 - Funds will be used for commonly performed operation and maintenance for recreation.

H: N/A

EN: \$350,000 - Funds will be used for commonly performed operation and maintenance for environmental stewardship.

WS: N/A

OTHER INFORMATION: The Sacramento District was involved in litigation brought by the South Yuba River Citizens League regarding project impacts to Endangered Species Act listed species (salmon, steelhead and green sturgeon). As a result of the litigation, the Corps issued a Biological Assessment in October 2013 clarifying the discretionary activities at the dams. In May 2014, National Marine Fisheries Division: South Pacific District: Sacramento Sacramento River and Tributaries, CA

Service issued a letter of concurrence that the proposed project is not likely to adversely affect the listed species.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$191,000. There was an additional \$224,000 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars to be carried into FY 2019 from prior appropriations for use on this effort is estimated to be: \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Sacramento River (Shallow Draft Channel), CA

AUTHORIZATION: Rivers and Harbors Act of 1899, Rivers and Harbors Act of 1912, Rivers and Harbors Act of 1927, Rivers and Harbors Act of 1935, Water Resources Development Act of 1986

LOCATION AND DESCRIPTION: The project is located in the Counties of Colusa, Glenn, Placer, Solano, Tehama, and Yolo. The low-use, shallow draft harbor project consists of the following segments:

- a. a 60-mile long, 10-foot deep channel, from Suisun Bay to Sacramento
- b. a 85-mile long, 6-foot deep channel between Sacramento and Colusa
- c. a 50-mile long, 5-foot deep channel between Colusa and Chico Landing
- d. a 53-mile long channel at "such depth as practicable" between Chico Landing and Red Bluff.

The reach from Colusa to Red Bluff was de-authorized by Water Resources Development Act of 1986.

FISCAL YEAR 2017 ALLOCATION: \$173,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 activities included routine operation and maintenance for navigation.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$175,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds are being used for routine operation and maintenance for navigation.

BUDGETED AMOUNT FOR FY 2018: M: \$0 O: \$210,000 T: \$210,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

NAV: \$210,000 - Funds will be used for commonly performed operation and maintenance for navigation.

OTHER INFORMATION: The Sacramento River is heavily used by recreational vessels.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$25,000. There was an additional \$25,000 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars to be carried into FY 2019 from prior appropriations for use on this effort is estimated to be: \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: South Pacific

District: Sacramento

Sacramento River
(Shallow Draft Channel), CA

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: San Diego Harbor, CA

AUTHORIZATION: Rivers and Harbors Act of 1852, River and Harbor Act of 1968

LOCATION AND DESCRIPTION: The project is located in the County of San Diego, in the City of San Diego. It consists of an entrance channel, interior channels, and a jetty.

FISCAL YEAR 2017 ALLOCATION: \$77,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for donor port funding to the Port of San Diego.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$4,400,000 O: \$0 T: \$4,400,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$4,400,000 - Funding will be used for commonly performed maintenance dredging of the South Bay Channel. Funds will also be used for specific work activities including \$2,500,000 for donor port funding to the Port of San Diego.

OTHER INFORMATION: None

1/ Unobligated "Carry-in" Funding: The actual unobligated balance from FY 2017 into FY 2018 was \$168,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: San Francisco Harbor and Bay (Drift Removal), CA

AUTHORIZATION: River and Harbor Act of 1945, House Document 286

LOCATION AND DESCRIPTION: The Drift Removal project is based at the U.S. Army Corps of Engineers (USACE) San Francisco District Operations Base at Richardson Bay in the city of Sausalito in the County of Marin. The project removes floating hazards to navigation using USACE vessels. Large floating debris collection is accomplished by routine patrols on the Bay and in response to calls received from the public and agencies (e.g., U.S. Coast Guard, ports, ferryboat operators, public and private operators, San Francisco Bay harbor pilots.). The areas of operations are San Francisco Bay, San Pablo Bay, Suisun Bay, and portions of the Sacramento and San Joaquin Rivers.

FISCAL YEAR 2017 ALLOCATION: \$4,031,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 activities included routine removal of floating debris from high commercial use navigation channels, waterways and ports, and routine repairs to USACE vessels. Non-routine activities totaling \$622,000 include debris dock repair designs.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$3,500,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for the routine removal of floating debris from high commercial use navigation channels by USACE vessels.

BUDGETED AMOUNT FOR FY 2019: M: \$2,441,000 O: \$660,000 T: \$3,101,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$3,101,000 - Funds will be used for the commonly performed removal of hazards to navigation in high commercial use navigation channels, waterways and ports throughout the greater San Francisco Bay area by USACE vessels.

OTHER INFORMATION: Annually more than 1,200 tons of large debris impeding marine traffic is removed from federal channels. 60% of the debris removed is considered hazardous material which helps clean up the environment. The debris removal operation enables safer and faster marine traffic to all minor and major ports in the greater bay area and the ports of Stockton and Sacramento. This improves the economics of the seven deep-draft ports, including the Port of Oakland, and significantly reduces catastrophic danger to U.S. Coast Guard high speed security vessels, high speed ferry traffic, and recreational ship traffic. The San Francisco Bay Area supports 71,000 annual high speed ferry trips servicing over 2,000,000 commuters, 20,000 ship berths, and over 100,000 shipping industry jobs. The shipping industry is estimated to contribute over \$4.5 billion to the economy.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$246,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: South Pacific

District: San Francisco

San Francisco Harbor and Bay
(Drift Removal), CA

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: San Francisco Harbor, CA

AUTHORIZATION: River and Harbor Acts of 1927, 1930, and 1935

LOCATION AND DESCRIPTION: The high-use, deep-draft harbor is located five miles west of the Golden Gate Bridge in the waters leading into San Francisco Bay. The San Francisco Main Ship (Bar) Channel is the gateway to San Francisco Bay.

FISCAL YEAR 2017 ALLOCATION: \$2,649,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 activities included annual maintenance dredging of the Bar Channel by contract and participation in the regional dredged material management plan for the San Francisco Bay region.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$3,700,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for annual maintenance dredging of the Bar Channel by the U.S. Army Corps of Engineers (USACE) vessel ESSAYONS.

BUDGETED AMOUNT FOR FY 2019: M: \$4,335,000 O: \$0 T: \$4,335,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$4,335,000 - Funds will be used for commonly performed maintenance dredging of the Main Ship (Bar) Channel by the USACE vessel ESSAYONS to 55-foot deep.

OTHER INFORMATION: All commercial deep-draft and national defense shipping to San Francisco Bay, San Pablo Bay, Suisun Bay, Sacramento, and Stockton must traverse through this project. Extremely hazardous bar conditions resulting from winter storms require annual dredging for safe navigation. Over 60 million tons of waterborne commerce traverse the San Francisco Bar entrance channel annually. With the completion of the 50-foot deep channel at the Port of Oakland, the continued maintenance of the 55-foot deep Bar Channel is essential.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$201,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: San Joaquin River (Port of Stockton), CA

AUTHORIZATION: Act to Improve Rivers and Harbors of 1876, River and Harbor Act of 1927, and Rivers and Harbors Act of 1950

LOCATION AND DESCRIPTION: The Stockton Deep Water Ship Channel extends 41 miles from the Port of Stockton to the city of Antioch, in the Counties of Contra Costa, Sacramento, and San Joaquin. The project includes the channel, a sediment trap, and bank protection.

FISCAL YEAR 2017 ALLOCATION: \$5,735,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 activities included maintenance dredging by contract emergency dredging due to excessive shoaling in the channel, and migration geospatial land data.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$3,225,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for maintenance dredging by contract.

BUDGETED AMOUNT FOR FY 2019: M: \$5,000,000 O: \$0 T: \$5,000,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$5,000,000 - Funds will be used for commonly performed maintenance dredging of the channel to the authorized depth of 35 feet.

OTHER INFORMATION: The ship channel is an integral component of the California Bay Delta ecosystem and supports the Port of Stockton, which is the largest inland and fourth busiest port in California. Approximately 30 cargo vessels pass through the channel each month, taking more than 1,000,000 trucks off area roads annually. The latest commercial tonnage shipped through the project is 5,000,000 tons. The port is a vital link to the agricultural industry of the California Central Valley, handling more than 90-percent of fertilizer used by the regions growers and over 50-percent of California's bagged rice to Japan. Overall responsibility for the project transferred to San Francisco District effective in FY 2015, although levee maintenance will continue to be managed by Sacramento District.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$971,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018

Division: South Pacific

District: San Francisco

San Joaquin River
(Port of Stockton), CA

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: San Pablo Bay Mare Island Strait, CA

AUTHORIZATION: River and Harbor Acts of 1902, 1911, 1917, 1938, 1945, 1965, and 1968

LOCATION AND DESCRIPTION: San Pablo Bay and Mare Island Strait is a high-use, deep-draft project and is located in the County of Solano. It consists of the Mare Island Strait and Pinole Shoal Channels. Pinole Shoal Channel is authorized to 35-feet deep. Pinole Shoal Channel is 11 miles long and is part of the San Francisco Stockton Ship Channel, a major arterial. Mare Island Strait has not been dredged since the closure of Mare Island Naval Shipyard, but condition surveys are performed periodically.

FISCAL YEAR 2017 ALLOCATION: \$3,825,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 activities included annual maintenance dredging of Pinole Shoal Channel by the U.S. Army Corps of Engineers (USACE) vessel ESSAYONS, datum corrective action, preparation of the regional Dredged Material Management Plan, Pinole Shoal Channel entrapment monitoring, and advance maintenance dredging for two reaches.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$5,075,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for annual maintenance dredging of the Pinole Shoal Channel by the USACE vessel ESSAYONS and datum corrective action.

BUDGETED AMOUNT FOR FY 2019: M: \$2,999,000 O: \$50,000 T: \$3,049,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$3,049,000 - Funds will be used for annual maintenance dredging and advance maintenance dredging of the Pinole Shoal Channel in order to provide continued access to refineries, and the ports of Sacramento and Stockton. Amount includes \$50,000 for geospatial land data migration.

OTHER INFORMATION: Pinole Shoal Channel provides deep water access to Suisun Bay and the Ports of Sacramento and Stockton. Pinole Shoal Channel supports Military Ocean Terminal Concord, a strategic US military seaport in the National Port Readiness Network.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,330,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Santa Barbara Harbor, CA

AUTHORIZATION: Rivers and Harbors Act of 1935 and 1945

LOCATION AND DESCRIPTION: The project is 90 miles northwest of the city of Los Angeles and is located in the County of Santa Barbara. The project consists of entrance and interior channels. The project is authorized for 15-foot deep interior channels and a 20-foot deep entrance channel. The USCG cutter vessel BLACKFIN is stationed in the harbor, along with a USCG Marine Safety Detachment.

FISCAL YEAR 2017 ALLOCATION: \$4,068,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 activities included maintenance dredging of the project by contract.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$3,080,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for maintenance dredging of the project by contract.

BUDGETED AMOUNT FOR FY 2019: M: \$3,360,000 O: \$0 T: \$3,360,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$3,360,000 - Funds will be used for commonly performed maintenance dredging of the project by contract.

OTHER INFORMATION: The project supports a strategic Coast Guard station, is a Critical Harbor of Refuge, and provides safe navigation for various types of commercial and recreational vessels. Impact on harbor businesses which provide goods and services to residents and visitors is over \$50 million per year. Commercial users of the harbor include a \$10,000,000-per-year fishing industry, cruise ships, sport fishing, charters, and whale watching tours. Clean Seas Corporation has two oil spill response vessels stationed in the harbor to provide quick response for 22 offshore oil platforms.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$862,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Santa Cruz Harbor, CA

AUTHORIZATION: River and Harbor Act of 1958

LOCATION AND DESCRIPTION: The project is located in the city of Santa Cruz in the County of Santa Cruz about 75 miles south of San Francisco. The project includes an entrance channel, turning basin, and jetties.

FISCAL YEAR 2017 ALLOCATION: \$485,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 activities included Federal share of maintenance dredging costs and vertical datum corrective actions.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$15,000 O: \$0 T: \$15,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$15,000 - Funds will be used for Federal share of maintenance dredging costs and Memorandum of Agreement administrative costs.

OTHER INFORMATION: Under the November 2015 Memorandum of Agreement, the sponsor is responsible for dredging the harbor until the year 2025. The annual federal share of maintenance dredging cost is \$385,000 until 2020. The federal share between 2020 and 2025 is 35% of the average annual cost incurred between 2015 and 2020.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$32,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Suisun Bay Channel, CA

AUTHORIZATION: River and Harbor Acts of 1927 and 1930, Rivers and Harbors Act of 1935 and 1960

LOCATION AND DESCRIPTION: Suisun Bay Channel is a moderate-use, deep-draft project 30 miles northeast of the city of San Francisco in the County of Contra Costa. The project consists of the main channel and New York Slough. Authorized project depth of the main channel is 35 feet. Bullshead Reach is a critical maneuvering area in the main channel with a high shoaling rate.

FISCAL YEAR 2017 ALLOCATION: \$3,633,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 activities included annual maintenance dredging of the main channel by the U.S. Army Corps of Engineers (USACE) vessel ESSAYONS, a shoaling analysis of the SF-16 open water disposal site, and participation in the Regional Preliminary Assessment (RPA) for the San Francisco Bay region. Amount includes \$500,000 for non-routine activities (entrainment studies).

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$7,800,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for annual maintenance dredging of the main channel (including Bullshead Reach) by contract. Amount includes \$800,000 for non-routine activities (entrainment studies).

BUDGETED AMOUNT FOR FY 2019: M: \$3,664,000 O: \$0 T: \$3,664,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$3,664,000 - Funds will be used for commonly performed maintenance dredging of the main channel (including Bullshead Reach) by contract in order to prevent draft restrictions to oil tankers, and to provide continued access to refineries and the ports of Sacramento and Stockton. Funds will also be used for specific work activities including \$500,000 for non-routine activities (entrainment studies).

OTHER INFORMATION: All commercial deep draft and national defense shipping to Sacramento and Stockton must traverse through this project. The channels provide access to Ports of Sacramento, Stockton, and Concord Naval Weapons Station. It also supports Military Ocean Terminal Concord, a strategic US military seaport in the National Port Readiness Network.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$5,484,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Ventura Harbor, CA

AUTHORIZATION: River and Harbor Act of 1968

LOCATION AND DESCRIPTION: The low-use, deep-draft harbor is 65 miles northwest of the city of Los Angeles in the County of Ventura. The project consists of an entrance channel, sand trap, three jetties, the south beach groin, and a detached breakwater.

FISCAL YEAR 2017 ALLOCATION: \$5,057,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 activities included maintenance dredging of the entrance channel and sand trap by contract.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$5,163,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for maintenance dredging of the entrance channel and sand trap by contract.

BUDGETED AMOUNT FOR FY 2019: M: \$5,370,000 O: \$0 T: \$5,370,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$5,370,000 - Funds will be used for commonly performed maintenance dredging of the entrance channel by contract.

OTHER INFORMATION: Ventura Harbor is home to the Channel Islands National Park Visitor Center, whose fleet supplies all provisions to the five islands in the park and provides education, recreation and research support. It is also home to the largest squid fishing fleet on the west coast. The harbor supports law enforcement and search-and-rescue missions in the area. All dredged materials are placed on downcoast shorelines for beneficial reuse.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$862,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Operation and Maintenance and Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Yuba River, CA

AUTHORIZATION: Rivers and Harbors Act of 1896, Rivers and Harbors Act of 1902, Water Resources Development Act of 1986

LOCATION AND DESCRIPTION: The project consists of a concrete debris barrier (Daguerre Point Dam), protective works (groins), and fish ladders. The project is located in the County of Yuba. The project holds back hydraulic mining sediment and debris to prevent navigation impacts downstream. The project was originally constructed by the California Debris Commission and was transferred to the U.S. Army Corps of Engineers in 1986.

FISCAL YEAR 2017 ALLOCATION: \$1,498,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 activities included routine operation and maintenance for navigation and environmental stewardship and performing a periodic assessment.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,519,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds are being used for routine operation and maintenance for navigation and environmental stewardship.

BUDGETED AMOUNT FOR FY 2019: M: \$100,000 O: \$1,515,000 T: \$1,615,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

HARBOR MAINTENANCE TRUST FUND: \$1,435,000

N: \$1,435,000 - Funds will be used for commonly performed operation and maintenance for navigation. Funds will also be used for specific work activities including \$15,000 for a periodic inspection and \$55,000 for geospatial land data migration.

OPERATION AND MAINTENANCE: \$180,000

FRM: N/A

REC: N/A

H: N/A

EN: \$180,000 - Funds will be used for commonly performed operation and maintenance for environmental stewardship. Funds will also be used for specific work activities including \$100,000 for boundary documentation.

WS: N/A

OTHER INFORMATION: The Sacramento District was involved in litigation brought by the South Yuba River Citizens League regarding project impacts to Endangered Species Act listed species (salmon, steelhead and green sturgeon). As a result of the litigation, the Corps issued a Biological Assessment in October 2013 clarifying the discretionary activities at the dams. In May 2014, National Marine Fisheries

Division: South Pacific

District: Sacramento

Yuba River, CA

Service issued a biological opinion that the proposed action is not likely to jeopardize the continued existence of the federally listed species.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$68,000. As of the date this justification sheet was prepared, the total unobligated dollars to be carried into FY 2019 from prior appropriations for use on this effort is estimated to be: \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

DELAWARE

APPROPRIATION: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Indian River Inlet & Bay, DE

AUTHORIZATION: River & Harbor Act of 1937 (P.L. 75-392) and modified by River & Harbor Act of 1945 (P.L. 79-14).

LOCATION AND DESCRIPTION: The authorized project includes stabilization of the inlet with two parallel jetties 500 ft. apart; a channel generally 200 ft. wide and 15 ft. deep from the inner ends of the jetties to a point in the Bay substantially 7,000 ft. from the ocean shoreline, a channel 9 ft. deep, 100 ft. wide in the Bay and 80 ft. wide in the River, from that depth in the existing channel in Indian River Bay to and including a turning basin 9 ft. deep, 175 ft. wide and 300 ft. long at Old Landing; then about 8,200 ft. to highway bridge at Millsboro, 60 ft. wide, 4 ft. deep.

FISCAL YEAR 2017 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR 2017: NA

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR 2018: NA

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$7,000 T: \$7,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$7,000 - Funds will be used for commonly performed O&M work.

OTHER INFORMATION: This project provides a safe, reliable, and efficient navigation channel for commercial, recreational and U.S. Coast Guard use. Indian River Inlet jetties are in poor condition and approximately 350 ft. from the seaward end of the north jetty has been lost since 1960. Continued monitoring and management of the inlet channel, jetties and scour holes is critical to protect the surrounding infrastructure and Federal investments in the area. Also, severe shoaling in the Massey's Ditch portion of the project is of significant concern.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: IWW, Delaware River to Chesapeake Bay, DE and MD

AUTHORIZATION: River and Harbor Act of 1919 (40 Stat 1275), modified by the River & Harbor Act of 1930 (46 Stat. 918), River and Harbor Act of 1935 (P.L. 74-409), Rivers & Harbors Act of 1954 (P.L. 83-780), and the Water Resources Development Act of 1990 (P.L. 101-640).

LOCATION AND DESCRIPTION: The project extends from Reedy Point on the Delaware River, about 41 miles downstream from Philadelphia, Pennsylvania through a sea-level canal westward to the Elk River, following the Elk River and the upper Chesapeake Bay to deep water near Pooles Island. Project consists of maintenance of 46 miles of channels, including the Delaware City Branch channel, anchorage and turning basins on Back Creek and at Chesapeake City; maintenance and repair of five high-level bridges; maintenance of entrance jetties at Reedy Point; maintenance of roads and drainage ditches along canal banks, upland disposal areas; and maintenance of stabilized channel banks through rip-rap replacement and bulkhead repair. The project is classified as a high-use, deep-draft waterway.

FISCAL YEAR 2017 ALLOCATION: \$23,811,000

DESCRIPTIONS OF WORK FOR 2017: FY 2017 funds were used for routine operation and maintenance (O&M) of the project, maintenance dredging of critical shoals within the 46 mile navigation channel, and periodic inspection of high level bridges and miscellaneous steel repairs on St. George Bridge. Additional funds are provided to rehab approach roadway on Chesapeake City Bridge (\$1,150,000), repair substructure on Summit Bridge (\$950,000), purchase rip rap material (\$385,000), and purchase equipment (\$670,000).

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$15,585,000 2/

DESCRIPTIONS OF WORK FOR 2018: FY 2018 funds will be used for routine operation and maintenance of the project, including dispatching, channel exams, safety requirements for five high-level highway bridges, maintenance dredging of critical shoals within the 46 mile the navigation channel, periodic inspection of high level bridges.

BUDGETED AMOUNT FOR FY 2019: M: \$9,675,000 O: \$2,775,000 T: \$12,450,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$12,450,000 - Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including maintenance dredging of the 35' channel (\$6,810,000) and maintenance dredging of Canal Proper and Basin (\$1,650,000).

OTHER INFORMATION: Commerce on the waterway averages over 12 million tons annually. The U.S. Army Corps of Engineers took ownership of the St. Georges Bridge, Delaware (SR-1), in accordance with Section 3044 of the Water Resources Development Act of 2007.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$5,692,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$260,000.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: North Atlantic District: Philadelphia IWW, Delaware River to Chesapeake Bay, DE & MD

APPROPRIATION: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: IWW, Rehoboth Bay to Delaware Bay, Delaware

AUTHORIZATION: River and Harbor Act of 1912 (37 Stat. 201), River and Harbor Act of 1935 (P.L. 74-409), and River and Harbor Act of 1945 (P.L. 79-14)

LOCATION AND DESCRIPTION: This waterway is a tidal canal in the southeasterly part of Sussex County, Delaware. It extends 12 miles northward from Rehoboth Bay through the highlands west of the town of Rehoboth to its junction with the Broadkill River. Roosevelt Inlet, the entrance to the waterway from Delaware Bay, is located about 2 miles above the town of Lewes, DE.

FISCAL YEAR 2017 ALLOCATION: \$1,055,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used to perform maintenance dredging of the Roosevelt Inlet entrance channel.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: NA

BUDGETED AMOUNT FOR FY 2019: M: \$150,000 O: \$30,000 T: \$180,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$180,000 - Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including monitoring of the Delaware Bay Coastline, Roosevelt Inlet to Lewes Beach, DE project (\$150,000).

OTHER INFORMATION: The Inland Waterway Rehoboth Bay to Delaware Bay, Delaware is a shallow draft navigation project. It has an authorized depth of 10 feet through the Inlet Entrance Channel. Failure to maintain the waterway results in the channel being unavailable to the primary users 50% of the time. The local commercial fleet consists of approximately 65 Charter boats and 15 Head boats. The University of Delaware maintains four research vessels that are stationed within the project. The largest, Research Vessel Henlopen, draws 10'. This Institution also provides mooring for research vessels from visiting Universities. The Roosevelt Inlet Coast Guard Station located on the waterway performs routine patrols, emergency response activities and operates a 47' buoy tender. The Delaware Bay and River Cooperative, whose mission is oil spill emergency response/cleanup for events occurring in the Delaware River and Bay, is based in this waterway. The DBRC has positioned the 166 feet long by 11 feet draft Oil Spill Response Vessel DELRIVER in Lewes. Of new concern is the Homeland Security Act, which requires the DELRIVER to maintain and abide by the vessel's security plan. At certain MARSEC levels the vessel must leave the pier immediately.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,055,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Wilmington Harbor, New Castle County, DE

AUTHORIZATION: River and Harbor Act of 1899, as modified by the River and Harbor Acts of 1922, 1930, 1935, 1940, and 1960

LOCATION AND DESCRIPTION: Wilmington Harbor provides for a channel with depths of 38, 35, 21, 10, and 7 feet from the Delaware River to Newport, DE. It also includes a turning basin 2050-feet long, 640-feet wide and 38-feet deep opposite the Wilmington Marine Terminal, and jetties at the mouths of Christina and Brandywine Rivers. The project extends from the Delaware ship channel upstream, a length of about 9.9 miles, and is considered a high-use, deep-draft waterway.

FISCAL YEAR 2017 ALLOCATION: \$5,061,000

DESCRIPTIONS OF WORK FOR 2017: FY 2017 funds were used for operation and maintenance (O&M) activities for the project, including critical maintenance dredging of both the 35-foot and 38-foot project channels, monthly channel examination surveys and dredge material containment facility maintenance and dike construction by hired labor.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$8,085,000 2/

DESCRIPTIONS OF WORK FOR 2018: FY 2018 funds will be used for operation and maintenance activities for the project, including critical maintenance dredging of both the 35-foot and 38-foot project channels, monthly channel examination surveys, dredge material containment facility maintenance activities by hired labor and design effort to raise dikes at Wilmington South.

BUDGETED AMOUNT FOR FY 2019: M: \$5,301,000 O: \$190,000 T: \$5,491,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$5,491,000 - Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including (summer cycle) maintenance dredging (\$5,301,000).

OTHER INFORMATION: The Port of Wilmington is a high-use, deep-draft port handling 500 vessels per year with an annual import/export cargo tonnage of 7,000,000 tons, including imports of fresh fruit, juice concentrates, and beef.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$48,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

DISTRICT OF COLUMBIA

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Potomac and Anacostia Rivers, DC and MD (Drift Removal)

AUTHORIZATION: River and Harbor Act of 1965 (P.L. 89-298).

LOCATION AND DESCRIPTION: The project is located within District of Columbia, Prince Georges County of Maryland, and Fairfax County of Virginia. Project consists of the collection and removal of drift material deemed hazardous to the safe navigation of military, commercial, and recreational marine vessels in the Potomac and Anacostia Rivers.

FISCAL YEAR 2017 ALLOCATION: \$966,000

DESCRIPTIONS OF WORK FOR 2017: Funding was for drift collection and removal operations to support safe passage, free of obstructions, on the Potomac and Anacostia Rivers and for arc flash compliance.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$875,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding will provide drift collection and removal operations to support safe passage, free of obstructions, on the Potomac and Anacostia Rivers.

BUDGETED AMOUNT FOR FY 2019: M: \$925,000 O: \$5,000 T: \$930,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$930,000 - Funding will provide commonly performed and specific work activities such as drift collection and removal operations to support safe passage, free of obstructions, on the Potomac and Anacostia Rivers.

OTHER INFORMATION: This work provides safe navigation, free of obstruction, for security and commercial traffic on the Potomac and Anacostia Rivers adjacent to Washington, D.C.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$24,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

FLORIDA

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Canaveral Harbor, FL

AUTHORIZATION: River and Harbor Acts of 1945 (Public Law (PL) 79-14) and 1962 (PL 87-874), Section 601(a) of Water Resources Development Act (WRDA) of 1986 (PL 99-662), Section 101(7) of WRDA of 1992 (PL 102-580), Section 313 of WRDA of 1996 (PL 104-303), Section 3047 of WRDA of 2007 (PL 110-114), Section 7002(1)(5) of Water Resources Reform and Development Act of 2014 (PL 113-121)

LOCATION AND DESCRIPTION: Canaveral Harbor, a high use, deep draft navigation project, is located on the east coast of Florida in Brevard County, on the shore of Cape Canaveral in an area known as the Canaveral Bight. WRRDA 2014 authorized new Canaveral Harbor Improvements including widening the main ship channel from the harbor entrance inland to the West Turning Basin and West Access Channel, from its current authorized width of 400 feet to 500 feet; deepening the Outer Reach, Cut 1A from -44 feet to -46 feet for a length of 11,000 feet; deepening the Outer Reach, Cut1B from -44 feet to -46 feet depth for a length of 5,500 feet; deepening the Outer Reach, Cut 1 from -44 feet to -46 feet for the 5,300 feet long portion of Cut 1 that is seaward of buoys 7/8 (Station 0+00 to Station 53+00); deepening the remainder of Cut 1 from buoys 7/8 to the apex of the channel turn, a length of 7,200 feet from -44 feet to -46 feet; a new 203 Turn Widener -46 feet deep X 23.1 acres (irregular shaped area) bounded to the north and northeast by the Civil Turn Widener and Outer Reach, Cut 1; deepening the U.S. Navy Turn Widener from -44 feet to -46 feet X 7.7 acres (triangular shaped area) bounded by outer and middle reaches to the north and northeast and the Civil Turn Widener to the southwest; deepening the Civil Turn Widener from -41 feet to -46 feet X 15.6 acres (irregular shaped area) bounded to the north and northeast by the middle reach and the U.S. Navy Turn Widener; deepening the Middle Reach from -44 feet to -46 feet for a length of 5,658 feet; deepening the Inner Reach, Cut 2 and Cut 3 from -40 feet to -44 feet for a length of 3,344 feet; deepening and expanding the Middle Turning Basin to encompass 68.9 acres to a project depth of -43 feet and a turning circle diameter of 1,422 feet; deepening the West Access Channel (east of Station 260+00) from -39 feet to -43 feet for a length of 1,840 feet; and expanding the West Turning Basin and West Access Channel (west of Station 260+00) and expanding the turning circle diameter from 1,400 feet to 1,725 feet X 141 acres at a depth of -35 feet. In addition, the original authorization included a barge lock 90 feet wide and 600 feet long west of the harbor dike and two entrance jetties to the 12-foot contour. The total length of project is approximately 11.5 miles.

FISCAL YEAR 2017 ALLOCATION: \$12,331,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for routine operations and maintenance in support of navigation, the North Reach Brevard County shore protection project, refurbishing the protective rip rap on the northwest island, replacing the lock electrical service, and initiating design for sector gate repairs.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,470,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 Funds will be used for routine operations and maintenance in support of navigation.

BUDGETED AMOUNT FOR FY 2019: M: \$2,700,000 O: \$1,449,000 T: \$4,149,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$4,149,000 – Funds will be used for specific work activities including dredging (\$4,149,000).

OTHER INFORMATION: Over 4 million tons of cargo passes through Canaveral Harbor on an annual basis.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$8,295,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Operation and Maintenance and Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Central & Southern Florida (C&SF), FL

AUTHORIZATION: Flood Control Acts of 1948, 1954, 1958, 1960, 1962, 1965, and 1968; Water Resources Development Act (WRDA) of 1992, 1996, and 2000

LOCATION AND DESCRIPTION: The project, covering an area of approximately 16,000 square miles, lies within the southeasterly 18 counties of Florida, but also includes the upper St. Johns River Basin located in the northeastern section of the project; the Kissimmee River Basin in the central section; the Lake Okeechobee-Everglades in the central and southwestern section; and East Coast-Everglades in the southeastern section. The project provides for flood relief and water conservation and provides principally for an East Coast Protective Levee extending from Homestead area north to eastern shore of Lake Okeechobee near St. Lucie Canal; three conservation areas for water impoundment in Everglades area west of East Coast Protective Levee, with control structures to effect transfer of water as necessary; local protection works along lower east coast; encirclement of Lake Okeechobee agricultural area by levees and canals; enlargement of portions of Miami, North New River, Hillsboro, and West Palm Beach canals; enlargement of existing Lake Okeechobee levees and construction of new levees on the northeast and northwest shores of the lake; increased outlet capacity for improved control of Lake Okeechobee; floodway channels in the Kissimmee River Basin, with suitable control structures to prevent over drainage; an interrelated system of canals, levees, pumping stations and structures in southwest Dade County to control water levels; and facilities for regulation of floods in the upper St. Johns River Basin.

FISCAL YEAR 2017 ALLOCATION: \$20,549,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for routine operation and maintenance (O&M) activities. Non-routine activities included boat ramp improvements and sewage/septic maintenance.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$24,858,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for routine operation and maintenance (O&M) activities. Non-routine activities include repair or replacement of heavily corroded culverts and flap gates on Canals C43 and C44 (\$2,524,000), Phase 2 of 10 year plan to repair/replace 50 critical culverts (\$6,895,000), and closure of WP Franklin swim beach (\$50,000). Sustainability work includes installing cool roof coating to reduce energy consumption (\$50,000) and installing Photovoltaic Hybrid Water Heater at WP Franklin (\$3,000).

BUDGETED AMOUNT FOR FY 2019: M: \$8,257,000 O: \$7,206,000 T: \$15,463,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

HARBOR MAINTENANCE TRUST FUND: \$1,033,000

N: \$1,033,000 - Funds will be used for commonly performed O&M work. Sustainability work includes building insulation and door/window/vent replacement (\$100,000).

OPERATION AND MAINTENANCE: \$14,430,000

FRM: \$13,074,000 - Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including bridge inspections (\$29,000) and Dam Safety Inspections (\$144,000) and functional exercise (\$52,000).

RC: \$648,000 - Funds will be used for commonly performed O&M work.

Division: South Atlantic

District: Jacksonville

Central & Southern Florida, FL

H: N/A

EN: \$708,000 - Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including pest and invasive species management (\$100,000).

WS: N/A

OTHER INFORMATION: None

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$56,000. There was an additional \$41,000 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Jacksonville Harbor, FL

AUTHORIZATION: River and Harbors Act of 1965 (Public Law (PL) 89-298), Section 101(a)(17) of the Water Resources Development Act of 1999 (PL 106-53), Section 129 of the Energy and Water Development Appropriation Act of 2006 (PL 109-103), and Section 7002(1)(8) of the Water Resources Reform and Development Act (WRRDA) of 2014 (PL 113-121)

LOCATION AND DESCRIPTION: The existing high use, deep draft navigation project provides a channel 40 feet deep from the mouth of the St. Johns River to approximately river mile 20, via Dames Point-Fulton Cutoff, thence 34 feet to Commodore Point, and thence 30 feet deep to the Florida East Coast Railway Bridge at Dames Point Fulton Channel. The project also includes maintenance of the existing 42- and 40-foot depth entrance channel; maintenance of jetties at channel entrance; construction and maintenance of training walls and revetments; a navigation and floodway channel 26 feet by 200 feet along the south side of Commodore Point; and approach and mooring basin 20 feet deep, 1,300 feet long at 20-foot depth contour and 600 feet long at pier head line near Naval Reserve Armory in South Jacksonville, a depth of 24 feet between that depth contour and the pier head line from Hogan Creek to the foot of Laura Street; and a depth of 28 feet to within 60 feet long at pier head line between the foot of Laura Street and St. Elmo W. Acosta (formerly upper state) Bridge. Length of project is approximately 26.8 miles.

FISCAL YEAR 2017 ALLOCATION: \$8,707,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for routine operation and maintenance (O&M) in support of navigation and additional dredging of critical shoals.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$7,690,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for routine operations and maintenance in support of navigation.

BUDGETED AMOUNT FOR FY 2019: M: \$5,850,000 O: \$710,000 T: \$6,560,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$6,560,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging (\$5,850,000).

OTHER INFORMATION: Located in the Southeastern U.S., Jacksonville Harbor is situated at the crossroads of the nation's rail and highway networks, supplying goods throughout the southeast and eastern coasts. Three railroads - CSX, Norfolk Southern and Florida East Coast Railway - operate in Northeast Florida, and three interstates (I-10, I-75 and I-95) provide fast access to major markets throughout the United States. The port is developing their direct loading capacity to move cargo even faster from the ship to rail at the terminal. While historically, Jacksonville Harbor's primary trade routes were to the Caribbean and Puerto Rico, now with emerging global trade, new vessels are providing direct services to Europe and Asia. Jaxport is one of the leading auto exporters in the country, shipping more than 600,000 cars and trucks annually. It's a strategic military cargo port, home to the 832nd Transportation Battalion, and both the Marines and Navy have large presences here, relying heavily upon this channel for operational requirements. The port was used to support contingency deployments to the CENTCOM AOR and is a vital part of CONplans to meet other combatant commander requirements.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$403,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Manatee Harbor, FL

AUTHORIZATION: Section 202(a) of the Water Resources Development Act (WRDA) of 1986 (Public Law (PL) 99-662), Section 102(j) of WRDA of 1990 (PL 101-640), Section 156 of the Energy and Water Development Appropriations Act of 2004 (PL 108-137)

LOCATION AND DESCRIPTION: The high use, deep draft project is located on the Gulf coast of Florida, just south of Tampa. The project provides for Federal maintenance of an existing 40-foot deep by 400-foot wide entrance channel and turning basin. The entrance channel extends approximately 3 miles in length from the turning basin to its intersection with the Tampa Harbor Main channel.

FISCAL YEAR 2017 ALLOCATION: \$860,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for routine operations and maintenance in support of navigation and dewatering of the disposal area.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$900,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used to perform routine operations and maintenance in support of navigation and dewatering of the disposal area.

BUDGETED AMOUNT FOR FY 2019: M: \$3,490,000 O: \$355,000 T: \$3,845,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$3,845,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging (\$3,490,000).

OTHER INFORMATION: Over two million tons of cargo passes through Manatee Harbor on an annual basis.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$7,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Miami Harbor, FL

AUTHORIZATION: River and Harbor Act of 1960 (Public Law 86-645); Section 1001(17) of the Water Resources Development Act of 2007 (Public Law 110-114)

LOCATION AND DESCRIPTION: The high use, deep draft project is located in Miami-Dade County on the lower east coast of Florida. The authorized project includes Cut-1 and Cut-2 depth of 52 feet plus one foot allowable overdepth, including a widener at the outer portion of Cut-1 of 800 feet in width; Cut-3 depth of 50 feet plus one foot allowable overdepth, including a turn widener at the intersection of Cut-3 and the Fisher Island Turning Basin; Fisher Island Turning Basin depth of 50 feet plus one foot allowable overdepth; Fisherman's Channel depth of 50 feet plus one foot allowable overdepth, channel width of 440 feet; Lummus Island Turning Basin depth of 50 feet plus one foot allowable overdepth; Cut 4 (Main Channel) and Main Turning Basin depth of 36 feet plus one foot allowable overdepth; and Dodge Island Channel depth of 34 feet plus one foot allowable overdepth.

FISCAL YEAR 2017 ALLOCATION: \$1,427,000

DESCRIPTIONS OF WORK FOR FY 2017: FY2017 funds were used for routine operations in support of navigation and \$1,328,000 for environmental remediation for the non-federal sponsor under the energy and donor port program.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$100,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY2018 funds will be used for routine operations in support of navigation.

BUDGETED AMOUNT FOR FY 2019: M: \$5,090,000 O: \$980,000 T: \$6,070,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$6,070,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging (\$5,090,000).

OTHER INFORMATION: Over 7.8 million tons of cargo passes through Miami Harbor on an annual basis.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$32,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Operation and Maintenance and Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Okeechobee Waterway (OWW), FL

AUTHORIZATION: River and Harbor Acts of 1945 and 1960 (Public Laws 79-14 and 86-645)

LOCATION AND DESCRIPTION: The high use, shallow draft inland navigation project provides a 155-mile long channel across the state from Fort Myers to Stuart and its maintained depth ranges from 8 feet to 10 feet. The waterway runs through Lake Okeechobee and consists of the Caloosahatchee River on the west side of the lake and the St. Lucie Canal on the east side. The project includes navigation locks at Ortona, Moore Haven, and St. Lucie. Additional locks at W. P. Franklin and Port Mayaca, authorized under the Central and Southern Florida project, are also located within the waterway.

FISCAL YEAR 2017 ALLOCATION: \$2,762,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for routine operation and maintenance (O&M) in support of navigation, environmental stewardship and recreation. Non-routine operation activities included sustainability work for attic insulation and sewage/septic water efficiency upgrades. Non-routine work in support of environmental stewardship included boundary survey and rectification.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$2,692,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds are being used for routine operations and maintenance in support of navigation, environmental stewardship and recreation. Non-routine sustainability work includes Moore Haven Lock building Envelope Improvement (\$40,000), Saint Lucie Campground Water Line Replacement (\$35,000), and Ortona Lock South Campground Water Fixture Replacement (\$2,000). Non-routine work in support of recreation includes repair of erosion damage to fishing pier footing and shoreline sloughing at Ortona South (\$50,000).

BUDGETED AMOUNT FOR FY 2019: M: \$947,000 O: \$1,373,000 T: \$2,320,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

HARBOR MAINTENANCE TRUST FUND: \$1,091,000

N: \$1,091,000 – Funds will be used for commonly performed O&M work. Sustainability funds in the amount of \$15,000 will be used for building insulation.

OPERATION AND MAINTENANCE: \$1,229,000

FRM: N/A

H: N/A

RC: \$504,000 – Funds will be used for commonly performed O&M work. Sustainability funds in the amount of \$4,000 will be used for fixture replacements.

EN: \$725,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including update to Shoreline management plan (\$125,000).

WS: N/A

OTHER INFORMATION: There are currently six special status species with Fish and Wildlife Service Recovery Plans inhabiting project lands and waters. These include manatee, Everglades snail kite, Okeechobee gourd, Eastern Indigo snake, crested caracara, and the wood stork. The waters and lands of the OWW project are infested with invasive species. Target species for removal include Brazilian pepper, Australian pine, air potato, Melaleuca, water hyacinth, water lettuce, alligator weed, cogon grass, sailfin catfish, fire ant, wild boar, and giant apple snail. The OWW and Central and South Florida projects contain 402 miles of shoreline and 654 miles of boundary. OWW has an annual visitation estimated at approximately 6 million.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$35,000. There was an additional \$267,000 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Palm Beach Harbor, FL

AUTHORIZATION: River and Harbor Act of 1960 (Public Law (PL) 86-645), Section 202(a) of Water Resources Development Act of 1986 (PL 99-662), Section 7002(1)(7) of Water Resources Reform and Development Act of 2014 (PL 113-121)

LOCATION AND DESCRIPTION: The high use, deep draft navigation project is located in Palm Beach County on the lower east coast of Florida. The existing Palm Beach Harbor project provides an entrance channel 35 feet deep, 400 feet wide, and 0.8 miles long, merging with an inner channel 33 feet deep, 300 feet wide, and 0.3 miles long, then flaring into a turning basin with a 1,200 foot turning diameter, and jetties on the north and south sides of the inlet. The length of project is about 1.6 miles. The harbor also contains advanced maintenance features which includes three settling basins adjacent to the entrance channel 35 feet deep, approximately 550 feet by 500 feet and additional 2 feet of advanced maintenance from STA 30+00 to STA 47+00 in the entrance channel.

FISCAL YEAR 2017 ALLOCATION: \$3,407,000

DESCRIPTIONS OF WORK FOR 2017: FY 2017 funds were used for routine operations and maintenance in support of navigation and dredging to advance maintenance depth of the Settlement Basin.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$4,000,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for routine operations and maintenance in support of navigation.

BUDGETED AMOUNT FOR FY 2019: M: \$2,405,000 O: \$380,000 T: \$2,785,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$2,785,000 - Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging (\$2,455,000).

OTHER INFORMATION: The project provides access for fuel oil to South Florida power plants. Over 1.8 million tons of cargo navigates the Palm Beach Harbor on an annual basis.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$135,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Panama City Harbor, FL

AUTHORIZATION: River and Harbor Act of 1948 and previous acts. Rehabilitation of the jetties was authorized by the Chief of Engineers in 1971.

LOCATION AND DESCRIPTION: Panama City Harbor is located on the northwest coast of Florida. The high use, deep draft navigation project consists of four channels: an approach channel 450 feet by 38 feet, an entrance channel 300 feet by 36 feet, the Watson Bayou Channel 100 feet by 10 feet and the Grand Lagoon Channel 100 feet by 8 feet.

FISCAL YEAR 2017 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,890,000 2/

DESCRIPTIONS OF WORK FOR 2018: FY 2018 funds will be used for routine operations and maintenance.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$55,000 T: \$55,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$55,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: Over 50% of the tonnage entering this port requires the full project depth. The tonnage through this port has expanded dramatically since the project depth was increased in 2004.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$108,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Pensacola Harbor, FL

AUTHORIZATION: Rivers and Harbors Acts 1902, 1935, 1937 and 1962

LOCATION AND DESCRIPTION: Pensacola Harbor is a high use deep draft harbor located on Pensacola Bay in northwest Florida. The project consists of a 35 x 500 feet main entrance channel, and 33 x 300-500 feet bay approach, and inner harbor channels. The Bayou Chico project is located within Pensacola Bay in Pensacola, Florida and provides for an entrance channel 15 x 100 feet, thence to a 14 x 75 foot channel terminating into a turning basin 14 x 500 and 500 feet long. The port has seen an increase in usage by cement and aggregate ships.

FISCAL YEAR 2017 ALLOCATION: \$1,003,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for routine operations and maintenance in support of navigation.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$34,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for routine operations in support of navigation.

BUDGETED AMOUNT FOR FY 2019: M: \$1,135,000 O: \$255,000 T: \$1,390,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$1,390,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging (\$1,150,000).

OTHER INFORMATION: This is a high use, deep draft project that typically requires little maintenance to provide project depths. Maintenance cost per ton of cargo shipped is very low making this project a good value for the return on investment. Use of this port by high technology industries is increasing. Deep water pipe laying vessels, General Electric wind and off shore exploration vessels are major uses of the port. The project also serves as the entrance channel to the Pensacola Naval Air Station. Over 800,000 tons of commodities are transported through this project annually.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$768,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Port Everglades Harbor, FL

AUTHORIZATION: River and Harbor Act of 1960

LOCATION AND DESCRIPTION: The high use, deep draft navigation project is located in Broward County on the lower east coast of Florida. The outer part of the entrance channel is 45 feet deep by 500 feet wide and is 5,100 feet long including a 1,000-foot transition section inside the two jetties. The inner part of the entrance channel is 42 feet deep by 450 feet wide for a length of 4,800 feet through the main turning basin. The main turning basin is 42 feet deep over a rectangular area 1,700 feet by 2,300 feet. The 31-foot deep north turning basin extends 1,100 feet to the north, tapering from 800 to 500 feet at the northern extreme. The south turning basin extends approximately 1,100 feet to the south by 1,260 feet wide, with authorized depths of 31, 36, and 37 feet. The 42-foot deep by 400-foot wide south port channel extends 9,356 feet south from the entrance channel. The turning notch is 42 feet deep by 750 feet by 1,000 feet, adjoining the south port channel from the west approximately 6,500 feet south of the entrance channel. Length of project is approximately 3.5 miles.

FISCAL YEAR 2017 ALLOCATION: \$417,000

DESCRIPTIONS OF WORK FOR 2017: FY 2017 funds were used for routine operations and maintenance in support of navigation, and \$120,000 reimbursement to the non-federal sponsor under the energy and donor port program.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$420,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for routine operations and maintenance in support of navigation and reimbursement to shippers for maintenance of berthing areas.

BUDGETED AMOUNT FOR FY 2019: M: \$5,200,000 O: \$650,000 T: \$5,850,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$5,850,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging (\$5,200,000).

OTHER INFORMATION: Over 23 million tons of cargo navigates Port Everglades Harbor on an annual basis.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$136,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Removal of Aquatic Growth, FL

AUTHORIZATION: River and Harbor Act of 1899, as amended

LOCATION AND DESCRIPTION: This project provides annual mission essential prevention, control and removal of nuisance aquatic vegetation impacting, obstructing or threatening navigation in the Federal navigation channels of the St. Johns, Kissimmee, Withlatchoochee, Ocklawaha and Crystal Rivers in addition to the Okeechobee Waterway projects. This includes approximately 600 miles of channel with 650,000 surface acres. Operational priority is given to controlling floating nuisance vegetation in order to keep the principal navigable waterways and locks open for navigation.

FISCAL YEAR 2017 ALLOCATION: \$4,049,000

DESCRIPTIONS OF WORK FOR 2017: FY 2017 funds were used for routine maintenance in support of navigation and removal of aquatic vegetation from tributaries of the St. Johns River and Lake Okeechobee.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$3,259,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for routine maintenance in support of navigation and removal of aquatic vegetation from tributaries of the St. Johns River and Lake Okeechobee Waterway.

BUDGETED AMOUNT FOR FY 2019: M: \$3,290,000 O: \$0 T: \$3,290,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$3,290,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: None

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$16,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Tampa Harbor, FL

AUTHORIZATION: House Document 91-401, 91st Congress; Energy and Water Act of 2003, Report No. 108-357

LOCATION AND DESCRIPTION: The high use, deep draft navigation project consists of a channel from the Gulf of Mexico to Port Tampa and downtown Tampa. Project features include the entrance channel from the Gulf of Mexico to Hillsborough Bay. At Hillsborough Bay, the channel splits into two legs, with one continuing west to Port Tampa and the other east to Gadsden Point. The west channel continues to Port Tampa and ends in a turning basin. The west channel to Gadsden Point includes the Alafia River, Port Sutton, East Bay, and Seddon Channels. The project depth varies from 45 feet in the entrance channel at the Egmont Bar Channel to 30 feet in the Alafia River. Length of project is about 67 miles including 3.6 miles in the Alafia River.

FISCAL YEAR 2017 ALLOCATION: \$7,011,000

DESCRIPTIONS OF WORK FOR 2017: FY 2017 funds were used for routine operations and maintenance in support of navigation and geospatial land data migration activities.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$8,290,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for routine operations and maintenance in support of navigation.

BUDGETED AMOUNT FOR FY 2019: M: \$250,000 O: \$730,000 T: \$980,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$980,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging plans and specifications (\$250,000).

OTHER INFORMATION: Over 38 million tons of cargo enters Tampa Harbor on an annual basis. The Port of Tampa has more cargo tonnage than all other Florida ports combined.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$856,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Water/Environmental Certification, FL

AUTHORIZATION: Authorities inherent in project-specific authorizations for operation and maintenance for navigation purposes.

LOCATION AND DESCRIPTION: The water quality certification is for deep draft and shallow draft navigation projects. No dredging activities can be performed without necessary environmental and water certifications. This national program is to perform critical, routine activities needed to acquire or renew water and environmental certifications for projects that are not funded separately. Funding is for critical activities to acquire water quality, environmental certification, and coordination with other Federal, State and local agencies for cyclical dredging at projects that do not receive annual funding to ensure required environmental documentation. Projects are required to comply with local, state, and federal environmental laws and regulations. These activities provide the necessary effort to ensure compliance, including endangered species compliance.

FISCAL YEAR 2017 ALLOCATION: \$163,000

DESCRIPTIONS OF WORK FOR 2017: FY 2017 were used for water quality certification on unbudgeted projects along the Gulf Coast of Florida.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$170,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 will be used for miscellaneous consultation and environmental data calls on small projects throughout Florida.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$180,000 T: \$180,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$180,000 - Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: The primary purpose of these activities is coordination between the Corps and other Federal and state agencies to meet environmental requirements associated with dredging.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$18,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

GEORGIA

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Brunswick Harbor, GA

AUTHORIZATION: Water Resources Development Act of 1999, P. L. 108-07

LOCATION AND DESCRIPTION: Brunswick Harbor is located in the lower part of southeastern Georgia. It is a medium use deep-draft port with project dimensions of 38 feet deep by 500 feet wide in the bar channel and 36 feet deep by 400 feet wide in the inner channels through St. Simon's Sound, Brunswick River and East River. The inner harbor is maintained through use of Andrews Island, the sole upland disposal area. The inner harbor has two turning basins, one in East River and the other in Turtle River.

FISCAL YEAR 2017 ALLOCATION: \$11,222,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used to perform routine operations and maintenance in support of navigation.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$4,528,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used to perform routine operations and maintenance in support of navigation.

BUDGETED AMOUNT FOR FY 2019: M: \$4,481,000 O: \$777,000 T: \$5,258,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$5,258,000 - Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging (\$4,304,000) and placement area maintenance (\$177,000).

OTHER INFORMATION: This funding level allows for removal of approximately 30 percent of sediment in the bar channel. Primary commodities transported through Brunswick Harbor are coal, petroleum and its products, chemicals and related products, crude materials, manufactured goods and equipment, and farm products, totaling about 3.1 million tons in FY 2015. The port is the second largest roll-on/roll-off port for import and export of vehicles in the United States. Brunswick Harbor houses a United States Coast Guard Station. Per United States Department of Commerce/Bureau of the Census, the 2013 value of waterborne commerce through Brunswick Harbor was \$5.7 billion.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$3,786,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Operation and Maintenance and Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Hartwell Lake, GA and SC

AUTHORIZATION: Flood Control Acts of 1950 and 1958; Water Resources Development Act of 1976

LOCATION AND DESCRIPTION: The project is located midway between Atlanta, Georgia and Charlotte, North Carolina. The dam is a concrete gravity type; 1,900 feet long and 225 feet high with a 568-foot controlled spillway. The project provides 2,843,000 acre-feet of storage with 1,416,000 acre-feet allocated to hydropower, 293,000 acre-feet to flood control and 1,134,000 acre-feet to inactive storage. The project also boasts 962 miles of shoreline, 55,950 acres of water, and 20,933 acres of land.

FISCAL YEAR 2017 ALLOCATION: \$11,230,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used to perform routine operation and maintenance (O&M) on this multi-purpose project with power. Non-routine activities include replacing the waterline valves at seven campgrounds (\$35,000), constructing new gatehouse/entry area at Twin Lakes Day Use Area (\$75,000), continuing the water reallocation study (\$100,000), updating the Master Plan (\$125,000) and Shoreline Management Plan (\$85,000), and Hartwell Civil Works Land Data Migration (\$86,000).

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$12,752,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds are being used to perform routine operations and maintenance. Non-routine activities include \$25,000 for sustainability work to replace outdoor lighting at the Visitor's Center to LED fixtures, completing water reallocation study, updating the Master Plan (\$125,000) and Shoreline Management Plan (\$150,000) and surveying and resetting missing monuments for 30 locations (\$125,000). Non-routine activities on jointly used features include geospatial land data mapping (\$484,000) and critical infrastructure protection assessment (\$70,000).

BUDGETED AMOUNT FOR FY 2019: M: \$4,333,000 O: \$6,827,000 T: \$11,160,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

HARBOR MAINTENANCE TRUST FUND: \$40,702

N: N/A

Joint Costs: \$40,702

OPERATION AND MAINTENANCE: \$11,119,298

FRM: \$560,000 – Funds will be used for commonly performed O&M work.

RC: \$3,970,000 – Funds will be used for commonly performed O&M work.

H: \$4,325,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including replacement of fire suppression system (\$250,000).

EN: \$1,369,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including forest management (\$10,000) and boundary survey and monumentation (\$125,000).

WS: \$55,000 – Funds will be used for commonly performed O&M work.

Division: South Atlantic

District: Savannah

Hartwell Lake, GA and SC

OTHER INFORMATION: The budgeted amount for the project includes \$881,000 for commonly performed O&M work jointly used by multiple business lines: HYD – 89.5%, NAV – 4.6% and FRM – 5.9%. Funding will be split between the Operation and Maintenance account (FRM, RC, H, EN, and WS) and the Harbor Maintenance Trust Fund account (N). Funds will also be used for specific work activities including precise alignment survey (\$49,000), inspection of drainage culvert (\$14,000), and design and repair of SC weir and drainage ditches (\$180,000). In FY 2016, \$1,405,000 in Recreation revenue was returned to the United States Treasury. The project served over 9 million visitors in FY 2012 (last official visitation numbers). Associated visitor spending within 30 miles was \$343,219,000, and jobs supported by recreation were 3,675. The project supplied 20 communities with water. The Hartwell Power Plant produced 513,493 mega-watt hours in FY 2016 with \$26,395,000 returned to the United States Treasury. Total cumulative flood damages prevented is over \$95,051,000.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$742,000. There was an additional \$20,000 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Operation and Maintenance and Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: J. Strom Thurmond (JST) Dam and Lake, GA and SC

AUTHORIZATION: Flood Control Act of 1944

LOCATION AND DESCRIPTION: The dam is located 22 miles north of Augusta, Georgia in Clarks Hill, SC, and consists of a 2,282-foot long, 200-foot high concrete section and a controlled spillway, 1,096 feet long. It provides a total storage of 2,900,000 acre-feet. The authorized project purposes include Hydropower, Flood Control, Recreation, Water Supply/Water Quality, Fish and Wildlife, and Navigation (no longer operated for NAV as there is no commercial traffic). The multi-purpose project's 80,000 acres of land, 70,000 acres of water, and 1,200 miles of shoreline inhabit seven counties in Georgia and South Carolina.

FISCAL YEAR 2017 ALLOCATION: \$17,815,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used to perform routine operations and maintenance on this multi-purpose project with power. Non-routine operations and maintenance activities include replacement of j-seals and bolts (\$4,200,000), head gate replacement (\$3,750,000), construction of bird and duck nesting boxes (\$7,000), survey and mark retained road easements (\$15,000), re-establishing several native long leaf pine tree stands, treat invasive species and support National Pollinator Initiative (\$160,000), establishing new GIS layers under Shoreline Management Plan (\$12,000), survey and reset of broken/destroyed monuments (\$98,000). There is a total of \$50,000 for sustainability work to include repair/replacement of existing waterlines.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$12,002,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used to perform routine operations and maintenance for this multipurpose project with power.

BUDGETED AMOUNT FOR FY 2019: M: \$4,305,500 O: \$6,823,000 T: \$11,128,500 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

HARBOR MAINTENANCE TRUST FUND: \$59,126

N: N/A

Joint Costs: \$59,126

OPERATION AND MAINTENANCE: \$11,069,374

FRM: \$275,000 – Funds will be used for commonly performed O&M work.

RC: \$3,527,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including septic system repairs (\$60,000).

H: \$4,307,500 – Funds will be used for commonly performed O&M work.

EN: \$2,209,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including boundary surveying and recertification (\$12,000), and pest and invasive species management (\$72,000), revision of Master Plan (\$350,000), and fisheries management (\$106,000).

WS: \$70,000 – Funds will be used for commonly performed O&M work.

Division: South Atlantic

District: Savannah

JST Dam and Lake, GA & SC

OTHER INFORMATION: The budgeted amount for the project includes \$740,000 for commonly performed O&M work jointly used by multiple business lines: HYD - 85%, NAV - 8%, and FRM - 7%. Funding will be split between the Operation and Maintenance account (FRM, RC, H, EN, and WS) and the Harbor Maintenance Trust Fund account (N). Funds will also be used for specific work activities including Dam Safety periodic inspections (64,000), hydraulic steel structures inspection (\$30,000), and toe drain inspections (\$18,000). J. Strom Thurmond Power Plant has a capacity of 364,000 kilowatts. The project served 5,041,679 visitors in FY2012 with \$980,000 in revenue returned to the United States Treasury. Associated visitor spending within 30 miles was \$166,125,000 and jobs supported by recreation were 1,632. The project supplied 7 communities with water. The J. Strom Thurmond Power Plant produced 836,013 megawatt hours in FY 2016, returning \$26,953,000 in revenue to the United States Treasury. J. Strom Thurmond project prevented an estimated \$160,225,000 in cumulative flood damages from 1955 to 2016.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$2,003,000. There was an additional \$6,000 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Savannah Harbor, GA

AUTHORIZATION: Water Resource Development Act of 1992, Sec.101 (10)

LOCATION AND DESCRIPTION: The high use, deep draft navigation project is adjacent to Savannah, Georgia along the border between Georgia and South Carolina, consisting of a bar channel in the Atlantic Ocean 11.5 miles long, 44-foot deep and 600-foot wide and an inner harbor channel in the Savannah River 21-miles long, 42-foot deep and 500-foot wide. The inner harbor has six turning basins and an inactivated tide gate structure adjacent to a sediment basin. Kings Island Turning Basin is the primary turning basin adjacent to the Georgia Port Authority docks located near the upstream end of the harbor. There are eight active, upland dredged material containment areas adjacent to the inner harbor, and one off-shore dredged material disposal site used for harbor maintenance.

FISCAL YEAR 2017 ALLOCATION: \$39,084,000

DESCRIPTIONS OF WORK FOR 2017: FY 2017 funds were used to perform routine operations and maintenance in support of navigation, which includes dredging to remove maintenance material in preparation of harbor deepening project.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$33,436,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used to perform routine operations and maintenance in support of navigation, which includes dredging to remove maintenance material in preparation of the harbor deepening project.

BUDGETED AMOUNT FOR FY 2019: M: \$26,962,000 O: \$7,350,000 T: \$34,312,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$34,312,000 - Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging (\$23,992,000), placement area maintenance (\$2,700,000), and operation of dissolved oxygen facility (\$3,000,000).

OTHER INFORMATION: Savannah Harbor was the second largest eastern U.S. seaport after the Port of New York/Newark in 2015, handling more than 1.6 million imports of TEUs (twenty-foot equivalent units) per year. Savannah Harbor tonnage is 52-percent export tonnage and 48-percent import tonnage collecting approximately \$52 million for the Harbor Maintenance Trust Fund in FY 2013. It serves as the rapid deployment Port of Embarkation for the 3rd Infantry Division (ID) and other elements of the 18th Airborne Corps. It is listed as one of 17 U.S. strategic ports because of the presence of the 3rd ID stationed at Fort Stewart. Savannah serves as a U.S. Coast Guard Station. The latest commercial tonnage for FY 2015 was 35.2 million tons of cargo. The major commodity imported and exported is crude materials, inedible except fuels, manufactured equipment and machinery. Per United States Department of Commerce/Bureau of the Census, the 2013 value of waterborne commerce through Savannah was \$27.7 billion.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$756,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Savannah River below Augusta, GA

AUTHORIZATION: Rivers and Harbors Acts of 1880, 1930 and 1950

LOCATION AND DESCRIPTION: The low use, shallow draft project begins upstream of Savannah Harbor at river mile 21.31 and continues upstream to river mile 202.6 ending at Augusta, Georgia. The New Savannah Bluff Lock and Dam is located 187 river miles above Savannah Harbor, Georgia and is approximately 13 miles downstream of Augusta, Georgia. The structure's original purpose was to provide for passage of commercial navigation on the Savannah River. Commercial navigation through the lock ceased in the early 1980s. In 2014, the lock was closed to operations for recreational boating and fish passage due to the structural integrity of the lock wall. The City of Augusta, Georgia operated the lock from 1987 until 2014 under a lease agreement with the U. S. Army Corps of Engineers.

FISCAL YEAR 2017 ALLOCATION: \$136,000

DESCRIPTIONS OF WORK FOR 2017: FY 2017 funds were used for routine operation and maintenance for navigation.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$137,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used to perform routine operations and maintenance for navigation.

BUDGETED AMOUNT FOR FY 2019: M: \$59,000 O: \$142,000 T: \$201,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$201,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including a Dam Safety periodic inspection (\$56,000).

OTHER INFORMATION: This project is in caretaker status. The New Savannah Bluff Lock and Dam provides a pool upstream in the Augusta, Georgia and North Augusta, South Carolina areas for drinking water and industrial uses. The City of Augusta operates the recreation facilities. The lock, previously operated by the City of Augusta, was closed in 2014 due to safety concerns relating to continued scouring and erosion around the foundation of the lock wall.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$2,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: South Atlantic

District: Savannah

Savannah River below Augusta, GA

HAWAII

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Honolulu Harbor, Oahu, HI

AUTHORIZATION: River and Harbor Acts of 1905, 1917, 1930, and 1954.

LOCATION AND DESCRIPTION: Honolulu Harbor is located on the southwestern coast of the island of Oahu, Hawaii. The high-use, deep draft harbor is 40-feet deep and consists of five major components: an entrance channel (4,000-feet long, 500-feet wide and 45-feet deep); a main harbor basin (3,300-feet long, 1,520-feet wide and 40-feet deep); a west harbor basin (3,400-feet long, 1,000-feet wide and 40-feet deep); and a connecting channel (400-feet wide and 40-feet deep); and Kalihi Channel (400-feet wide, 23-feet deep).

FISCAL YEAR 2017 ALLOCATION: \$13,600,000

DESCRIPTIONS OF WORK FOR FY 2017: Available funds were used for: Phase II: Continue the preparation of plans and specifications for maintenance dredging of areas containing material identified as unsuitable for ocean disposal, requiring special handling and placement in an upland disposal containment site. Initiate actions to award a fully funded maintenance contract utilizing mechanical clamshell dredging. Phase III: Continue developing work orders and environmental analysis for dredging by government owned vessels.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$7,300,000 O: \$0 T: \$7,300,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$7,300,000 - Funds will be for specific work activities including maintenance dredging that was not achieved in Phase I due to environmental concerns.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$14,933,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY2018.

ILLINOIS

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Calumet Harbor and River, IL & IN

AUTHORIZATION: Rivers and Harbors Acts of 1899, 1902, 1935, 1960, 1962, and 1965 (P.L. 89-209)

LOCATION AND DESCRIPTION: Calumet Harbor and River is a high-use, deep-draft harbor located in northeastern Illinois, on the southwest shore of Lake Michigan in Cook County, fifteen miles south of Chicago Harbor. The harbor lies within the corporate limits of the City of Chicago, except for breakwaters, approach channel, and an anchorage area which are all in Indiana. The project consists of two miles of breakwater (6,714 feet concrete capped timber crib structures, 5,007 feet of stone-filled sheetpile cell structures), an approach channel (3,200 feet wide, 1.8 miles long and 29 feet deep); a harbor channel (3,000 feet wide, two miles long and 28 feet deep); a river navigation channel (8 miles long and 27 feet deep); three turning basins; a dredged material disposal facility (DMDF) with a design storage capacity of 1,600,000 cubic yards; a boat shed facility; and a stone materials dock.

FISCAL YEAR 2017 ALLOCATION: \$7,199,000

DESCRIPTIONS OF WORK FOR FY 2017: Funds were used for operation, navigation channel and structures' inspections, safety signage, and other management purposes; sediment management within the DMDF (grading and piling), which allowed normal dredging/ storage operations to continue; Chicago Confined Disposal Facility (CDF) water quality monitoring, which is required per the facility operating permit with Illinois EPA; continuation of the Dredged Material Management Plan (DMMP) study; and removal of 36,000 cubic yards of lakebed rock that protrudes deeply in to the center half width of outer harbor channel to deliver full authorized depth for project.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$3,808,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds are being used for operation, navigation channel and structures' inspections, safety signage, and other management purposes; sediment management within the DMDF (grading and piling), which allowed normal dredging / storage operations to continue; stabilization of the timber crib within a 750-foot section of the failing shorearm breakwater that protects commercial traffic within the entrance channel from an unsafe wave climate, and removal of 30,000 cubic yards of sediment accumulated within the outer harbor, which will be dewatered on the drying pad at the CDF and subsequently hauled off as beneficial use material by others.

BUDGETED AMOUNT FOR FY 2019: M: \$4,081,000 O: \$535,000 T: \$4,616,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$4,616,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including DMMP close out (\$130,000); sediment management within the DMDF which will allow normal dredging/storage operations to continue (\$620,000); dredge 75,000 cubic yards of sediment from harbor and river channel segments (\$2,495,000); and repair a 750-foot section of harbor shore-arm (\$966,000).

OTHER INFORMATION: The CDF has reached its original design capacity. Life-extension measures have been implemented to allow sediment placement and confinement to continue. By FY 2022, it is expected that the CDF will no longer be able to accept river sediment. A plan to close the CDF was initiated in FY 2017. The design and construction of a new dredged material disposal facility is expected to require at least six years to complete. A non-Federal partner is needed; USACE is working with the Illinois International Port District (IIPD) to allow IIPD to act as the non-Federal partner and provide the cost-sharing funds needed for land acquisition associated with the construction of a new CDF. Lack of disposal facilities will interfere with routine maintenance dredging.

Division: Great Lakes and Ohio River

District: Chicago

Calumet Harbor and River, IL & IN

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,012,000. There was an additional \$1,000 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Chicago Harbor, IL

AUTHORIZATION: The Rivers and Harbors Acts of 1870, 1880, 1912, 1919, and 1962 (P.L. 87-874)

LOCATION AND DESCRIPTION: Chicago Harbor is low-use, deep-draft harbor located in northeastern Illinois, on the southwest shore of Lake Michigan within the corporate limits of the City of Chicago and Cook County. Chicago Lock consists of four outer breakwater reaches and two inner breakwater reaches that protect Navy Pier, Chicago Lock, Chicago Water Filtration Plant, Monroe St. Harbor, Grant Park and other facilities from damage due to storms. It includes an entrance channel (800-foot wide and 29 feet deep), and an outer harbor area (28 feet deep). The channel to the mouth of the Chicago River is at a depth of 21 feet.

FISCAL YEAR 2017 ALLOCATION: \$11,131,000

DESCRIPTIONS OF WORK FOR FY 2017: Funds were used for operation and maintenance of Chicago Lock; a 5 year periodic inspection, which is an agency requirement for Dam Safety and Asset Management program to track high-risk/consequence assets; 1000-feet of northeast breakwater crib stabilization; and replacement of a failing sheetpile dock along the north pier.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$3,020,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds are being used for operation and maintenance of the Chicago Lock to provide 24/7, 100% availability to commercial towboat, deep-draft barges, government, passenger and recreational vessels; and replacement of exiting lighting with LED for single chamber deep-draft navigation lock.

BUDGETED AMOUNT FOR FY 2019: M: \$1,000,000 O: \$2,583,000 T: \$3,583,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$3,583,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including relocation of utilities at the north pier (\$500,000), dam safety activities (\$39,000), emergency action plan updates (\$5,000), and a multi-beam survey (\$19,000).

OTHER INFORMATION: The northeast breakwater is the port's main shield from the worst storms and largest waves on Lake Michigan. Only 1,130 feet of the 5,300 foot long, 125-year old timber crib has been stabilized with grout. Grout stabilization is needed along the remaining length due to accelerated crib deterioration from prolonged low lake levels. The technique requires only 20% of the cost of reconstructing failed segments.

The Chicago Lock provides extremely significant flood control benefits to the City of Chicago in preventing downtown flooding by the Chicago River, although the project was not authorized for this purpose. Significant repairs are needed to ensure the structural stability of the North Pier, but funding is difficult to obtain due to the mismatch between the authorized purposes of the project, and the benefits it delivers to the City of Chicago.

By separating the Chicago River from Lake Michigan, the North Pier functions like a dam, and is categorized as a Dam Safety Action Classification (DSAC) level 2. This means its condition is poor, and requires close monitoring of its structural components. A failure of this asset could lead to an uncontrolled release of Lake Michigan water into the Chicago River, and potentially flood portions of downtown Chicago.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$2,466,000. There was an additional \$2,000 of unobligated funds that are committed within the Corps for scheduled ongoing

Division: Great Lakes and Ohio River

District: Chicago

Chicago Harbor, IL

requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Lake Michigan Diversion, IL

AUTHORIZATION: Water Resources Development Act 1986 (P.L. 99-662)

LOCATION AND DESCRIPTION: The Lake Michigan Diversion is in northeastern Illinois, centered around the City of Chicago. The work on this project involves flow and precipitation measurement in ungaged diversion watersheds, hydrologic modeling, and hydraulic modeling of outflows.

FISCAL YEAR 2017 ALLOCATION: \$792,000

DESCRIPTION OF WORK FOR FY 2017: Funds were used for data collection, flow measurements, water diversion data analysis, diversion accounting, modeling, and reporting efforts. U.S. Supreme Court ordered Lake Michigan water diversion in all Great Lakes states.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,100,000 2/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2018: Funds are being used for data collection, flow measurements, water diversion data analysis, diversion accounting, modeling, complete Technical Committee activities, and reporting efforts. U.S. Supreme Court ordered Lake Michigan water diversion in all Great Lakes states.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$851,000 T: \$851,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$851,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: Beginning with the State of Illinois' reversal of the flow of the Chicago River in 1900, the other Great Lakes states (Michigan, Minnesota, New York, Ohio, Pennsylvania and Wisconsin) have been concerned about the diversions of Lake Michigan water out of the basin. Their concern has led to litigation and a series of U.S. Supreme Court Decrees, which have regulated the diversion since 1925. The 1967 Decree, modified in 1980, specifies the allowable diversion at 3,200 cubic feet-per-second. The USACE measures the actual diversion amount. Measurements are presently taken on the Chicago Sanitary and Ship Canal near Lemont. In accordance with the U.S. Supreme Court Decree and the Water Resources Development Act of 1986, the District maintains the responsibilities to complete diversion accounting computations and certification.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$25,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Waukegan Harbor, IL

AUTHORIZATION: Rivers and Harbors Act of 1902, 1930, 1945, and Section 201 of the Rivers and Harbors Act of 1970.

LOCATION AND DESCRIPTION: Waukegan Harbor is an emergent, deep-draft harbor located on the western shore of Lake Michigan in Waukegan, IL. The project consists of 1,900 feet of protective breakwater, 4,225 feet of protective piers, and a 13-acre inner basin.

FISCAL YEAR 2017 ALLOCATION \$1,564,000

DESCRIPTION OF WORK FOR FY 2017: Funds were used to award a contract to dredge 80,000 cubic yards of shoaling from the approach channel to restore minimum functional depth.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$2,000,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds are being used for maintenance dredging of 90,000 cubic yards of 7' shoaling from the approach channel for Waukegan Harbor, on the western shore of Lake Michigan in Waukegan, IL to restore minimum functional depth of the approach channel.

BUDGETED AMOUNT FOR FY 2019: M: \$1,411,000 O: \$115,000 T: \$1,526,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: 1,526,000 – Funds will be used for specific work activities including maintenance dredging of approximately 80,000 cubic yards of shoaling from the approach channel to restore minimum functional depth (\$1,526,000).

OTHER INFORMATION: If annual dredging is not performed, winter storms will close the harbor to all deep-draft vessels. Temporary harbor closures occurred every year from 2011 through 2014 truncating the shipping season and harming industrial operations. Annual closure is due to the large shoal (400,000 – 500,000 cubic yards (CY)) that has accumulated immediately north of the Approach Channel along the outer breakwater. Advanced maintenance dredging is necessary, although recent efforts have been inadequate to ensure channel reliability. The continued commercial viability of the bulk cargo terminals in the port are completely dependent on annual dredging of 80 thousand CY of sand within the harbor approach channel, and at least 70 thousand CY of sand within the advanced maintenance area. Meeting this dredging need would require \$1.75 million annually, although substantial savings could be achieved if a larger dredging effort was completed periodically (every two years) as opposed to annually. The port provides a life safety function on southern Lake Michigan. The USCG sets barge traffic load lines contingent on this port being available as a harbor of refuge. Lacking maintenance dredging, the port will be impossible to enter during a storm. Barge operators in the region will then be compelled to light-load their vessels to comply with more restrictive USCG safety requirements, reducing shipping efficiency and profitability.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$202,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

INDIANA

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Burns Waterway Harbor, IN

AUTHORIZATION: Rivers and Harbors Act of 1965 (P.L. 89 -298); Sec 121 of Energy and Water Development Appropriations Act of 2005 (P.L. 108-447)

LOCATION AND DESCRIPTION: Burns Waterway Harbor is a moderate-use, deep-draft harbor located in northwestern Indiana. It is on the southern shore of Lake Michigan in Porter County, 28 miles southeast of Chicago Harbor. The project consists of a north breakwater (4,630 feet of rubblemound structure), a west breakwater (1,200 feet of rubblemound structure), an approach channel (400 feet wide and 30 feet deep), Outer Harbor Basin (28 feet deep), and East and West Harbor Arms (each 27 feet deep and 620 feet wide).

FISCAL YEAR 2017 ALLOCATION: \$3,004,000

DESCRIPTIONS OF WORK FOR FY 2017: Funds were used for routine harbor operation, navigation channel and structures' inspections, safety signage, and other management responsibilities; award of a contract to remove 90,000 cubic yards of sediment accumulated within the approach channel area, and; to place large riprap-sized stone in the channel bottom of the harbor arms and adjacent to the eastern head of the north breakwater to repair scour.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$3,649,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds are being used for harbor operation, navigation channel and structures' inspections, safety signage, and other management responsibilities; removal of 90,000 cubic yards of sediment accumulated within the approach channel area; and placement of large riprap-sized stone in the channel bottom of the harbor arms and adjacent to the eastern head of the north breakwater to repair scour.

BUDGETED AMOUNT FOR FY 2019: M: \$1,407,000 O: \$3,212,000 T: \$4,619,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$4,619,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging approximately 90,000 cubic yards within the approach channel area (\$1,487,000) and repairs to the channel scour hole (\$2,925,000).

OTHER INFORMATION: Severe shoaling has developed along the ArcelorMittal shoreline revetment east of the approach channel. 86,000 cubic yards of sand naturally moves to the west into the Federal channel limits annually. These conditions narrow the harbor approach channel and hinder commercial vessels' ability to make the turn into the harbor, especially during adverse wind conditions. Safe port entry has necessitated annual dredging in this area during FY 2016 and 2017. Pending the conditions observed during 2018, the annual approach channel dredging could potentially be reduced and performed every other year instead of annually, while still ensuring a safe and reliable port for commercial users.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$177,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget Amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Indiana Harbor, IN

AUTHORIZATION: Rivers and Harbors Act of 1910, 1913, 1919, 1922, 1930, 1935, 1937 and 1960 (P.L. 86-645)

LOCATION AND DESCRIPTION: Indiana Harbor is a high-use, deep-draft harbor located in northwestern Indiana, on the southwest shore of Lake Michigan in Lake County, 19 miles southeast of Chicago Harbor. The project consists of a north breakwater (1,120 feet of rubblemound structure); an easterly breakwater (2,524 feet of rubblemound structure); an approach channel (29-foot deep and 800-foot wide); an anchorage and maneuver basin (28-foot deep); a harbor entrance (27-foot deep and 280-foot wide); and a main canal (22-foot deep).

FISCAL YEAR 2017 ALLOCATION: \$11,677,000

DESCRIPTIONS OF WORK FOR FY 2017: Funds were used to continue harbor operation and maintenance (O&M), navigation channel and structures' inspections, safety signage, and other management actions; to repair and stabilize east navigation structure; removal of 175,000 cubic yards of Non-Toxic Substance Control Act (TSCA) sediment in Reach 1 and 7 (turning basin); air-quality monitoring, analysis and public reporting, Dredged Material Disposal Facility (DMDF) site security, and groundwater pumping and treatment; Confined Disposal Facility (CDF) site maintenance, primary erosion control; and complete CDF Dikes 5-year inspection and CDF Center Dike modification.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$11,564,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds are being used to continue harbor operation and maintenance, navigation channel and structures' inspections, safety signage, and other management actions; repair and stabilize east navigation structure; remove 175,000 cubic yards of Non-TSCA sediment in Reach 1 and 7 (turning basin); perform air-quality monitoring, analysis and public reporting, DMDF site security, and groundwater pumping and treatment; and perform CDF site maintenance, primary erosion control.

BUDGETED AMOUNT FOR FY 2019: M: \$6,563,000 O: \$4,435,000 T: \$10,998,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$10,998,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dam safety training (\$12,000), inspection activities (\$80,000), repairing 800 feet of failing laid-up stone in East Breakwater via rubblemound encapsulation (\$2,160,000), and removing 90,000 cubic yards (CY) of Non-TSCA sediment (\$3,770,000).

OTHER INFORMATION: The removal of the highly-contaminated TSCA sediments was postponed into 2017 due to USEPA concerns regarding the capability of the DMDF to safely contain those materials. USACE is working through those issues with USEPA and Indiana Department of Environmental Management (IDEM). Dredging for navigation purposes has proceeded elsewhere within the harbor. The volume of sediment backlog has been reduced significantly, and all legacy dredging work will be completed by the end of 2018.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$202,000. There was an additional \$118,000 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: Great Lakes and Ohio River

District: Chicago

Indiana Harbor, IN

KENTUCKY

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Big Sandy Harbor, KY

AUTHORIZATION: River and Harbor Act of 1910 (P.L. 61-264)

LOCATION AND DESCRIPTION: Big Sandy Harbor is a high-use, shallow-draft harbor consisting of the lower 9 miles of the Big Sandy River, starting at its confluence with the Ohio River. The Big Sandy Harbor requires dredging in this portion of the Big Sandy River annually.

FISCAL YEAR 2017 ALLOCATION: \$1,773,000

DESCRIPTIONS OF WORK FOR FY 2017: Funds were used for routine operation and maintenance (O&M) dredging activities.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,865,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds are being used for routine O&M activities.

BUDGETED AMOUNT FOR FY 2019: M: \$1,939,000 O: \$21,000 T: \$1,960,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$1,960,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$1,939,000).

OTHER INFORMATION: The five-year average of commodities transported on this waterway exceeds 10,000,000 tons. This is a critical waterway for the region, primarily supporting energy related cargo.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 is \$39,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Elvis Stahr (Hickman) Harbor, KY

AUTHORIZATION: Rivers and Harbors Act of 1960, Section 107; Water Resources Development Act 1988, Section 53(b)

LOCATION AND DESCRIPTION: This harbor is located near Hickman, Kentucky in Fulton County and is used primarily for the export of agricultural products. The project extends from the main channel (mile 922.0) of the Mississippi River along the city front to a point about 0.3 miles below the junction of Obion Creek and Bayou Du Chien. The approved channel dimensions are 9 feet deep, 250 feet wide and 5,800 feet long with a 500 foot by 600 foot turning basin at its upstream end. This harbor contains the US Coast Guard boat basin for the Cutter Chena and landing access for the ferry between Kentucky and Missouri. The local interest is the city of Hickman, KY.

FISCAL YEAR 2017 ALLOCATION: \$916,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used to collect hydrographic survey data in the harbor and turning basin. Funds were also used for limited dredging in the harbor channel to authorized dimensions.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$915,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for routine operation, maintenance, and limited harbor dredging to authorized channel dimensions.

BUDGETED AMOUNT FOR FY 2019: M: \$900,000 O: \$15,000 T: \$915,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$915,000 – Funding provides for commonly performed operation and maintenance for authorized channel dimensions.

OTHER INFORMATION: Five-year average commercial tonnage is 934 thousand tons. The harbor includes the U.S. Coast Guard Cutter Chena boat basin and a local ferry providing transportation to and from Missouri.

1/ Unobligated Carry-in Funding: The actual unobligated balance from FY 2017 into FY 2018 \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

LOUISIANA

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Atchafalaya River and Bayous Chene, Boeuf & Black, LA

AUTHORIZATION: River and Harbor Act of 3 July 1968, 13 Aug 1068, Sec 101

LOCATION AND DESCRIPTION: The project is located in south central Louisiana. It provides for a 20-foot deep by 400-foot wide navigation channel.

FISCAL YEAR 2017 ALLOCATION: \$7,811,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for dredging the Atchafalaya Bar channel and for routine operation and maintenance (O&M).

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$6,645,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used to dredge critical reaches in Atchafalaya River, Crewboat Cut, Bay and Bar, perform channel condition surveys of the entire project and routine operation and maintenance, coordinate and prepare environmental compliance consistency, and continue monitoring the effectiveness of Value Engineering Study alternatives to improve navigation and to alleviate unconsolidated fluid mud in the bar channel.

BUDGETED AMOUNT FOR FY 2019: M: \$12,350,000 O: \$325,000 T: \$12,675,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$12,675,000 - Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$12,350,000).

OTHER INFORMATION: None

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$3,000. There was an additional \$20,000 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Barataria Bay Waterway, LA

AUTHORIZATION: River and Harbor Act 2 March 1919

LOCATION AND DESCRIPTION: The project is located in southeast Louisiana. The navigation channel is 12 feet deep by 125 feet wide for 36.9 miles in the inland and bay channel reaches and 15 feet deep by 250 feet wide for the 3.1 mile bar shallow draft channel.

FISCAL YEAR 2017 ALLOCATION: \$3,599,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for project management, hydrographic surveys, permit reviews, and to prepare for future dredging operations.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$100,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds to be used for project management, hydrographic surveys for future dredging, water level data management, and review permit applications.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$100,000 T: \$100,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$100,000 - Funds to be used for commonly performed surveys for navigation.

OTHER INFORMATION: The Barataria Bay Waterway connects the Gulf Intracoastal Waterway system to natural gas, oil and sulfur production sites and to commercial fishing areas within Barataria Bay and the Gulf of Mexico.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,272,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Baton Rouge Harbor, Devils Swamp, Louisiana

AUTHORIZATION: The River and Harbor Act of 1946 (79-525) then transferred to flood control purposes under the Flood Control Act of 1948 (Title II of P.L. 80-858)

LOCATION AND DESCRIPTION: The project is a moderate-use, shallow-draft Federal harbor project in the northern portion of East Baton Rouge Parish on the left descending bank of the Mississippi River. The authorized barge channel is 2.5-miles long, 12-feet deep and 300-feet wide. The project provides a slack water channel for barge traffic serving an industrial expansion area in the port of Baton Rouge, LA.

FISCAL YEAR 2017 ALLOCATION: \$255,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used to provide engineering, design, and surveys for dredging.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$ 543,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used to provide engineering, design, and surveys for dredging.

BUDGETED AMOUNT FOR FY 2019: M: \$500,000 O: \$55,000 T: \$555,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$555,000 - Funds will be used for commonly performed operation and maintenance work, including dredging.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$406,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Bayou Lafourche and Lafourche Jump Waterway, LA

AUTHORIZATION: Rivers and Harbors Act of 1935 and 1960

LOCATION AND DESCRIPTION: The project is located in southeast Louisiana in Lafourche Parish. Bayou Lafourche is a 36.3 mile shallow draft navigation channel from LaRose, Louisiana to Belle Pass in the Gulf of Mexico. Channel dimensions are 6 feet deep by 60 feet wide from mile 35 to mile 21.9, 9 feet deep by 100 feet wide from mile 21.9 to mile 13.0, 12 feet deep by 125 feet wide from mile 13.0 to mile 3.4, 24 feet deep by 300 feet wide from mile 3.4 to mile 0.0 (Port Fourchon Reach), and 26 feet deep by 300 feet-wide, from mile 0.0 to mile -1.3 (Belle Pass).

FISCAL YEAR 2017 ALLOCATION: \$902,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for project management, channel dredging, hydrographic surveys, environmental assessment, managing water level data, and reset of gauges from National Geodetic Vertical, permit reviews and right-of-way to dredged disposal areas.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$769,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for project management, dredging, hydrographic surveys, environmental assessments, managing water level data, to reset gauges from National Geodetic Vertical Datum to North American Vertical Datum, permit applications, right-of-entry to dredged material disposal areas, foreshore and jetty rock repairs.

BUDGETED AMOUNT FOR FY2019: M: \$0 O: \$100,000 T: \$100,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$100,000 - Funds will be used for specific work activities to include dredging and channel condition surveys for navigation.

OTHER INFORMATION: Port Fourchon is a multi-use facility serving 90% of the Gulf of Mexico's deepwater oil production and is the land base for the Louisiana Offshore Oil Port which handles 15% of foreign oil imports. The facility is connected to 45%-50% of the U.S. refining capacity and furnishes 18% of the U.S. oil supply. It is equipped to serve about 250 companies involved with offshore oil production, container/break-bulk shipping, trucking, commercial fishing and recreational industries. In support of the majority of Gulf deepwater platforms, approximately 275 large supply vessels traverse the Port Fourchon channel daily. The port performs oil rig refurbishments and has heavy lifting capabilities for deep water vessels.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$11,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: Mississippi Valley

District: New Orleans

Bayou Lafourche and
Lafourche-Jump Waterway, LA

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Bayou Segnette Waterway, LA

AUTHORIZATION: River and Harbor Act of 1954

LOCATION AND DESCRIPTION: The project is located in southeast Louisiana in Jefferson Parish. It is a 6 feet deep by 60 feet wide, 12.2 mile navigation channel from Westwego, Louisiana to the Gulf Intracoastal Waterway (GIWW). The channel provides maritime accessibility to the Gulf of Mexico for industries located along the shallow draft waterway.

FISCAL YEAR 2017 ALLOCATION: \$20,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for permit review, surveys and project management.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$20,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds to be used for project management, hydrographic surveys, dredging preparation efforts, and to review permit applications.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$ 10,000 T: \$10,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$10,000 - Funds will be used for commonly performed channel condition hydrographic surveys for navigation.

OTHER INFORMATION: The Bayou Segnette Waterway connects the Gulf Intracoastal Waterway to the Gulf of Mexico for oil and gas production supply companies and serves as an access channel for local hunters and the crab and recreational fishing industries.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: Mississippi Valley

District: New Orleans

Bayou Segnette Waterway, LA

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Bayou Teche, LA

AUTHORIZATION: River and Harbor Act 26 June 1934 and prior RHA's

LOCATION AND DESCRIPTION: The project is located in south central Louisiana in St. Mary Parish. The project is primarily a shallow draft navigation project.

FISCAL YEAR 2017 ALLOCATION: \$42,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for hydrographic surveys and permit review.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$50,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for hydrographic surveys real estate management, maintenance dredging, and permit reviews.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$50,000 T: \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$50,000 - Funds to be used for commonly performed channel condition surveys for navigation.

OTHER INFORMATION: None

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$2,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Calcasieu River and Pass, LA

AUTHORIZATION: River and Harbor Act of 1946

LOCATION AND DESCRIPTION: The 68-mile channel is located in southwest Louisiana and extends from the Gulf of Mexico to Lake Charles, Louisiana. The project is authorized at 40x400 feet inland and 42x800 feet in the bar channel.

FISCAL YEAR 2017 ALLOCATION: \$30,792,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for dredging inland reach 5-15, hydrographic surveys, permit review, the Saltwater Barrier Control Structure, and right-of-entry for dredged material disposal areas. Funds were also used to dredge the Calcasieu Bar Channel and Devil's Elbow to project dimensions and Energy Transfer Port work.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$20,759,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for maintenance dredging, to operate and maintain the Saltwater Barrier Control Structure, hydrographic surveys, right-of-entry for dredged material disposal areas, to reduce encroachments, instrumentaiton data collection, environmental planning for dredging, and permit reviews.

BUDGETED AMOUNT FOR FY 2019: M: \$17,000,000 O: \$1,639,000 T: \$18,639,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$18,639,000 - Funds will be used for commonly performed and specific work activites to include routine operations, studies and dredging for navigation.

OTHER INFORMATION: None

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$2,966,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Freshwater Bayou, LA

AUTHORIZATION: River and Harbor Act of 14 July 1960, Section 101

LOCATION AND DESCRIPTION: Freshwater Bayou is a 23.1 mile shallow draft navigation channel located in southern Louisiana. The channel extends from the northern boundary at mile 161.2 of the Gulf Intracoastal Waterway, west of Harvey Lock, down to the 12 foot depth contour in the Gulf of Mexico. Freshwater Bayou Lock is located at approximately mile 1.5. It provides access to the Gulf of Mexico to Intracoastal City and Abbeville Harbor and Terminal District, as well as the Gulf Intracoastal Waterway. The project also includes Freshwater Bayou Lock, which prevents saltwater intrusion into the Mermentau Basin.

FISCAL YEAR 2017 ALLOCATION: \$1,569,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for the operation and maintenance (O&M) of Freshwater Bayou Lock.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,424,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for operating and maintaining Freshwater Bayou Lock, hydrographic surveys and collection of instrumentaiton/engineering data to monitor the lock's stability, sustainability energy savings, real estate, and permit reviews.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$759,000 T: \$759,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$759,000 - Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities to perform periodic assessment, inspections and reports (\$100,000).

OTHER INFORMATION: The project services the offshore petroleum industry supply boats and the commercial fishing industry.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$47,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Houma Navigation Canal, LA

AUTHORIZATION: River and Harbor Act of 4 Mar 1915, Section 5

LOCATION AND DESCRIPTION: The Houma Navigation Canal is located in Terrebonne Parish, Louisiana and extends a distance of 38 miles from the Gulf Intracoastal Waterway (GIWW) in Houma, Louisiana to the Gulf of Mexico. The authorized project dimensions are 15 feet by 150 feet from the GIWW to the Bar Channel. The Bar Channel has dimensions of 18 feet by 300 feet and provides maritime accessibility to the Gulf of Mexico for the commercial fishing and petrochemical fabrication/support industries that are located along the shallow draft waterway.

FISCAL YEAR 2017 ALLOCATION: \$1,195,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for environmental studies, dredging operations, permit reviews, and land acquisition and disposal management.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$979,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for project management, for dredging operations, to perform hydrographic surveys, to provide right of entry for dredged material disposal areas, environmental monitoring, and to collect, manage, store and disseminate water level data.

BUDGETED AMOUNT FOR FY 2019: M: \$100,000 O: \$0 T: \$100,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$100,000 - Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: An ancillary benefit to channel maintenance is the beneficial use of dredged material in coastal Louisiana (all within the Federal Standard).

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$8,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Lake Providence Harbor, LA

AUTHORIZATION: Rivers and Harbors Act 1960.

LOCATION AND DESCRIPTION: Lake Providence Harbor is an inland harbor, located along the Mississippi River in East Carroll Parish, LA. This is a moderate use shallow draft harbor.

FISCAL YEAR 2017 ALLOCATION: \$1,393,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for surveys to monitor the need for dredging. Funds were also used for maintenance dredging of the harbor.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$12,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds in the amount of \$12,000 will be used for surveys.

BUDGETED AMOUNT FOR FY 2019: M: \$1,300,000 O: \$15,000 T: \$1,315,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$1,315,000 - Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging (\$1,300,000).

OTHER INFORMATION: This project was constructed in 1980. Average annual tonnage is over 1 million tons.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$45,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Mermentau River, LA

AUTHORIZATION: River and Harbor Act of 26 June 1934 and prior Acts

LOCATION AND DESCRIPTION: Mermentau River is located in southwest Louisiana. It is a multi-purpose project with functions that include shallow draft navigation, flood control, and prevention of saltwater intrusion.

FISCAL YEAR 2017 ALLOCATION: \$1,280,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds are used for operation and maintenance of the Catfish Point and Schooner Bayou Control Structures, real estate management, sustainability energy savings, data collection and analysis, hydrographic surveys, and permit review.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,246,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for the operation and maintenance of the Catfish Point and Schooner Bayou Control Structures, and hydrographic surveys.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$1,540,000 T: \$1,540,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$1,540,000 - Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including inspections for dam safety for navigation (\$200,000).

OTHER INFORMATION: The Mermentau River serves an important role to the fishing and oil industry by allowing access in and out of the Mermentau River basin.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$66,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Mississippi River Outlets at Venice, LA

AUTHORIZATION: River and Harbor Act of 1968, Section 101

LOCATION AND DESCRIPTION: The project is located in southeastern Louisiana and provides for two outlet channels (Baptiste Collette and Grand/Tiger Pass) from the Mississippi River in the vicinity of Venice, Louisiana. Both shallow draft navigation channels have authorized channel dimensions of 14-foot deep by 150-foot wide (inland reach) and 16-foot deep by 250-foot wide (bar channel reach).

FISCAL YEAR 2017 ALLOCATION: \$1,176,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds are used for dredging Baptiste Collette, surveys, Water Control Data Systems, environmental studies, permit review and real estate management.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,449,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for project management, dredging, surveys, environmental assessments, permits, real estate management, and water level data.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$200,000 T: \$200,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$200,000 - Funds will be used for specific work activities to include channel condition surveys for navigation (\$200,000).

OTHER INFORMATION: The project serves the Venice Port Complex -- a multi-use facility that supports offshore petrochemical production/exploration efforts, the commercial fishing industry and recreational fishing and boating. The channel also provides the shortest access route to the Gulf of Mexico for the USCG Search and Rescue unit. An ancillary benefit to channel maintenance is the beneficial use of dredged material in coastal Louisiana (all within the Federal Standard).

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$613,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: Mississippi Valley

District: New Orleans

Mississippi River Outlets at
Venice, LA

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Mississippi River, Baton Rouge to the Gulf of Mexico, LA

AUTHORIZATION: Rivers and Harbors Acts of 1945, Section 2 and 1962, Section 101; Supplemental Appropriations of 1985, P.L. 99-88 and Water Resources Development Act of 1986, Section 201

LOCATION AND DESCRIPTION: The project currently provides a deep draft channel between Baton Rouge and the Gulf of Mexico in Southeast Louisiana. The 45-foot deep draft channel provides access to the largest port complex in the US.

FISCAL YEAR 2017 ALLOCATION: \$104,400,000

DESCRIPTIONS OF WORK FOR FY 2017: Funds are used for maintenance dredging from Baton Rouge to the Gulf of Mexico, channel surveys, water management, environmental compliance and real estate. Funds are also used to partially restore the navigation channel following the winter 2015/2017 flood and for Energy Transfer Port work.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$83,846,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 budgeted funds will be used for maintenance dredging to partial channel dimensions from Baton Rouge to the Gulf of Mexico (Southwest Pass, New Orleans Harbor, Crossings between Baton Rouge and New Orleans), channel surveys, salt water barrier sill, rock protection, jetty repairs, water management, environment, and real estate. This funding will only provide partial channel dimensions, restricting transit of deep-draft commercial vessels through the largest US port complex.

BUDGETED AMOUNT FOR FY 2019: M: \$85,142,000 O: \$4,027,000 T: \$89,169,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$89,169,000 - Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging for navigation from New Orleans to Baton Rouge and to Gulf (\$85,142,000).

OTHER INFORMATION: Mississippi River dredging directly impacts the ports of South Louisiana, New Orleans, Baton Rouge and Plaquemines which collectively handle more than 476 million tons of cargo/year.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$5,727,000. There was an additional \$37,000 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Removal of Aquatic Growth, LA

AUTHORIZATION: River and Harbor Act of 1958 as amended

LOCATION AND DESCRIPTION: The project provides for annual recurring maintenance control of water hyacinth and other invasive aquatic vegetation in Federally-maintained waterways and feeder water-bodies throughout south Louisiana. The project is required to maintain navigation for the shipping industry, the oil and gas industry, commercial fisheries and recreational users. Invasive aquatic vegetation growth can also affect flood control and lock operations.

FISCAL YEAR 2017 ALLOCATION: \$198,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for the control of aquatic plants.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$200,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will to be used to work with State applicators to identify and treat specific point sources (if State resources are available) and to handle inquiries and complaints from the public regarding the expansion of water hyacinth, alligator weed, common salvinia and other noxious aquatic plants within District navigable waterways.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$250,000 T: \$250,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$250,000 - Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: None

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: Mississippi Valley

District: New Orleans

Removal of Aquatic Growth, LA

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Waterway from Empire to the Gulf, LA

AUTHORIZATION: Rivers and Harbors Act of 1946, Public Law 525

LOCATION AND DESCRIPTION: The project is located in Plaquemines Parish. It consists of a 9.5 mile channel from the Dollut Canal to the Gulf of Mexico, with 9 foot by 80 foot dimensions. The channel provides maritime accessibility to the Gulf of Mexico for fishing industries located along the shallow draft waterway.

FISCAL YEAR 2017 ALLOCATION: \$8,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for project management, hydrographic surveys, and to review permit applications.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$8,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds to be used for project management, for hydrographic surveys, Water Control Data Systems, and to review permit applications.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$14,000 T: \$14,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$14,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: The Empire Waterway connects the Mississippi River to the Gulf of Mexico for commercial and recreational fishing interests. The loss of project dimensions has caused economic hardships and incidents of vessel groundings. A deterioration of existing project jetties has caused land loss of a critical coastal barrier island (Pelican Island) and has increased channel shoaling. An ancillary benefit to channel maintenance is the 100% beneficial use of dredged material in coastal Louisiana (all within the Federal Standard).

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: Mississippi Valley

District: New Orleans

Waterway from Empire to the
Gulf, LA

MAINE

APPROPRIATIONS TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Disposal Area Monitoring, CT, ME, MA, NH, NY and RI

AUTHORIZATION: Section 404 of the Clean Water Act of 1972 and Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972.

LOCATION AND DESCRIPTION: The project involves the management and monitoring of 10 regional open-water dredged material disposal sites located along coastal New England. These sites serve over 90 percent of the disposal needs for dredging projects in New England and portions of New York.

FISCAL YEAR 2017 ALLOCATION: \$1,040,000

DESCRIPTIONS OF WORK FOR 2017: FY 2017 funds were used to perform annual disposal site monitoring; including condition surveys, sediment sampling and testing, repositioning of disposal site buoys and preparation of several monitoring study reports.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,050,000 2/

DESCRIPTIONS OF WORK FOR 2018: FY 2018 funds will be used to perform annual disposal site monitoring; including condition surveys, sediment sampling and testing, repositioning of disposal site buoys and preparation of several monitoring study reports.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$1,050,000 T: \$1,050,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$1,050,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: Disposal sites in New England receive an average of 1.5 million cubic yards of dredged material per year from Federal, State and private dredging projects in New England and New York. Surveys, sediment sampling and testing are performed to assure that disposal does not result in hazards to navigation and that environmental requirements are met.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$49,000. There was an additional \$49,000 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: North Atlantic

District: New England

Disposal Area Monitoring, CT,
ME, MA, NH, NY and RI

MARYLAND

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Back Creek, MD

AUTHORIZATION: River and Harbor Act of 1937 (P.L. 75-1).

LOCATION AND DESCRIPTION: The project provides for a channel 100 feet wide and 8 feet deep from that depth in the Severn River into Back Creek, protected by a stone jetty on the south side of the entrance channel. The length of the project is 900 feet.

FISCAL YEAR 2017 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$13,000 T: \$13,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$13,000 - Funding will provide for commonly performed operation and maintenance activities.

OTHER INFORMATION: Real estate compliance inspections have not been conducted in over 10 years.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Baltimore Harbor and Channels, MD & VA

AUTHORIZATION: House Document 799, 64th Congress, 1st Session, 1917; River and Harbors Committee Document 11, 70th Congress, 1st Session, 1930; House Document 741, 79th Congress, 2nd Session, 1945; House Document 86, 85th Congress, 1st Session, 1958; House Document 181, 94th Congress, 1st Session, 1970; Water Resources Development Act of 1986.

LOCATION AND DESCRIPTION: The project channels are located in the Chesapeake Bay from Virginia to Maryland. The authorized system of high-use channels include: a uniform main channel 50 feet deep, and generally 800 (in Maryland) or 1,000 (in Virginia) feet wide through the Chesapeake Bay from the Virginia Capes at the mouth of the Bay to Fort McHenry in the Port of Baltimore, a distance of 175 miles; Depths of 50, 49, and 40 feet are authorized in the 600-foot wide branch channels of Curtis Bay, Northwest Branch East Channel, and Northwest Branch West Channel, respectively; southern approach and connecting channels 35 feet deep and 600 feet wide leading from the Port of Baltimore to the Inland Waterway from Delaware River to Chesapeake Bay, Delaware and Maryland, Baltimore Harbor branch channels ranging from 22, 35 and 42 feet deep and 200 to 600 feet wide in Curtis Creek and Ferry Bar; and Baltimore Harbor anchorages 30 and 35 feet deep. The project also includes a straightened Tolchester Channel S-Turn and a 50-foot deep turning basin; 35 and 42-foot deep anchorages; and 42 and 36 feet deep and 400 to 500-foot wide channels into the Dundalk, Seagirt, and South Locust Point deep draft, high use commercial channels.

FISCAL YEAR 2017 ALLOCATION: \$23,141,000

DESCRIPTIONS OF WORK FOR 2017: FY 2017 funds were used for dredging of MD and VA channels.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$25,557,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding will provide for the restoration of authorized dimensions through maintenance dredging of the waterway. Channels scheduled for maintenance dredging include Cape Henry, Rappahannock, Craig Hill, and Ferry Bar channels. Funds will also provide for conducting condition surveys to report channel conditions and to continue studies on the Dredged Material Management Plan.

BUDGETED AMOUNT FOR FY 2019: M: \$22,400,000 O: \$1,245,000 T: \$23,645,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$23,645,000 - Funding will provide for commonly performed operation and maintenance and specific work activities to include the restoration of authorized dimensions through maintenance dredging of the waterway. Channels scheduled for maintenance dredging include Cape Henry and Craighill Angle channels. Funds will also provide for conducting condition surveys to report channel conditions and to continue studies on the Dredged Material Management Plan.

OTHER INFORMATION: Baltimore Harbor is the second largest coal port on the East Coast and is home port to U.S. Naval Reserve vessels, and is used for military deployments. The US Coast Guard has a fleet of buoy tenders, patrol boats, and ship yard facility in the Harbor. In 2012 the terminals handled the highest number of cars, farm machinery, and construction machinery of all U.S. Ports. The Port's public and private marine terminals saw 44.8 million tons of cargo cross their docks in 2011, up from 39.6 million tons in 2010. The total dollar value amount of that cargo was more than \$54.0 billion.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$5,196,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: North Atlantic

District: Baltimore Baltimore Harbor and Channels, MD & VA

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Baltimore Harbor, MD (Drift Removal)

AUTHORIZATION: River and Harbor Act of 1948.

LOCATION AND DESCRIPTION: The Baltimore Harbor Collection and Removal of Drift Project is located within Baltimore City, and Baltimore and Anne Arundel Counties, Maryland. The collection and removal effort is a year round effort and consists of performing routine patrols throughout the high-use harbor and also responding to emergency calls from Coast Guard and Navy activities, state and local government activities, and commercial business concerns for the removal of drift material deemed hazardous to the safe navigation of both commercial and recreational marine vessels.

FISCAL YEAR 2017 ALLOCATION: \$322,000

DESCRIPTIONS OF WORK FOR 2017: FY 2017 funding was for drift collection and removal operations and for arc flash compliance.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$325,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding will provide drift collection and removal operations to support the Port of Baltimore to ensure that commercial vessels have safe passage free of obstructions.

BUDGETED AMOUNT FOR FY 2019: M: \$400,000 O: \$15,000 T: \$415,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$415,000 - Funding will provide for commonly performed operation and maintenance activities including drift collection and removal operations to support the Port of Baltimore to ensure that commercial vessels have safe passage free of obstructions.

OTHER INFORMATION: The Port handles approximately 36.8 million tons of foreign cargo, with an estimated value of \$49.6 billion.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$22,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Claiborne Harbor, MD

AUTHORIZATION: Rivers and Harbors Act of 1902 (P.L. 57-154). Modified by River and Harbor Act of 1930 (P.L. 71-520).

LOCATION AND DESCRIPTION: The project provides for a channel 14 feet deep from the vicinity of the harbor wharves to deep water in Eastern Bay with widths of 100 feet for a distance of 1,800 feet to the bend opposite the existing Black Beacon, then widening in a distance of 260 feet to 150 feet, then to the 14-foot-depth contour in Eastern Bay with necessary widening at the bends. The project also includes a 150-foot slag jetty. The project length is 4,400 feet.

FISCAL YEAR 2017 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$5,000 T: \$5,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$5,000 - Funding will provide for commonly performed operation and maintenance such as real estate compliance inspections.

OTHER INFORMATION: Real estate compliance inspections have not been conducted in over 10 years.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Fishing Creek, MD

AUTHORIZATION: River and Harbor Act of 1937 (P.L. 75-1).

LOCATION AND DESCRIPTION: The project provides for a channel 7 feet deep with widths of 100 feet and 60 feet from deep water in Chesapeake Bay to an anchorage of the same depth, 120 feet wide and 400 feet long, located in the marsh 500 feet above the mouth of the creek and for twin stone jetties at the entrance. The north jetty is about 1,050 feet long and the south jetty is about 1,100 feet long. The project length is 4,200 feet.

FISCAL YEAR 2017 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$10,000 T: \$10,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$10,000 - Funding will provide for commonly performed operation and maintenance such as real estate compliance inspections.

OTHER INFORMATION: Real estate compliance inspections have not been conducted in over 10 years.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Herring Creek, Tall Timbers, MD

AUTHORIZATION: River and Harbor Act of 1960 (P.L. 86-845), as modified 1986 (P.L. 99-662).

LOCATION AND DESCRIPTION: The project provides for an entrance channel 60 feet wide and 6 feet deep with a turning basin of irregular shape and 6 feet deep, and riprap stone jetties on the upstream and downstream sides of the entrance channel 770 and 650 feet long, respectively. The project length is 1,630 feet. The project was modified to construct 250 of beachfill, 2,187 linear feet of stone revetment and upgrading 350 of existing revetment along the Tall Timbers waterfront south of the project inlet to prevent shoreline erosion induced by the jetties.

FISCAL YEAR 2017 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$10,000 T: \$10,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2018:

N: \$10,000 - Funds will be used for specific work activities including real estate compliance inspections (\$10,000).

OTHER INFORMATION: Real estate compliance inspections have not been conducted in over 10 years.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Knapps Narrows, MD

AUTHORIZATION: River and Harbor Act of 1935 (P.L. 74-409).

LOCATION AND DESCRIPTION: The project is located in Tilghman Island, Talbot County, Maryland. The project provides for a channel 9 feet deep and 75 feet wide, widened at the bends, from deep water in Chesapeake Bay to deep water in Harris Creek, MD. The project length is 9,000 feet.

FISCAL YEAR 2017 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$2,300,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding will provide for maintenance dredging.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$5,000 T: \$5,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$5,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: This work contributes to Executive Order 13508 goals by innovatively protecting environmental habitat, improving water quality, and expanding public access within the Chesapeake Bay watershed. The project was last dredged to its authorized dimensions in 2006.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$150,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Lower Thorofare, Deal Island, MD

AUTHORIZATION: River and Harbor Act of 1910 (P.L. 61-264). Modified by River and Harbor Act of 1945 (P.L. 79-14).

LOCATION AND DESCRIPTION: The project provides for a channel 60 feet wide and 7 feet deep from that depth in Tangier Sound to and including a mooring basin of the same depth, 100 feet wide and 300 feet long, in the marsh at the head of the cove at Wenona. The length of the project is 4,700 feet.

FISCAL YEAR 2017 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$5,000 T: \$5,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$5,000 - Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: Real estate compliance inspections have not been conducted in over 10 years.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$8,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Middle River and Dark Head Creek, MD

AUTHORIZATION: River and Harbor Act of 1940 (P.L. 76-868)

LOCATION AND DESCRIPTION: The project provides for a channel 200 feet wide and 10 feet deep from that depth in the Chesapeake Bay to the head of Dark Head Creek, and an anchorage basin 10 feet deep, 2,000 feet long, and generally 400 feet wide in the branch of Dark Head Creek extending northeasterly from the head of the channel. The project length is 3.6 miles.

FISCAL YEAR 2017 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$3,000 T: \$3,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$3,000 - Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: Real estate compliance inspections have not been conducted in over 10 years.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Neavitt Harbor, MD

AUTHORIZATION: River and Harbor Act of 1960 (P.L. 86-645).

LOCATION AND DESCRIPTION: The project provides for a channel 6 feet deep from that depth in Balls Creek to and including an anchorage basin of the same depth, 270 feet wide and 370 feet long on the upstream side of the public landing at Neavitt.

FISCAL YEAR 2017 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$3,000 T: \$3,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$3,000 - Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: Real estate compliance inspections have not been conducted in over 10 years.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Ocean City Harbor & Inlet & Sinepuxent Bay, MD

AUTHORIZATION: River and Harbor Act of 1935 (P.L. 74-409), and modified the River and Harbor Act of 1954 (P.L. 83-780).

LOCATION AND DESCRIPTION: The location of the Ocean City inlet is on the far eastern boundary of Maryland along the Atlantic Coast. The project provides an inlet channel 10 feet deep and 200 feet wide from the Atlantic Ocean to a channel to the Isle of Wight Bay; protected on the south side by a stone jetty with a top elevation of 8.8 feet above mean low water and a top crest of 18 feet, and protected on the north side by a stone jetty with a top elevation of nine feet above mean low water and a top crest of 20 feet; a channel 150 feet wide and ten feet deep from the inlet channel to the project harbor, with widths of 100 to 150 feet to the head of the harbor with two turning basins of the same depth; a channel six feet deep and 150 feet wide in Sinepuxent Bay from the inlet to Green Point, and thence 100 feet wide in Chincoteague Bay; and a channel six feet deep and 125 feet wide from the inlet channel to a point opposite North Eighth Street in Ocean City, then 75 feet wide into the Isle of Wight Bay.

FISCAL YEAR 2017 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$250,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding will provide for the restoration of authorized dimensions through maintenance dredging of the Ocean City Inlet Channel.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$5,000 T: \$5,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$5,000 - Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: The Ocean City Harbor & Inlet & Sinepuxent Bay, MD project provides a safe, reliable, and efficient navigation channel for USCG vessels, as well as commercial and recreational users. Ocean City is home to a USCG Station that supports Search and Rescue and Law Enforcement missions. Numerous offshore fishing vessels are homeported in Ocean City providing a significant impact to the local and regional economies. As Maryland's only port on the Atlantic Coast, Ocean City provides critical refuge from severe weather. Material is beneficially used with placement locations at Assateague Island National Seashore and along Ocean City public beaches (approximately 8 million people visit Ocean City each year).

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$56,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: North Atlantic

District: Baltimore

Ocean City Harbor & Inlet &
Sinepuxent Bay, MD

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Rock Hall Harbor, MD

AUTHORIZATION: River and Harbor Acts of 1937 (P.L. 75-1), 1948 (P.L. 80-858), 1960 (P.L. 86-845), 1980 (P.L. 96-367).

LOCATION AND DESCRIPTION: The project is located on the eastern shore of the northern portion of the Chesapeake Bay, above Eastern Neck Wildlife Refuge. The project provides for a channel 10 feet deep and 100 feet wide from 10 foot depth curve in Swan Creek Inlet to a channel of same dimensions, 700 feet long parallel to harbor terminals at Rock Hall; an anchorage basin of the same depth, 100 feet wide, 250 feet long in a northwesterly extension of the channel fronting the harbor terminals; an anchorage basin 8 feet deep, 100 feet wide and 350 feet long on an extension of the center line of the 10-foot basin; an anchorage basin 8 feet deep, 200 feet wide and 600 feet long attached to and extending in a southwesterly direction from the west end of the above-mentioned 8-foot basin; with twin breakwaters at the harbor entrance. On 29 May 1980, the Chief of Engineers under authority provided by Section 107 of the 1960 River and Harbor Act, as amended, authorized construction of the following work: Raising the existing west and east breakwaters from four feet to seven feet above mean low water and extending the west breakwater 400 feet at an elevation of seven feet above mean low water; Relocating the existing entrance channel at a depth of 8 feet and width of 100 feet; A new channel 8 feet deep and 100 feet wide, from the new entrance channel near the County wharf to and including an anchorage basin, 250 feet square in the eastern end of the harbor.

FISCAL YEAR 2017 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$5,000 T: \$5,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$5,000 - Funding will provide for real estate compliance inspections.

OTHER INFORMATION: Real estate compliance inspections have not been conducted in over 10 years.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Wicomico River, MD

AUTHORIZATION: River and Harbor Act of 1890, and modified in 1910, 1919, 1930, 1937 and 1954

LOCATION AND DESCRIPTION: The Wicomico River Federal navigation project is located in Wicomico and Somerset Counties, Maryland. The project provides for a 14-foot deep and 150-foot wide channel from the Chesapeake Bay to Salisbury, including a 100-foot wide channel with turning basins, all 14-foot deep in the north and south prongs; a 60-foot wide channel 6-feet deep from deep water in the river to Webster Cove, with a T-shaped basin in the cove 100-feet wide and 400-feet long; and extension of the basin 200-feet long and 100-feet wide on each side. The total project length is 37 miles and different reaches of the project require dredging each year.

FISCAL YEAR 2017 ALLOCATION: \$2,185,000

DESCRIPTIONS OF WORK FOR 2017: Funding was for the removal of critical shoals through maintenance dredging of the waterway. Channels in the upper river near Salisbury are scheduled for maintenance dredging.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$2,000,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding will provide for the removal of critical shoals through maintenance dredging of the waterway. Channels in the upper river near Salisbury are scheduled for maintenance dredging.

BUDGETED AMOUNT FOR FY 2019: M: \$4,000,000 O: \$0 T: \$4,000,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$4,000,000 - Funding will provide for specific work activities to include the removal of critical shoals through maintenance dredging of the waterway. Channels in the upper river near Salisbury are scheduled for maintenance dredging.

OTHER INFORMATION: The Wicomico River navigation project serves the Port of Salisbury and provides 10 facilities for grain exports and petroleum imports, which are important to the economies of Delaware, Maryland, and Virginia. In 2011, barge traffic provided the Port of Salisbury 1,065,000 tons of commerce consisting primarily of petroleum products. Salisbury also provides shipyard facilities to service and construct barges, tugs, and cruise ships.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$226,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

MASSACHUSETTS

APPROPRIATIONS TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Boston Harbor, Massachusetts

AUTHORIZATION: Adopted in 1825 and supplemented by the Rivers and Harbors Acts of 1880, 1886, 1890, 1892, 1896, 1899, 1902, 1910, 1912, 1917, 1935 (P. L. 74-409), 1937 (P.L. 74-738), 1938 (P.L. 75-685), 1940 (P.L. 76-868), 1945 (P.L. 79-14), 1946 (P.L. 79-525), 1950 (P.L. 81-516), 1958 (P.L. 85-500) and 1962 (P.L. 87-874); Federal Register Volume 55 dated October 5, 1990; and the Water Resources Development Acts of 1990 (P.L. 101-640), 1992 (P.L. 102-580), 1996 (P.L. 104-303) and 2104 (P.L. 113-121).

LOCATION AND DESCRIPTION: Boston Harbor is located along the eastern shoreline of Massachusetts and includes navigation improvements in Dorchester and Quincy Bays. The main deep water harbor is comprised of the Main Ship, Reserved, Mystic River and Chelsea River Channels. Work adopted in 2014 involves deepening the Broad Sound North Entrance Channel to 51 feet; the President's Roads, the outer Main Ship and the Lower Reserved Channels to 47 feet; the Main Ship Channel between the Reserved Channel and Massport Marine terminal to 45 feet; and the Chelsea River and a small portion of the Mystic River Channels to 40 feet. This work is scheduled to be initiated in FY 2017. Maintenance dredging of the Main Ship Channel between the Reserved Channel and the confluence of the Mystic and Chelsea Rivers needed to realize project benefits for deepening the Mystic and Chelsea River Channels. Maintenance dredging involves construction of a Confined Aquatic Disposal (CAD) cell for placement of unsuitable material.

FISCAL YEAR 2017 ALLOCATION: \$3,069,000

DESCRIPTIONS OF WORK FOR 2017: FY2017 Funds are being used for engineering and design and supervision and administration of the maintenance dredging contract awarded in FY16.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$7,150,000 O: \$0 T: \$7,150,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$7,150,000 – Funds will be used for specific work activities including maintenance dredging of the harbor area in conjunction with the improvement dredging (\$7,150,000).

OTHER INFORMATION: The Port of Boston is the largest port in New England, serving the nation's eleventh largest metropolitan area and a regional population of about 15 million residents in the six states. The Port's terminals handled over 16 million tons of liquid and dry bulk, containerized, and general cargo in 2012. The 2012 commercial fish catch records shows 14 million pounds at a value of \$18.7 million for Boston Harbor.

1/Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$4,866,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATIONS TITLE: Operation and Maintenance and Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Cape Cod Canal, MA

AUTHORIZATION: Rivers and Harbors Acts of 1927, 1935, 1945 and 1958; and amended by the Public Works Administration Program in 1933 and 1935, the Permanent Appropriations Repeal Act of 1934, and the Emergency Relief Program in 1935. The canal was purchased from the Boston, Cape Cod and New York Canal Company in accordance with a contract in 1921.

LOCATION AND DESCRIPTION: Cape Cod Canal is located about 50 miles south of Boston, Massachusetts and extends across a narrow neck of land joining Cape Cod to the mainland. The project provides for a channel 32-feet deep and 540- to 800-feet wide extending about 17.5 miles from deep water in Buzzards Bay to deep water in Cape Cod Bay. The project also includes navigation improvements in East Boat Basin and Onset Bay, and construction of two high-level highway bridges and a vertical lift railroad bridge, which cross the canal.

FISCAL YEAR 2017 ALLOCATION: \$10,296,000

DESCRIPTIONS OF WORK FOR 2017: FY2017 funds were used to perform routine operation and maintenance (O&M) of the project. These funds included \$300,000 to conduct required inspection of the Sagamore Highway Bridge. In addition, non-routine work was funded for \$900,000 to replace the elevators on the vertical lift railroad bridge, \$270,000 for concrete repairs and weir replacement at Herring Run, and \$500,000 to continue the major rehabilitation study of the canal highway bridges. There was a total of \$80,000 for sustainability work on this project to install LED lights on the Bourne Highway Bridge.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$13,753,000 2/

DESCRIPTIONS OF WORK FOR 2018: FY2018 funds are being used to perform routine operation and maintenance of the project. These funds include \$770,000 to conduct required inspections of the Bourne Highway Bridge and the Railroad Bridge. In addition, non-routine work will be funded for \$2,500,000 to complete repairs to the Sandwich Bulkhead and \$1,680,000 to complete deck joint replacement on the Bourne Highway Bridge.

BUDGETED AMOUNT FOR FY 2019: M: \$1,104,000 O: \$6,638,000 T: \$7,742,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

HARBOR MAINTENANCE TRUST FUND: \$5,207,000

N: \$5,207,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including conducting required inspection of Sagamore Highway Bridge.

OPERATION AND MAINTENANCE: \$2,535,000

FRM: N/A

RC: \$2,365,000 – Funds will be used for commonly performed O&M work.

H: N/A

EN: \$170,000 – Funds will be used for commonly performed O&M work. Specific work activities include vegetation plantings, wildlife habitat preservation and managing nature trails.

WS: N/A

Division: North Atlantic

District: New England

Cape Cod Canal, MA

OTHER INFORMATION: The Bourne and Sagamore Highway Bridges are the only two vehicular accesses from mainland Massachusetts to Cape Cod and are crossed by nearly 40 million vehicles annually. In 2014, waterborne commerce totaled 8.8 million tons. The project provides recreation opportunities to an average of 2,951,000 visitors each year and consists of 1,655 fee-owned acres of land.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$4,632,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

MICHIGAN

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Channels in Lake St. Clair, MI

AUTHORIZATION: Rivers and Harbors Act of 1886, as amended by the Rivers and Harbors Acts of 1892, 1902 (PL 57-154), 1919 (PL 65-323), 1930 (PL 71-520), and 1935 (PL 74-409), and the Act of 21 March 1956 (PL 84-434)

LOCATION AND DESCRIPTION: Lake St. Clair is a high-use, deep draft harbor located in southeast Michigan. The northwest portion of the lake lies within the United States, and the southeast portion of the lake lies within Canada. Lake St. Clair is an expansive shallow basin containing one of the Great Lakes connecting channels running from the mouth of the St. Clair River to the head of the Detroit River. The channels in Lake St. Clair provide for an improved channel 800 feet wide and 14.5 miles long to a depth of 27.5 feet. Maintenance dredging is required in the upper end of the channels on a five-to-ten year cycle and was last dredged in 2012. Dredged material is placed in the Dickinson Island Disposal Facility.

FISCAL YEAR 2017 ALLOCATION: \$1,564,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding was used for routine operation for navigation within the Channels in Lake St. Clair. Work included completion of project condition surveys and maintenance dredging of critical shoaling within the channels.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$185,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding is being used for routine operation and maintenance for navigation within the Channels in Lake St. Clair. Routine operation includes completion of project condition surveys at critical locations throughout the navigation channels and notification of any critical shoals within the channels.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$190,000 T: \$190,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$190,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: The Channels in Lake St Clair ships and receives over 48 million tons annually, and a loss of two feet of channel depth due to annual shoaling, channel blockages or deteriorated wave climate can result in increased transportation costs up to \$7.8 million annually.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$74,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Operation and Maintenance and Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Detroit River, MI

AUTHORIZATION: Rivers and Harbors Act of 1902 (PL57-154), as amended by the Rivers and Harbors Acts of 1905 (PL 58-215), 1907 (PL 59-168), 1910 (PL 61-264), 1913 (PL 62-429), 1919 (65-323), 1930 (PL 71-520), 1935 (PL 74-409), 1937 (PL 75-392), 1945 (PL 79-14), 1946 (PL 79-525), 1950 (PL 81-519), 1960 (PL 86-645), and 1968 (PL 90-483); the Act of 21 March 1956 (PL 84-434); and the Water Resources Development Acts of 1974 (PL 93-251) and 1986 (PL 99-662).

LOCATION AND DESCRIPTION: The Detroit River is one of the Great Lakes connecting channels, flowing south from Lake St. Clair to Lake Erie. A total of 76 miles of Federal channels are maintained, including up-bound and down-bound lanes. It also contains various water level and compensating dikes and structures. This river requires maintenance dredging on a one- to two-year cycle. Dredged material is disposed of at the Pointe Mouillee Confined Disposal Facility. The project also requires obstruction removal in the hard bottom channels on an annual basis.

FISCAL YEAR 2017 ALLOCATION: \$5,189,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding was used for routine operation and maintenance (O&M) for navigation in the Detroit River. Work included project condition surveys, strike removal using government equipment, and maintenance dredging by contract to provide minimum functional depth at the most critical portions of this Federal channel. Funding was also used for maintaining compliance with the National Historic Preservation Act and with the Historic Management Plan.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$5,344,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding is being used for routine O&M for navigation in the Detroit River. Work includes project condition surveys, strike removal using government equipment, and disposal facility maintenance by contract to ensure the facility is prepared to accept future disposal of dredged material. Funding is also being used for maintaining compliance with the National Historic Preservation Act and with the Historic Management Plan.

BUDGETED AMOUNT FOR FY 2019: M: \$5,690,000 O: \$1,192,000 T: \$6,882,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

HARBOR MAINTENANCE TRUST FUND: \$6,810,000

N: \$6,810,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging activities (\$2,000,000), maintenance of the dredged material disposal facility (\$1,000,000), and strike removal (\$2,690,000).

OPERATION AND MAINTENANCE: \$72,000

FRM: N/A

RC: N/A

H: N/A

EN: \$72,000 – Funds will be used for commonly performed O&M work. Funds will also be used for
Division: Great Lakes and Ohio River District: Detroit Detroit River, MI

specific work activities including updating and finalizing the Master Plan (\$33,000).

WS: N/A

OTHER INFORMATION: Annual shoaling can result in a loss of available channel depth between one and two feet and result in increased transportation costs of \$1 to 8 million annually. Commercial vessel operations and wave-and-ice action annually result in movement of adjacent stone or dislodging of rock from channel bottoms that result in unsafe channel conditions for vessel movements.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$148,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Operation and Maintenance and Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Grand Haven Harbor and Grand River, MI

AUTHORIZATION: Rivers and Harbors Act of 1866, as amended by the Rivers and Harbors Acts of 1880, 1890, 1892, 1930 (PL 71-520), 1937 (PL 75-392), and 1945 (PL 79-14); and the Water Resources Development Act of 1986 (PL 99-662).

LOCATION AND DESCRIPTION: The harbor is located on the east shore of Lake Michigan, 108 miles northeast of Chicago, IL and 23 miles north of Holland, MI at the mouth of the Grand River. Grand Haven Harbor is a low-use, deep-draft commercial port that ships and receives over 965,000 tons annually, with the primary commodities being coal and aggregates. Approximately 40,000 cubic yards are dredged from the outer channel each year while the inner channel requires dredging on a two- to four-year cycle.

FISCAL YEAR 2017 ALLOCATION: \$1,174,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding was used for routine operation and maintenance (O&M) for navigation within Grand Haven Harbor. Work included project condition surveys and maintenance dredging of the outer harbor. Funding was also used for maintaining compliance with the National Historic Preservation Act. In addition, funds completed repairs to the south pier.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,112,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding is being used for routine O&M for navigation within Grand Haven Harbor. Work includes project condition surveys and maintenance dredging of the outer harbor. Funding is also being used for maintaining compliance with the National Historic Preservation Act.

BUDGETED AMOUNT FOR FY 2019: M: \$1,750,000 O: \$18,000 T: \$1,768,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

HARBOR MAINTENANCE TRUST FUND: \$1,750,000

N: \$1,750,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including maintenance dredging of the inner/outer harbor (\$1,500,000) and engineering and design for repair to the north breakwater (\$250,000).

OPERATION AND MAINTENANCE: \$18,000

FRM: N/A

RC: N/A

H: N/A

EN: \$18,000 – Funds will be used for commonly performed O&M work.

WS: N/A

OTHER INFORMATION: Loss of available channel depth due to annual shoaling typically averages between four and five feet and results in an estimated increase in transportation costs of between \$1.3

Division: Great Lakes and Ohio River

District: Detroit

Grand Haven Harbor and Grand River, MI

million and \$1.9 million annually. Grand Haven is a Harbor of Refuge and is home to the U.S. Coast Guard Sector Grand Haven Station. Adequate rail lines do not exist to deliver coal to the municipal power plant which supplies power to over thirteen thousand customers.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 into FY 2018 was \$33,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into F 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Holland Harbor, MI

AUTHORIZATION: Rivers and Harbors Act of 1852, as amended by the Rivers and Harbors Acts of 1867, 1899, 1905 (PL 58-215), 1930 (PL 71-520), 1935 (PL 74-409), and 1954 (PL 83-780); and the Water Resources Development Act of 1986 (PL 99-662).

LOCATION AND DESCRIPTION: Holland Harbor is located on the east shore of Lake Michigan 95 miles northeast of Chicago, IL and 23 miles south of Grand Haven, MI. It is a low-use, deep-draft commercial harbor with project depths of 23 feet in the entrance and 21 feet in the inner channel and Lake Macatawa. There are approximately 5,500 feet of structures including breakwaters, piers, and revetments and approximately six miles of maintained channel. Maintenance dredging of the outer harbor is required on an annual basis, and the inner harbor requires dredging every two to four years. Dredged material from the outer harbor is used for shoreline nourishment.

FISCAL YEAR 2017 ALLOCATION: \$644,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding was used for routine operation and maintenance (O&M) for navigation within Holland Harbor. Work included project condition surveys and maintenance dredging of the outer harbor.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,600,000

DESCRIPTIONS OF WORK FOR FY 2018: Funding is being used for routine operation and maintenance (O&M) for navigation within Holland Harbor. Work includes project condition surveys and maintenance dredging of the inner and outer harbors.

BUDGETED AMOUNT FOR FY 2019: M: \$600,000 O: \$0 T: \$600,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$600,000 – Funds will be used for specific work activities including maintenance dredging of the outer harbor portion of the project (\$600,000).

OTHER INFORMATION: Loss of available channel depth due to shoaling of the harbor mouth results in no alternate means to ship coal to a coal-fired power plant.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$68,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Ludington Harbor, MI

AUTHORIZATION: River and Harbor Act of 1881

LOCATION AND DESCRIPTION: Ludington Harbor is a low-use, deep-draft commercial harbor located on the east shore of Lake Michigan, 156 miles northeast of Chicago, IL and 67 miles north of Grand Haven, MI. The project provides for commercial navigation with 6,170 feet of maintained channels and includes 5,250 feet of navigation structures, including breakwaters and piers.

FISCAL YEAR 2017 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$500,000 O: \$0 T: \$500,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$500,000 – Funds will be used for specific work activities including maintenance dredging (\$500,000).

OTHER INFORMATION: Loss of available channel depth due to annual shoaling results in increased transportation costs and a reduction of bulk commodities that pass through the harbor which generate \$22 million annually in direct revenue while supporting over 407 jobs.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: Great Lakes and Ohio River

District: Detroit

Ludington Harbor, MI

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Rouge River, MI

AUTHORIZATION: Rivers and Harbors Acts of 1917, 1935, 1958, and 1962

LOCATION AND DESCRIPTION: The Rouge River originates in Oakland and Washtenaw Counties in southeast Michigan. The river is 30 miles long and flows southeast through Wayne County before it joins the Detroit River at the westerly limit of the city of Detroit. The Federal navigation channel is located on the lower two-and-one-half miles of the river. The project provides a navigation channel with depths varying from 21 feet in the cut-off channel and 18 to 15 feet in the old Rouge channel. Maintenance dredging is required on a two- to three-year cycle and was last completed in 2015. Dredged material is placed in the Pointe Mouillee Disposal Facility.

FISCAL YEAR 2017 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$1,200,000 O: \$0 T: \$1,200,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$1,200,000 – Funds will be used for specific work activities including maintenance dredging and project condition surveys (\$1,200,000).

OTHER INFORMATION: The Rouge River handles over 7 million tons of cargo annually, and shoaling can result in a loss of channel depth between one and two feet. This is estimated to result in increased transportation costs of between \$3.6 million and \$8.0 million.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$29,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Saginaw River, MI

AUTHORIZATION: Rivers and Harbors Act of 1910 (PL 61-264), as amended by the Rivers and Harbors Acts of 1930 (PL 71-520), 1937 (PL 75-392), 1938 (PL 75-685), 1954 (PL 83-780), 1962 (PL 87-874) and 1965 (PL 89-298)

LOCATION AND DESCRIPTION: Saginaw River is a moderate-use, deep-draft commercial harbor formed by the union of the Tittabawassee and Shiawassee Rivers. It is 22-miles long and flows north into Saginaw Bay in Lake Huron. The cities of Saginaw and Bay City are located along the river. Authorized channel depths vary from 27 feet in the Saginaw Bay entrance channel, to 22 to 26 feet in the Saginaw River channel. There is a total of 26 miles of Federal channels and 5 turning basins. The project requires maintenance dredging on an annual basis, with dredged material from the channels in the bay placed in the Saginaw Bay Confined Disposal Facility (CDF). Material removed from the upper-river channel is placed in the Upper Saginaw Dredged Material Disposal Facility (DMDF).

FISCAL YEAR 2017 ALLOCATION: \$3,933,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding was used for routine operation and maintenance (O&M) for navigation. Activities included project condition surveys, maintenance dredging to provide minimum functional depth at the most critical portions of this Federal channel as well as ground water sampling at the Upper Saginaw DMDF and maintenance of the Bay CDF dikes.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$4,044,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding is being used for routine operation and maintenance (O&M) for navigation. Activities include project condition surveys, maintenance dredging to provide minimum functional depth at the most critical portions of the navigation channel, ground water sampling at the Upper Saginaw DMDF and maintenance of the Bay CDF dikes.

BUDGETED AMOUNT FOR FY 2019: M: \$1,700,000 O: \$725,000 T: \$2,425,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$2,425,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including incremental dike raising of the Bay CDF (\$1,500,000), ground water sampling at the Upper Saginaw DMDF (\$325,000), and E&D for the rehabilitation of the Upper DMDF Weir & Outfall (\$200,000).

OTHER INFORMATION: Annual shoaling can result in a loss of channel depth between one and two feet and is estimated to increase transportation costs of up to \$4 million annually. Bulk commodities that pass through Saginaw River generate approximately \$306,000,000 annually in direct revenue while supporting 2,435 jobs.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$177,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: Great Lakes and Ohio River District: Detroit Saginaw River, MI

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: St. Clair River, MI

AUTHORIZATION: Act of 8 Jul 1856, as amended by the Rivers and Harbors Acts of 1868, 1873, 1892, 1930 (PL 71-250), 1945 (PL 79-14), and 1946 (PL 79-525); the Act of 21 Mar 1956 (PL 84-434); and the Water Resources Development Acts of 1974 (PL 93-251) and 1986 (PL 99-662).

LOCATION AND DESCRIPTION: St. Clair River serves the ports of Marysville, Marine City, and St. Clair, MI, and includes 44 miles of Federal channels. St. Clair River is one of the Great Lakes connecting channels that flows south from Lake Huron and discharges into Lake St. Clair. It is a high-use, deep-draft commercial harbor with authorized depths from 27 to 30 feet. Maintenance dredging is required on a two-to three-year cycle. Dickinson Island confined disposal facility has provided a suitable placement site for all material dredged from the St. Clair River.

FISCAL YEAR 2017 ALLOCATION: \$673,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding was used for routine operation and maintenance (O&M) for navigation in the St. Clair River and included project condition surveys and strike removal.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$699,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding is being used for routine O&M for navigation in the St. Clair River and will include project condition surveys and strike removal.

BUDGETED AMOUNT FOR FY 2019: M: \$1,290,000 O: \$220,000 T: \$1,510,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$1,510,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including maintenance dredging (\$800,000) and strike removal (\$490,000).

OTHER INFORMATION: Commercial vessel operations, wave, and ice action annually result in rock being dislodged from channel bottoms, resulting in unsafe channel conditions for vessel movements. A loss of available channel depth between one and two feet will result in estimated increased transportation costs from \$4.7 million to \$15.8 million, annually. Bulk commodities that pass through the St. Clair River generate approximately \$1,830,000,000 annually in direct revenue while supporting 41,000 jobs.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$56,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: St. Joseph Harbor, MI

AUTHORIZATION: Rivers and Harbors Act of 1875, as amended by the Rivers and Harbors Acts of 1880, 1899, 1935 (PL 74-409), 1945 (PL 79-14), and 1958 (PL 85-500); and the Acts of 2 June 1937 (PL 75-130), and 5 August 1963 (PL 88-88).

LOCATION AND DESCRIPTION: St. Joseph Harbor is located on the east shore of Lake Michigan, 60 miles east of Chicago, Illinois, and 24 miles south of South Haven, Michigan. It is a deep draft commercial project with project depths ranging from 18 to 21 feet. St. Joseph Harbor includes approximately 2 miles of Federal channels. St. Joseph Harbor also has approximately 3,750 feet of maintained structures, including breakwaters, piers, and revetments.

FISCAL YEAR 2017 ALLOCATION: \$575,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding was used for routine operation and maintenance for navigation including completion of project condition surveys and maintenance dredging of the outer harbor.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$765,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding is being used for routine operation and maintenance for navigation including completion of project condition surveys and maintenance dredging of the outer harbor.

BUDGETED AMOUNT FOR FY 2019: M: \$1,500,000 O: \$0 T: \$1,500,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$1,500,000 – Funds will be used for specific work activities including maintenance dredging of the inner and outer harbors (\$1,500,000).

OTHER INFORMATION: Loss of available channel depth due to annual shoaling typically averages between four and five feet which results in increased transportation costs of between \$3.6 million and \$5.5 million annually. St. Joseph is a Harbor of Refuge and is home to the U.S. Coast Guard Station St. Joseph which provides search & rescue, ice rescue and homeland security missions.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$57,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Operation and Maintenance and Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: St. Marys River, MI

AUTHORIZATION: Act of 8 Jul 1856, as amended by the Rivers and Harbors Acts of 1870, 1886, 1892, 1902 (PL 57-157), 1905 (PL 58-215), 1907 (PL 59-168), 1909 (PL 60-317), 1912 (PL 62-241), 1915 (PL 63-291), 1922 (PL 67-362), 1927 (PL 69-560), 1930 (PL 71-520), 1935 (PL 74-409), 1945 (PL 79-14), and 1946 (PL 79-525); the Acts of 7 Mar 1942 (PL 77-490), 21 Mar 1956 (PL 84-434), and 9 Jul 1956 (PL 84-663); and the Water Resources Development Acts of 1986 (PL 99-662), 1990 (PL 101-640), 1996 (PL 104-303), 1999 (PL 160-53), and 2007 (PL 110-114).

LOCATION AND DESCRIPTION: St. Marys River is one of the Great Lakes' connecting channels and is 75-miles long. The river flows southeast from the eastern end of Lake Superior into the northern end of Lake Huron along the border between the State of Michigan and the Canadian Province of Ontario. This high-use, deep-draft commercial channel includes 75 miles of maintained channels with depths varying from 27 to 29 feet in the St. Marys River, Lake Superior and Lake Huron approaches. This project also includes two active locks (one 110-foot by 1200-foot chamber and one 80-foot by 800-foot chamber, both with a 21 foot lift), two approach canals, a hydropower plant, and a visitor center.

FISCAL YEAR 2017 ALLOCATION: \$34,933,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding was used for routine operation and maintenance (O&M) of the project visitor center, routine O&M of two active navigation locks, project condition surveys, strike removal and repairs to navigation channel guide walls, and routine operation and maintenance (O&M) of the Federal hydropower plant. In addition, non-routine funding was used to award construction contracts for repairs to the miter and quoin blocks on the Poe Lock (\$2,900,000), continued repairs to the West Center Pier (\$3,000,000), replace stoplog lifting beams for the MacArthur and Poe Locks (\$900,000), complete design and award contract for repairs to the embedded anchorages for Gate 2 and 5 of the MacArthur Lock (\$2,500,000), and engineering and design for the steamplant rehabilitation (\$300,000). Funding was also used to complete repairs at the St Marys River rock cut by government plant.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$38,440,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding is being used for routine O&M of the project visitor center, routine O&M of two active navigation locks, project condition surveys, strike removal, completion of repairs to navigation channel guide walls, and routine O&M of the Federal hydropower plant that houses four generating units. In addition, non-routine funding will be used for the maintenance and upgrade of various hydro power plant components (SCADA System, Excitation and Governor Systems, Unit 3A Trash Rack & Unit 10 structure and equipment assessment), repairs to the MacArthur Lock embedded gate anchorages (\$3,300,000), the MacArthur Lock dewatering bulkheads (\$2,250,000) and to complete repairs to the West Center Pier, as well as engineering and design for the Davis pump well rehabilitation (\$300,000).

BUDGETED AMOUNT FOR FY 2019: M: \$14,619,000 O: \$13,714,000 T: \$28,333,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

HARBOR MAINTENACE TRUST FUND: \$25,178,510

N: \$23,080,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including strike removal in the channel (\$3,390,000), dewatering of one lock (\$400,000), and repairs to the Poe Lock Gate 1 (\$2,000,000).

Division: Great Lakes and Ohio River District: Detroit St. Marys River, MI

Joint Costs: \$2,099,510 – Funds will be used for the navigation portion of joint cost work.

OPERATION AND MAINTENANCE: \$3,153,490

FRM: N/A

RC: \$375,000 – Funds will be used for commonly performed O&M work.

H: \$2,408,000 – Funds will be used for commonly performed O&M work.

EN: \$111,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including updating the project's master plan (\$55,000).

WS: N/A

OTHER INFORMATION: Funds ensure safe and reliable operation of the navigation locks and connecting channels located in the St. Marys River, which accommodate over 80 million tons of cargo annually. Bulk commodities that pass through St Marys River generate approximately \$1.7 billion annually in direct revenue while supporting 38,380 jobs. A one- to two-foot reduction in available draft due to any channel restrictions results in an estimated increase in transportation costs of \$6.7 to \$20.6 million annually. A thirty-day closure of the Soo Locks can result in up to \$160 million in increased transportation costs. The visitor center and park accommodate an annual visitation in excess of 400 thousand people. The Federal hydropower plant with a 20-megawatt capacity provides all of the power for operation of the Soo Locks complex and supports the base load for the area grid, meeting up to 15-percent of regional power demand. As a multiple purpose project with power, the project's budget includes joint activities, with a total allocation of \$2,359,000 shared between business lines as follows: HYD – 10%, NAV – 89%, and REC – 1%. Funding will be split between the Operation and Maintenance account (HYD and REC) and the Harbor Maintenance Trust Fund account (NAV). Funds will be used for commonly performed O&M work.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$793,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

MINNESOTA

APPROPRIATION TITLE: Operation and Maintenance and Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Duluth-Superior Harbor, MN, WI

AUTHORIZATION: Rivers and Harbors Act of 1896, as amended by the Rivers and Harbors Acts of 1902 (PL 57-154), 1907 (PL 59-168), 1916 (PL 64-108), 1919 (PL 65-323), 1927 (PL 69-560), 1930 (PL 71-520), and 1960 (PL 86-645); and the Acts of 28 May 1908 (PL 60-153), 16 Jul 1952 (PL 82-568), and 4 Oct 1961 (PL 87-388); and the Water Resource Development Acts of 1974 (PL 93-251) and 1986 (PL 99-662).

LOCATION AND DESCRIPTION: Located on the western end of Lake Superior, Duluth-Superior Harbor is a deep-draft, high-use commercial harbor with over 18 miles of maintained channel. Maintenance dredging is required on an annual basis. Dredged material has historically been placed in the Erie Pier Confined Disposal Facility (CDF) which is near capacity and requires fill management activities to ensure its sustainability. In 2012, the USACE began a three-year pilot study of placing dredged material in the 21st Avenue Embayment, a beneficial use project that will provide ecosystem benefits. The project also includes over 10,000 feet of structures including breakwaters, piers, and revetments. The project also includes the Lake Superior Maritime Museum and Visitor Center.

FISCAL YEAR 2017 ALLOCATION: \$7,100,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding was used for routine operation and maintenance (O&M) for navigation within the Duluth-Superior Harbor. Work included project condition surveys, navigation structure repairs using government equipment, and maintenance dredging to provide minimum functional depth at the most critical portions of this Federal channel. Funding was also used for routine O&M of the project's regional visitor center and the Lake Superior maritime museum, and compliance with State and Federal historic preservation requirements.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$7,594,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding is being used for routine O&M for navigation within the Duluth-Superior Harbor. Work includes project condition surveys, navigation structure repairs using government equipment, maintenance dredging to provide minimum functional depth at the most critical portions of this Federal channel, and continuing efforts on development of asset renewal processes and information for Great Lakes navigation structures. Funding is also being used for routine O&M of the project's regional visitor center and the Lake Superior maritime museum, and compliance with State and Federal historic preservation requirements.

BUDGETED AMOUNT FOR FY 2019: M: \$6,316,000 O: \$1,224,000 T: \$7,540,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

HARBOR MAINTENANCE TRUST FUND: \$6,790,000

N: \$6,790,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including maintenance dredging (\$3,000,000), and navigation structure repairs using government equipment (\$3,150,000).

OPERATION AND MAINTENANCE: \$750,000

FRM: N/A

RC: \$652,000 – Funds will be used for commonly performed O&M work.

Division: Great Lakes and Ohio River

District: Detroit

Duluth-Superior Harbor, MN, WI

H: N/A

EN: \$98,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including updating the project's Master Plan (\$33,000).

WS: N/A

OTHER INFORMATION: Duluth-Superior Harbor ships and receives over 40 million tons annually, and a loss of two feet of channel depth due to annual shoaling, channel blockages or deteriorated wave climate can result in increased transportation costs up to \$13 million annually. The visitor center and park has annual visitation in excess of 600,000 and provides educational opportunities related to commercial navigation and overall Corps of Engineers missions.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$128,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Minnesota River, MN

AUTHORIZATION: Rivers and Harbors Acts of 1892, 1909 and 1958

LOCATION AND DESCRIPTION: The Minnesota River begins in Big Stone Lake, Minnesota and South Dakota, and flows southeasterly about 224 miles to Mankato, Minnesota, thence northeasterly about 106 miles to join the Mississippi River opposite of St. Paul, Minnesota. The project is a channel of 9-foot depth below the low control pool from the mouth at the Mississippi River confluence to river mile 14.7, one-half mile above the railway bridge at Savage, MN, and 4-foot depth from river mile 14.7 to 25.6 at Shakopee, Minnesota.

FISCAL YEAR 2017 ALLOCATION: \$257,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for routine operation and maintenance (O&M) activities.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$263,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 and carry-in funds will be used for routine operation and maintenance activities, including dredging.

BUDGETED AMOUNT FOR FY 2019: M: \$255,000 O: \$5,000 T: \$260,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$260,000 - Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$255,000).

OTHER INFORMATION: The Minnesota River is a major agricultural tributary that transports approximately one-fourth of the 16 million tons annually shipped in and out of the state of Minnesota. The Minnesota Department of Transportation has indicated that this has an annual economic value in excess of \$362 million.

1/ Unobligated Carry-in Funding: The actual unobligated balance from FY 2017 into FY 2018 was \$199,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Biloxi Harbor, MS

AUTHORIZATION: Section 107 of River and Harbor Act of 1960 and River and Harbor Act of 1966

LOCATION AND DESCRIPTION: The project is a high use, shallow draft harbor located on Biloxi Bay bordering Harrison and Jackson Counties, Mississippi. The project consists of a 12 x 150 foot main channel from the Gulf Intracoastal Waterway leading northward to, and including several small commercial channels and turning basins on Mississippi Sound and Biloxi Bay. The project supports commercial fisheries and heavy industrial manufacturing facilities.

FISCAL YEAR 2017 ALLOCATION: \$1,794,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for periodic maintenance dredging of the East Access Channel and environmental coordination.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$1,663,000 O: \$85,000 T: \$1,748,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$1,748,000 - Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging (\$1,668,000).

OTHER INFORMATION: This high use, shallow draft project is used by heavy industrial manufacturing facilities located on the waterway including industries that often contract with the Corps for construction of lock gates, large bridge components, etc. Over 3 million tons of commodities are transported annually.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$30,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: South Atlantic

District: Mobile

Biloxi Harbor, MS

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Greenville Harbor, MS

AUTHORIZATION: Flood Control of the Mississippi River Act of 1928 (P.L. 70-391), as amended by the Flood Control Act of 1946 (P.L. 79-526) and 1954 (Title II of P.L. 83-780), and the Water Resources Development Act of 1986 (P.L. 99-1013)

LOCATION AND DESCRIPTION: The Greenville Harbor is a moderate-use, shallow-draft harbor in Greenville, MS. It provides access to the Mississippi River via a 250-foot wide by 9-foot deep channel. The harbor is located in an old bendway of the Mississippi River on Lake Ferguson, southwest of the City of Greenville. The harbor and turning basin are 500-feet wide and 10,000-feet long, with a depth of nine feet at the lowest river stages. The project's purpose is to provide local navigable access to these harbor facilities.

FISCAL YEAR 2017 ALLOCATION: \$605,643

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 were used to perform surveys.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,000,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used to perform surveys.

BUDGETED AMOUNT FOR FY 2019: M: \$900,000 O: \$30,000 T: \$930,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$930,000 – Funds will be used for commonly performed operation and maintenance work, including maintenance dredging.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$46,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Gulfport Harbor, MS

AUTHORIZATION: River and Harbor Act of 1930, modified by the River and Harbor Acts of 1948 and 1958; Supplemental Appropriations Act of 1985 and Section 202 of Water Resources Development Act of 1986.

LOCATION AND DESCRIPTION: The high use, deep draft navigation project is located in Gulfport, Mississippi, approximately equidistant between New Orleans, Louisiana and Mobile, Alabama. The project consists of a 38 feet by 400 feet Bar Channel from the Gulf of Mexico across Ship Island Bar into the Mississippi Sound, a 36 feet by 300 feet Sound Channel leading to the Anchorage Basin proper, and an 8 feet by 100 feet Branch Channel leading to an adjacent small craft harbor.

FISCAL YEAR 2017 ALLOCATION: \$8,270,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for routine maintenance in support of navigation.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$6,350,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for routine maintenance in support of navigation.

BUDGETED AMOUNT FOR FY 2019: M: \$2,985,000 O: \$230,000 T: \$3,215,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$3,215,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging (\$3,000,000).

OTHER INFORMATION: The project supports major import/exports of poultry products, fruit, wood products, metals and minerals for manufacturing processes. This project was widened to fully authorized dimensions in FY 2010. In November 2015 Gulfport was designated as a Strategic Seaport. The project has a five-year average of over two million tons in commodities.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$69,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Mouth of Yazoo River, MS

AUTHORIZATION: Rivers and Harbors Act of 1960

LOCATION AND DESCRIPTION: The mouth of the Yazoo River starts at the Mississippi River and continues for 9.3 miles to the junction of Old Mississippi River and Yazoo River at Vicksburg, MS. The channel is 150 feet wide. The minimum operating depth of 9 feet below the lowest water of record is maintained in the channel. The project provides access to the Yazoo River, the Upper Vicksburg Harbor, and the Vicksburg Harbor.

FISCAL YEAR 2017 ALLOCATION: \$310,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used to perform surveys to determine the need for and extent of annual dredging. Funds were also used for annual maintenance dredging.

PRESUMED FISCAL YEAR 2018 ALLOCATION: T: \$30,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds in the amount of \$30,000 will be used to perform surveys.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$30,000 T: \$30,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$30,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: This access channel services many small communities and farmers in Mississippi.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Pascagoula Harbor, MS

AUTHORIZATION: River and Harbor Acts of 1913, 1915, 1950, 1954, 1958, 1960, and 1962 and the Water Resources Development Act of 1986

LOCATION AND DESCRIPTION: The Pascagoula Harbor high use, deep draft navigation project is located in Jackson County, Mississippi. The project provides for a 44 foot by 600 foot channel from the Gulf of Mexico across Ship Island Bar and into Mississippi Sound, a 42 foot by 350 foot channel in the Sound transitioning to two main channels, a 42 foot by 350 foot channel leading to Bayou Casotte and a 38 foot by 350 foot channel leading to the Pascagoula River.

FISCAL YEAR 2017 ALLOCATION: \$1,586,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for routine operations and maintenance in support of navigation.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$5,116,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for routine operations and maintenance in support of navigation.

BUDGETED AMOUNT FOR FY 2019: M: \$5,766,000 O: \$385,000 T: \$6,151,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$6,151,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging (\$5,791,000).

OTHER INFORMATION: This project supports a major Gulf refinery and a liquefied natural gas plant and numerous major shipbuilding industries. The project averages more than 35 million tons of cargo annually.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$458,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Rosedale Harbor, MS

AUTHORIZATION: Rivers and Harbors Act of 1960

LOCATION AND DESCRIPTION: Rosedale Harbor is a slack-water, shallow draft harbor, located along the Mississippi River in Bolivar County, MS. This project's purpose is to meet a transportation need for water-oriented industry in Bolivar, Coahoma, and Sunflower Counties in Mississippi. This is a moderate use shallow draft harbor.

FISCAL YEAR 2017 ALLOCATION: \$575,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used to perform surveys to determine the need for and extent of annual maintenance dredging. Funds were also used to fully fund maintenance dredging of the harbor.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$8,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used to perform surveys.

BUDGETED AMOUNT FOR FY 2019: M: \$900,000 O: \$35,000 T: \$935,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$935,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging the authorized channel within the harbor (\$900,000).

OTHER INFORMATION: The project was constructed in 1978 and has been maintained annually. Average annual tonnage is over 1 million tons.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Vicksburg Harbor, Mississippi

AUTHORIZATION: The Flood Control on the Mississippi Act of 1928 (P.L. 70-391), as amended by the Flood Control Acts of 1946 (P.L. 79-526) and 1954 (Title II of P.L. 83-780), and the Water Resources Development Act of 1986 (P.L. 99-662)

LOCATION AND DESCRIPTION: The Vicksburg Harbor is located in west-central Mississippi in Vicksburg, MS, with access to the Mississippi River via the Yazoo River Diversion Canal. The harbor channel is 500-feet wide and 12,000-feet long, with a 500-foot wide and 15,000-foot long channel on the Yazoo River Diversion Canal from the Mississippi River to the harbor entrance. A minimum depth of nine feet is maintained at the lowest Mississippi River stage. The project's authorized purpose is navigation. This is a moderate use shallow draft harbor.

FISCAL YEAR 2017 ALLOCATION: \$192,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used to conduct surveys.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$750,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used to conduct surveys.

BUDGETED AMOUNT FOR FY 2019: M: \$900,000 O: \$40,000 T: \$940,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$940,000 – Funds will be used for commonly performed O&M work, including maintenance dredging.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$43,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Water/Environmental Certification, MS

AUTHORIZATION: Not applicable. Each project covered under this program has its own authorization.

LOCATION AND DESCRIPTION: The water quality certification is for deep draft and shallow draft projects located on the Gulf Coast of Mississippi.

FISCAL YEAR 2017 ALLOCATION: \$20,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for miscellaneous consultation and environmental data calls on small projects throughout Mississippi.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$40,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for miscellaneous consultation and environmental data calls on small projects throughout Mississippi.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$40,000 T: \$40,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$40,000 - Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: The primary purpose of these activities is coordination between the Corps and other Federal and state agencies to meet environmental requirements associated with dredging.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Yazoo River, MS

AUTHORIZATION: Water Resources Development Act 1986, Public Law 99-662.

LOCATION AND DESCRIPTION: The Yazoo River provides navigation from the mouth of the Yazoo River, Vicksburg, MS to Greenwood, MS. The project depth is 9 feet over a distance of 158 miles.

FISCAL YEAR 2017 ALLOCATION: \$102,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for surveys and clearing and snagging to prevent harbor closure.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$19,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used to perform minimum channel surveys.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$30,000 T: \$30,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$30,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: None.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Caruthersville Harbor, MO

AUTHORIZATION: Rivers and Harbors Act 1960, Section 107

LOCATION AND DESCRIPTION: The harbor is located on the Mississippi River (mile 853.0) at Caruthersville in Pemiscot County, Missouri. The project provides for maintenance of the navigation channel for year-round access to barge transportation for the existing facilities. The approved channel dimensions are 9 feet deep by 225 feet wide by 3,500 feet long with a 300-foot radius turning basin at the upper end. The local interest is the Pemiscot County Port Authority.

FISCAL YEAR 2017 ALLOCATION: \$807,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used to collect hydrographic survey data in the harbor and turning basin. Funds were also used for dredging the harbor channel to authorized dimensions.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$815,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for routine operation, maintenance, and limited harbor dredging to authorized channel dimensions.

BUDGETED AMOUNT FOR FY 2019: M: \$615,000 O: \$0 T: \$615,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$615,000 – Funding provides for commonly performed operation and maintenance for authorized channel dimensions.

OTHER INFORMATION: The five-year average commercial tonnage is 982 thousand tons.

1/ Unobligated Carry-in Funding: The actual unobligated balance from FY 2017 into FY 2018 was \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Southeast Missouri Port (SEMO), Mississippi River, MO

AUTHORIZATION: Section 107 of Rivers and Harbors Act of 1960 (Public Law 86-645)

LOCATION AND DESCRIPTION: Project is located on the right bank of the Mississippi River between river miles 47.5 and 48.8 above the Ohio River in Scott and Cape Girardeau Counties in Southeast Missouri. The project consists of a 1,800-foot slackwater harbor with a nine-foot navigation channel, docking facilities, barge-rail-truck transfers, bagging, warehousing, outdoor storage, and nearby fleeting.

FISCAL YEAR 2017 ALLOCATION: \$397,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds include coordination with the Port Authority to dredge the approach channel and collect surveys. Funds will be used to dredge the authorized channel within the port; anticipated to be dredged in September 2017. Channel conditions will be provided to Port Authorities as surveys are completed.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$9,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds along with carry-in amounts will be used for coordination with Port Authority on current conditions and minimal dredging to include environmental certifications and supervision and administration.

BUDGETED AMOUNT FOR FY 2019: M: \$400,000 O: \$9,000 T: \$409,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$409,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging the authorized channel within the port (\$400,000).

OTHER INFORMATION: Port development and expansion is ongoing (state and private funds). The value of products moving through the Port exceeds \$342 million annually. Agricultural benefits include over \$4 million in grain transportation savings and over \$2 million in fertilizer transportation savings. Projects are attracted to SEMO Port because of its multiple modes of transportation which include waterborne, two major rail lines (Burlington Northern Santa Fe Railway and the Union Pacific Railroad) and the nearby Texas Eastern Products Pipeline which connects Texas, the Midwest, and the Northeast.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$280,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Barnegat Inlet, NJ

AUTHORIZATION: House Document (HD) 73-19 as modified by HD 74-85, HD 79-358 and Supplemental Appropriations Act of 1985

LOCATION AND DESCRIPTION: The project is located on the Atlantic coast of New Jersey about 33 miles north of Atlantic City. The project consists of two jetties (north and south), a navigation channel 300-feet wide and 10-feet deep, a channel extending from the gorge in the inlet to Oyster Creek Channel to deep water in Barnegat Bay. Oyster Creek Channel is maintained at 8 feet deep and 200 feet wide. The project length is 4.5 miles and is classified as a low use, shallow draft waterway.

FISCAL YEAR 2017 ALLOCATION: \$1,256,000

DESCRIPTIONS OF WORK FOR 2017: FY 2017 funds were used to perform maintenance dredging of the inlet and to perform channel exams. Additional funding was provided to dredge Oyster Creek and Inlet Segment 2 (\$900,000).

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$450,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used to perform maintenance dredging of the inlet and to perform channel exams.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$9,000 T: \$9,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$9,000 -- Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: This project provides a safe, reliable, and efficient navigation channel through a coastal inlet for a large fishing fleet which contributes \$30 million of economic value to the nation and over \$25 million per year in direct fish value (NMFS data, 2014). Barnegat Inlet requires dredging twice a year with the Government dredges CURRITUCK or MURDEN to keep a minimum channel open and free from navigation hazards for commercial navigation. Material dredged from the inlet is used beneficially by placing material in the near-shore zone in support of the Federal shore protection project along Long Beach Island.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$453,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Cheesequake Creek, NJ

AUTHORIZATION: Adopted by the Rivers and Harbors Act of 1880.

LOCATION AND DESCRIPTION: This is low use project that provides a navigation channel from Raritan Bay into the Cheesequake Creek. Dimensions are 100 feet wide and 5 feet deep channel in Raritan Bay, NJ. Approximate length of the channel is 1600 ft. There are two parallel stone jetties (one on each end side of the channel) 200 feet apart.

FISCAL YEAR 2017 ALLOCATION: \$140,000

DESCRIPTIONS OF WORK FOR FY 2017: Task order awarded for sampling and testing of sediments.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$50,000 O: \$0 T: \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$50,000 - Funds will be used for commonly performed operation and maintenance work including caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with local stakeholders.

OTHER INFORMATION: The last maintenance dredging was completed by the State of New Jersey in 1989 because the channel does not compete well for O&M dollars. The channel was last maintenance dredged by USACE in 1948. The channel was declared a superfund site by the USEPA in 2009. A \$79 million clean-up plan was issued by USEPA in 2013. NL Industries was ordered by USEPA to clean up the site by executing the \$79 million plan. The Federal Navigation channel needs to have maintenance dredging performed for the users of this channel. However, the channel is located within a superfund site [the Raritan Bay Slag.]

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$112,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Cold Spring Inlet, NJ

AUTHORIZATION: House Document 59-338 as modified by House Document 77-262

LOCATION AND DESCRIPTION: Cold Spring Inlet connects the New Jersey Intracoastal Waterway with the Atlantic Ocean at Cape May, New Jersey. The project provides for two jetties; an entrance channel 25 feet deep and 400 feet wide from the ocean to 500 feet harbor-ward of the end of the jetties; and a channel 20 feet deep and 300 feet wide from the entrance channel to deep water in Cape May Harbor. The project length is about 2.25 miles and is classified as a deep-draft waterway.

FISCAL YEAR 2017 ALLOCATION: \$286,000

DESCRIPTIONS OF WORK FOR 2017: Funds were used to perform maintenance dredging with the government dredges CURRITUCK or MURDEN and channel surveys.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$580,000 2/

DESCRIPTIONS OF WORK FOR 2018: Funds will be used to perform maintenance dredging with the government dredges CURRITUCK or MURDEN, channel surveys, and monitor the Cape May Inlet to Lower Township, NJ for beach erosion as a result of the channel and its structures.

BUDGETED AMOUNT FOR FY 2019: M: \$7,200,000 O: \$3,000 T: \$7,203,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$7,203,000 - Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including monitor the Cape May Inlet to Lower Township, NJ for beach erosion as a result of the channel and its structures (\$200,000), and perform required periodic nourishment (\$7,000,000).

OTHER INFORMATION: Cold Spring Inlet provides a safe, reliable, and efficient navigation channel for the largest fishery landing in New Jersey, contributing \$59 million in direct fish value (National Marine Fisheries Service, 2014) and \$300 million of economic value annually. Cold Spring Inlet serves the U.S. Coast Guard Station Cape May and the U.S. Coast Guard enlisted training base. Shoaling in the entrance channel requires dredging with Government dredges CURRITUCK or MURDEN to maintain authorized depths and remove shoaling that presents navigation hazards. Material dredged from the inlet is beneficially used by placing material in the near-shore zone in support of the adjacent federal shore protection project along Cape May.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$263,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Delaware River in the Vicinity of Camden, NJ

AUTHORIZATION: House Document (HD) 63-1120 (1919), as modified by HD 70-111 (1930), and HD 77-353 (1945). Water Resources Development Act of 1986 (PL 99-662) authorized modification work within Beckett Street Terminal project. The Water Resources Development Act of 1988 (PL 100-676) authorized the modification of the existing Delaware River in the vicinity of the Camden, New Jersey, project.

LOCATION AND DESCRIPTION: This project is located adjacent to the east channel edge of the Delaware River, Philadelphia to Sea project at Camden Marine and Beckett Street Terminals in Camden, New Jersey. It provides a 40-foot deep, irregular but generally trapezoidal shaped access channel to Berths #3 and #4 at Beckett Street Terminal. This channel provides access from the 40-foot by 400-foot wide east channel of the Delaware River, Philadelphia to the Sea project. The approach channel has lengths of 4,560 feet along the east edge of the Delaware River Shipping Channel and 1,630 feet along the west edge of the berthing area at the Beckett Street Terminal. The width of the channel varies from 1410 feet to 1660 feet. The approach angle is 45 degrees from the south and the departure angle is 45 degrees to the north. The project length is four miles and is classified as a high-use, deep-draft waterway.

FISCAL YEAR 2017 ALLOCATION: \$15,000

DESCRIPTIONS OF WORK FOR 2017: FY 2017 funds were used for project monitoring.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$15,000 2/

DESCRIPTIONS OF WORK FOR 2018: FY 2018 funds will be used for project monitoring.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$15,000 T: \$15,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$15,000 - Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: None.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$3,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Delaware River Philadelphia to the Sea, NJ, PA & DE

AUTHORIZATION: House Document (HD) 61-733 as modified by HD 71-304, River and Harbors Committee Document 73-5, Senate Document 75-159, HD 76-580, HD 77-340, HD 83-358 and HD 85-185.

LOCATION AND DESCRIPTION: The Delaware River Philadelphia to the Sea Federal navigation project extends from Allegheny Avenue, Philadelphia, 102 miles southward to the entrance of Delaware Bay, and is classified as a high-use, deep-draft waterway. Annual maintenance dredging is performed to maintain current authorized depth of 40 feet.

FISCAL YEAR 2017 ALLOCATION: \$36,670,000

DESCRIPTIONS OF WORK FOR 2017: FY 2017 funds were used for condition surveys, annual unit-price contract maintenance dredging, maintenance dredging with the Government dredge McFARLAND required training, dredge material containment facility maintenance and dike construction, groundwater monitoring, leased equipment contracts, and real estate coordination. Additional funds are provided for Disposal Area Maintenance Package #4 (Pedricktown South) (\$1,000,000) and maintenance dredging for Deep Water and Cherry Island range (\$7,500,000).

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$27,370,000 2/

DESCRIPTIONS OF WORK FOR 2018: FY 2018 funds will be used for condition surveys, annual unit-price contract maintenance dredging, maintenance dredging with Government dredge McFARLAND required training, dredge material containment facility maintenance and dike construction, groundwater monitoring, leased equipment contracts, and real estate coordination on the newly constructed 45 foot deep navigation channel.

BUDGETED AMOUNT FOR FY 2019: M: \$26,440,000 O: \$1,345,000 T: \$27,785,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$27,785,000 - Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including annual maintenance dredging of Marcus Hook (\$7,000,000), New Castle (\$4,350,000), Cherry Island (\$4,350,000), maintenance dredging with Government dredge McFARLAND required training (\$4,000,000), and maintenance of dredged material disposal facilities (\$6,025,000).

OTHER INFORMATION: The Delaware River Philadelphia to the Sea Federal navigation project is a 40-foot, high-use, deep-draft project, providing access to the fifth largest port complex in the United States, handling 120 million tons of cargo per year and providing \$3.5 billion to the regional economy. The port area is home to the largest petrochemical complex on the East Coast with seven oil refineries. The refineries along the Delaware River provide 75-percent of the East Coast's refining capacity with capability of processing 1.1 million barrels of petrol per day. This project is designated as a Strategic Military Port.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$921,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Manasquan River, NJ

AUTHORIZATION: House Document 70-482 as modified by House Document 77-356 and Water Resources Development Act of 1986 (PL 99-662).

LOCATION AND DESCRIPTION: The Manasquan River, New Jersey project connects the New Jersey Intracoastal Waterway with the Atlantic Ocean. This navigation project provides for 2 jetties; and connecting channels from the Atlantic Ocean. The 1.5 miles of channel is classified as a low use, shallow-draft waterway.

FISCAL YEAR 2017 ALLOCATION: \$266,000

DESCRIPTIONS OF WORK FOR 2017: FY 2017 funds were used to perform channel exams, maintenance dredging of the inlet channel with the government dredge CURRITUCK or MURDEN and monitor and management of the project.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$435,000 2/

DESCRIPTIONS OF WORK FOR 2018: FY 2018 funds will be used to perform channel exams, maintenance dredging with the government dredge CURRITUCK or MURDEN, and management and monitoring of the project.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$2,000 T: \$2,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$2,000 - Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: Commercial fishermen and recreational boaters use the Manasquan River, NJ inlet, generating \$128 million of economic value to the nation and \$26 million in direct fish value annually (National Marine Fisheries Service, 2014). The US Coast Guard Station, Manasquan is located on the waterway. Depending on sequence of beach-fill operations to the north, the inlet needs be dredged two times per year to provide a safe navigation channel free of shoaling hazards. Material dredged from the inlet is beneficially used by placing material in the near shore zone in support of the adjacent federal shore protection project.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$361,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: New Jersey Intracoastal Waterway, NJ

AUTHORIZATION: House Document 76-133, as modified by Water Resources Development Act of 1986 (PL 99-662)

LOCATION AND DESCRIPTION: Project extends 117 miles from the Manasquan River to Delaware Bay and is used by commercial as well as recreational vessels. Project is classified as a low-use, shallow – draft waterway. The project includes the Point Pleasant Canal and related structures and the Cape May Canal with related structures including two rubble-mound jetties at the entrance to the Delaware Bay.

FISCAL YEAR 2017 ALLOCATION: \$2,500,000

DESCRIPTIONS OF WORK FOR 2017: FY 2017 funds were used to perform channel exams, monitor and communicate project performance to the US Coast Guard and public, oversee and execute real estate instruments and overall project management of the 117 miles of waterway and perform maintenance dredging of the Cape May Lewes Ferry channel. Additional funds are provided for maintenance dredging for shoaling from Cape May to Manasquan (\$1,250,000).

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$980,000 2/

DESCRIPTIONS OF WORK FOR 2018: FY 2018 funds will be used to perform channel surveys, communicate project performance to the U.S. Coast Guard and public, and execute real estate instruments and perform maintenance dredging of the ferry area.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$50,000 T: \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$50,000 - Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: This project provides a channel for nine U.S. Coast Guard stations including the U.S. Coast Guard enlisted training base at Cape May, New Jersey. Dredged material placement is coordinated with the State of New Jersey and used beneficially for shore protection and ecosystem restoration where possible. Emergency Supplemental funds (post Hurricane Sandy and Irene) have been used to remove critical shoals from the waterway, repair the east side bulkhead along the Point Pleasant Canal, and repair the Lovelandtown bridge abutment along the Point Pleasant Canal.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$368,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Newark Bay, Hackensack and Passaic Rivers, NJ

AUTHORIZATION: Adopted 1922 (P.L. 67-362), modified 1943, 1954 (P.L. 83-780), 1964, 1966 (P.L. 89-789), 1975 and 1985.

LOCATION AND DESCRIPTION: Newark Bay is an estuary about 1.25 miles wide and 6 miles long extending southerly from the confluence of the Hackensack and Passaic Rivers to the New York and New Jersey channels. Newark Bay contains the Port Newark and Port Elizabeth Marine terminal operated by the Port Authority of NY & NJ. The subject of this fact sheet is the 40 and 35 foot depth projects within the Newark Bay, primarily the port channels. The channels authorized to a 40 Ft. depth of the Federal project are Port Newark (PN) channel, the Port Newark pier head (PNPH) channel and a section of Main channel.

FISCAL YEAR 2017 ALLOCATION: \$18,161,000

DESCRIPTIONS OF WORK FOR FY 2017: Maintenance dredging of the various reaches of Port Newark Marine Terminal.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$25,300,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Maintenance dredging of the various reaches of Port Newark Marine Terminal. Under existing LCA, project construction was cost-shared with The Port Authority of New York and New Jersey. LCA amendment has been submitted IAW with Section 101(b) of WRDA 1986 making O&M costs 100% Federal. Completion of Plans and Specs in preparation of the next maintenance dredging cycle. Award of maintenance dredging contract.

BUDGETED AMOUNT FOR FY 2019: M: \$8,000,000 O: \$0 T: \$8,000,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$8,000,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including maintenance dredging contract for Newark Bay (\$7,950,000).

OTHER INFORMATION: The Institute of Water Resources Waterborne Commerce Statistics Report for 2005 reported over 33 million tons per year of bulk cargo, including 5.5 million tons of petroleum products. Other major commodities include coal, food products, manufactured goods and equipment, vehicles, and crude materials. The Port Authority of New York and New Jersey pays the difference in cost for the processing and upland disposal of sediment beyond the cost for ocean disposal.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$20,593,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: North Atlantic

District: New York

Newark Bay, Hackensack
and Passaic Rivers, NJ

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Raritan River to Arthur Kill Cut-off, NJ

AUTHORIZATION: Rivers and Harbors Act of 1935 (P.L. 74-409)

LOCATION AND DESCRIPTION: Project is located in Raritan Bay at the southern tip of Staten Island, NY and Perth Amboy, NJ. The project is located in a busy deep draft commercial harbor and port. The project connects the Raritan River channel with the southern end of the NY&NJ channel. The project provides for a channel 20 feet deep and 800 feet wide, approximately 1 mile in length.

FISCAL YEAR 2017 ALLOCATION: \$1,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$100,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Caretaker status to monitor channel conditions, survey, publish a Controlling Depth Report, and coordinate with US Coast Guard, local stakeholders, and channel users.

BUDGETED AMOUNT FOR FY 2019: M: \$20,000 O: \$0 T: \$20,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$20,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: The project is located in a busy deep draft commercial harbor and port. Project is dredged approximately every 15 years. It was last dredged in 2014 with the removal of approximately 329,000 CY of material. IWR WCS 2014 reports 498,000 tons of commodities pass through this waterway including tankers drafting up to 20 - 21 feet. Most of the commodities are stone and gravel.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$61,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Raritan River, NJ

AUTHORIZATION: River and Harbor Act of 1919 as modified by the River and Harbor Acts of 1930, 1937, and 1940.

LOCATION AND DESCRIPTION: Raritan River, New Jersey is 24 miles south of the Battery in New York City. Raritan River joins both Lower Raritan Bay and New York and New Jersey Channels. The existing high-use, deep-draft navigation project provides for a 25-foot depth in the main channel. The length is about 13.8 miles.

FISCAL YEAR 2017 ALLOCATION: \$1,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$220,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Engineering and Design (E&D), including sampling and testing for the next maintenance dredging cycle.

BUDGETED AMOUNT FOR FY 2019: M: \$50,000 O: \$0 T: \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$50,000 – Funds will be used for commonly performed operation and maintenance work including caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with local stakeholders. Preliminary E&D, including environmental coordination with local sponsors concerning availability of disposal site.

OTHER INFORMATION: Three terminal facilities located on the Raritan River receive and ship petroleum products by vessel and barge. A total of 11 million barrels of petroleum are carried by this waterway.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$103,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Sandy Hook Bay at Leonardo, NJ

AUTHORIZATION: Rivers and Harbors Act of 1950 (P.L. 81-516)

LOCATION AND DESCRIPTION: An entrance channel, 8ft. deep, 150 ft. wide, and about 2,500 ft. long from the 8 foot contour in Sandy Hook Bay to the entrance of the small boat harbor at Leonardo. Length – about 0.5 mile.

FISCAL YEAR 2017 ALLOCATION: \$1,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$10,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with USCG and local stakeholders.

BUDGETED AMOUNT FOR FY 2019: M: \$10,000 O: \$0 T: \$10,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$10,000 – Funds will be used for commonly performed operation and maintenance work including caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with local stakeholders.

OTHER INFORMATION: Pleasure craft, marine police and recreational fishing vessels utilize the channel. The marinas contain approx. 200 boat slips servicing recreational vessels, a head pump out boat, and charter boat.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$3,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Shoal Harbor and Compton Creek, NJ

AUTHORIZATION: Rivers and Harbors Act of 1954 (P.L. 86-645)

LOCATION AND DESCRIPTION: Shoal Harbor and Compton Creek are located adjacent to Lower Raritan Bay in the vicinity of western Sandy Hook Bay. The existing navigation project provides for a main Shoal Harbor channel that begins at -12 feet, extending from deep water in Sandy Hook Bay. Then the channel becomes -8 feet, continuing inland for approximately 1,000. At this point, the Compton Creek portion of the project has not been constructed and is therefore inactive.

FISCAL YEAR 2017 ALLOCATION: \$1,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$10,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds will be used for caretaker activities to publish survey data (Controlling Depth Report) and communicate with stakeholders.

BUDGETED AMOUNT FOR FY 2019: M: \$10,000 O: \$0 T: \$10,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$10,000 – Funds will be used for commonly performed operation and maintenance work including caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with local stakeholders.

OTHER INFORMATION: The waterway is vital to a large fishing fleet and commuter ferry business to New York City. The seafood products wharf supports numerous fishing boat moorings and 400 feet of berthing space (IWR Port Series 2000). Menhaden accounted for 2/3 of the fish landings in Belford in 2014. Most finfish is handled thru the Fishing Cooperative. Other trawl fishing accounts for balance of landings. NY Waterways Fast Ferry has 12 departures/arrivals daily.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Shrewsbury River, NJ

AUTHORIZATION: Rivers and Harbor Act of 1919 (P.L. 86-645)

LOCATION AND DESCRIPTION: A channel 12 ft. deep, 300 ft. wide, following the westerly shore from deep water in Sandy Hook Bay to a point 600 ft. south of the former location of the R.R. Bridge at Highlands. Length – about 2.2 miles.

FISCAL YEAR 2017 ALLOCATION: \$1,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$10,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with the US Coast Guard and local stakeholders.

BUDGETED AMOUNT FOR FY 2019: M: \$25,000 O: \$0 T: \$25,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$25,000 – Funds will be used for commonly performed operation and maintenance work including caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with local stakeholders.

OTHER INFORMATION: IWR WCS 2014 reports over 15,295 total vessel trips. No commerce was reported.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

NEW YORK

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Bay Ridge and Red Hook Channels, NY

AUTHORIZATION: River and Harbor Act of 1890 modified 1894, 1896, 1905, 1909, 1910 and 1930.

LOCATION AND DESCRIPTION: A channel, 40 ft. deep, of the following widths: 1,200 ft. from the Narrows to Bay Ridge Avenue, Brooklyn, thence 1,750 ft. to the junction of Bay Ridge and Red Hook Channels, and thence 1,200 ft. through Red hook Channel to its junction with Buttermilk Channel. In the entrance to Gowanus Creek, the width narrows uniformly to 500 ft. at 28th Street, Brooklyn. Length – about 4.0 miles.

FISCAL YEAR 2017 ALLOCATION: \$20,000

DESCRIPTIONS OF WORK FOR FY 2017: Funds were used for Caretaker activities.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$50,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds will be used for preliminary Engineering and Design and Caretaker activities.

BUDGETED AMOUNT FOR FY 2019: M: \$25,000 O: \$0 T: \$25,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$25,000 – Funds will be used for commonly performed operation and maintenance work including caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with local stakeholders.

OTHER INFORMATION: Per 2014 IWR WCS, nearly 5 thousand vessel trips carrying over 1 million tons pass through this busy high use commercial channel connecting New York Harbor with the Brooklyn piers. Traffic includes domestic receipt of foreign freight, primarily petroleum products, building materials and commercial vehicles.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$50,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Operation and Maintenance and Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Black Rock Channel and Tonawanda Harbor, NY

AUTHORIZATION: River and Harbor Acts of 1888, 1916 (P.L. 63-291), 1919 (P.L. 65-200), 1922 (P.L. 67-362), 1925 (P.L. 68-585), 1935 (P.L. 74-409), 1945 (P.L. 79-14) and the Flood Control Act of 1954 (P.L. 83-780)

LOCATION AND DESCRIPTION: Black Rock Channel and Tonawanda Harbor is a low-use, deep draft harbor located on Niagara River in the city of Buffalo, Erie County, NY. It provides vessels of all types a protected waterway around the reefs and swift currents that exist in the upstream portions of the Niagara River. The lock and channel permit commercial vessels and pleasure crafts to travel between Buffalo Harbor and Tonawanda Harbor, and enables further transit to the Hudson River and Atlantic Ocean through the New York State Canal.

FISCAL YEAR 2017 ALLOCATION: \$1,767,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding was used for routine operation and maintenance (O&M) including lock functions, project condition surveys, and execution of the Historic Properties Management Plan.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,834,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding provides for routine O&M including lock functions, project condition surveys, and execution of the Historic Properties Management Plan.

BUDGETED AMOUNT FOR FY 2019: M: \$4,931,000 **O:** \$1,304,000 **T:** \$6,235,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

HARBOR MAINTENANCE TRUST FUND: \$6,230,000

N: \$6,230,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including the repair of lower operating gate (\$2,595,000), replacement of the pintles (\$1,655,000), maintenance of security features (\$60,000), and Operational Condition Assessments (\$33,000).

OPERATION AND MAINTENANCE: \$5,000

FRM: N/A

RC: N/A

H: N/A

EN: \$5,000 – Funds will be used for commonly performed O&M work.

WS: N/A

OTHER INFORMATION: The channel and lock provide the only means for deep draft commercial vessels to reach delivery ports on the upper Niagara River, and are critical links in the only inland navigation route between the Atlantic Ocean and Great Lakes. In calendar year 2016, 1,781 lockages were performed, consisting of 334 commercial vessels (carrying 109 thousand tons of commerce) and

Division: Great Lakes and Ohio River

District: Buffalo

Black Rock Channel and
Tonawanda Harbor, NY

2,325 recreational vessels. Major stakeholders include U.S. Coast Guard, Marathon Petroleum, NOCO Energy Corporation, and United Refining Company.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$122,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Bronx River, NY

AUTHORIZATION: Rivers and Harbors Act of 1910

LOCATION AND DESCRIPTION: A channel, 10 ft. deep, at least 100 ft. wide, from the East River to the dam at East 177th Street, including the widening of bends; the first dredging to include a section from the East River to Randall Avenue 200 ft. wide, thence a section to Spofford Avenue 150 ft. wide, thence a section to Watson Avenue 125 ft. wide, thence a section to the railroad bridge near Westchester Avenue 100 ft. wide, except in the south approach to the bridge where it is to be 140 ft. wide, and thence 100 ft. wide to head of navigation. Length – about 3.3 miles. Navigable for 2.6 miles.

FISCAL YEAR 2017 ALLOCATION: \$1,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$100,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Caretaker - Monitor conditions and prepare a Controlling Depth Report (CDR), update fact sheets and coordinate with natural resource agencies as appropriate, and preliminary E&D to find a disposal location.

BUDGETED AMOUNT FOR FY 2019: M: \$30,000 O: \$0 T: \$30,000 1/

N: \$30,000 – Funds will be used for commonly performed operation and maintenance work including caretaker, environmental coordination with local sponsors concerning availability of disposal site.

OTHER INFORMATION: Per 2014 IWR WCS, there are 2 commercial facilities on this waterway, one of which ships scrap metal by barge and requires a 10 ft. depth at Mean Low Water. The other is a sand and gravel facility. Total commodities are 331,000 short tons. Shallow Draft.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$4,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Browns Creek, NY

AUTHORIZATION: Rivers and Harbors Act of 1910

LOCATION AND DESCRIPTION: A channel 6 ft. deep, 100 ft. wide from 6 ft. contour in Great South Bay to a point 250 ft. upstream from inshore end of jetties and thence 4 ft. deep, 100 ft. wide to the head of navigation. Length – about 1.0 mile.

FISCAL YEAR 2017 ALLOCATION: \$5,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$30,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Caretaker - Monitor conditions and prepare a Controlling Depth Report (CDR), update fact sheets and coordinate with natural resource agencies as appropriate.

BUDGETED AMOUNT FOR FY 2019: M: \$30,000 O: \$0 T: \$30,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$30,000 – Funds will be used for commonly performed O&M work including caretaker, environmental coordination with local sponsors concerning availability of disposal site.

OTHER INFORMATION: Ferries bring tens of thousands of passengers to National Seashore resulting in multi-million dollar annual revenue to Sayville and other Fire Island communities. Boatyards service commercial vessels, recreational craft, fishing trawlers & party fishing boats. Per IWR WCS 2014, over 21,000 vessel trips were documented. Continued deferred maintenance risks project failure and channel closure with ferries unable to safely navigate to mouth of river.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$5,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Buffalo Harbor, NY

AUTHORIZATION: River and Harbor Acts of 1826, 1866, 1874, 1900, 1910 (P.L. 60-317), 1912 (P.L. 61-425), 1919 (P.L. 65-200), 1930 (P.L. 71-520), 1935 (P.L. 74-409), 1945 (P.L. 79-14), 1960 (P.L. 86-645) and 1962 (P.L. 87-874). WRDA of 1986 (P.L. 99-662), 1988 (P.L. 100-676) and 2007 (P.L. 110-114)

LOCATION AND DESCRIPTION: Buffalo Harbor is a moderate-use, deep-draft commercial harbor, located on Lake Erie in the city of Buffalo, Erie County, NY, whose authorized depths are 23 to 30 feet in the outer harbor, and 22 feet in the river.

FISCAL YEAR 2017 ALLOCATION: \$7,224,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding was used to dredge approximately 100,000 cubic yards of sediment that has accumulated in the harbor channel. Funds were also used to repair approximately 100 linear feet of Confined Disposal Facility (CDF) exterior containment structure. Additional funds were used to perform maintenance dredging (\$350,000), construction for south breakwater repair (\$4,000,000), and engineering and design for north breakwater repair (\$250,000).

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$2,500,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding provides for critical repairs to CDF #4 exterior containment dike, required to replace deteriorated or missing armor stone to ensure the CDF continues to operate as intended.

BUDGETED AMOUNT FOR FY 2019: M: \$1,061,000 O: \$1,694,000 T: \$2,755,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$2,755,000 – Funds will be used for specific work activities including repair of approximately 200 linear feet of the armor stone layer on the lake side of the CDF dike within the 1700 ft reach that was not repaired by the FY16 contract (\$1,061,000) and sediment sampling to determine disposal alternatives (\$1,694,000).

OTHER INFORMATION: The project provides deep-draft navigation channels that facilitate the movement of goods and materials to and from commercial docks, and in 2015, had 576,000 tons of material shipped or received. Major stakeholders include the Port of Buffalo, U.S. Coast Guard, Gateway Metroport, General Mills, Mobil Oil, Lafarge Cement, Sand Products, Holcim, Standard Elevator and Whitebox Commodities. Bulk commodities that pass through Buffalo Harbor generate \$904 million annually in revenue.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$4,417,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget Amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Buttermilk Channel, NY

AUTHORIZATION: River and Harbor Act of 1902 as modified in 1935 and 1962.

LOCATION AND DESCRIPTION: The project is located in New York Harbor and provides for a channel 1,000 feet wide; 500 feet wide and 40 feet deep along the easterly side and 500 feet wide and 35 feet deep along the westerly side with suitable widening at the junctions with the East River and Anchorage Channels; additional width of 2,100 feet to a depth of 35 feet at the junction with Anchorage and Red Hook Channels. The total length of the project is approximately 2.3 miles.

FISCAL YEAR 2017 ALLOCATION: \$1,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$50,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds are being used for basic coordination with natural resource agencies, preparation of a Controlling Depth Report, and communication with stakeholders.

BUDGETED AMOUNT FOR FY 2019: M: \$400,000 O: \$0 T: \$400,000 1/

N: \$400,000 – Funds will be used for commonly performed operation and maintenance work including caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with local stakeholders. Complete Engineering & Design, including Plans & Specifications and all contract documents. .

OTHER INFORMATION: The project supports deep-draft commercial navigation to the Port of New York and New Jersey, and access to numerous commercial locations. The channel is dredged, at different locations, on a five-year cycle.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$181,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: East River, NY

AUTHORIZATION: Rivers and Harbors Act of 1869 and subsequently modified by the River and Harbors Act of 1877, 1899, 1916, 1922 and 1970.

LOCATION AND DESCRIPTION: East River is located to the east of Manhattan, NY. The East River Navigation project is a main channel 16 miles long, 1,000 ft. wide that meanders from the Upper New York Bay to the Long Island Sound. There are three short branch channels off of the main channel; 1) east of Roosevelt Island, 2) east of South Brother Island, called South Brother Island channel, and 3) west of South Brother Island.

FISCAL YEAR 2017 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$100,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds will be used to initiate Engineering and Design for the next maintenance dredging cycle and for Caretaker status which includes activities such as: publishing a Controlling Depth Report, monitoring conditions of the Federal channel, and coordinate with Coast Guard and local stakeholders.

BUDGETED AMOUNT FOR FY 2019: M: \$10,000 O: \$0 T: \$10,000 1/

N: \$10,000 – Funds will be used for commonly performed operation and maintenance work including caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with local stakeholders.

OTHER INFORMATION: 25 million tons of through traffic use this channel annually. Two terminal facilities: a Con Edison Electric generating plant and the 1,090 MW Astoria Generating Station receive fuel by vessel for plant consumption. Risk of oil spills if channels not maintained. High shoal rate in channel. Last dredged in FY 2006.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,358,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Eastchester Creek, NY

AUTHORIZATION: River and Harbor Act of 1950 (P.L. 81-516)

LOCATION AND DESCRIPTION: A channel 8 ft. deep at mean low water and generally 150 ft. wide from Long Island Sound through East Chester Bay to a point 700 ft. wide extending to a point where the creek divides into a Y, thence approximately 1,000 ft. into the east branch and approximately 500 ft. into the west branch; a passing basin south of the Boston Post Road Bridge; widening of the channel at the Boston Post Road Bridge; and for construction of a check dam at the head of navigation. Length – about 5 miles.

FISCAL YEAR 2017 ALLOCATION: \$1,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$10,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds will be used for caretaker activities which includes: monitoring conditions of the Federal channel, publishing a Controlling Depth Report, and coordination with local stakeholders.

BUDGETED AMOUNT FOR FY 2019: M: \$5,000 O: \$0 T: \$5,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$5,000 – Funds will be used for commonly performed operation and maintenance work including caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with local stakeholders.

OTHER INFORMATION: Eastchester Creek supports vessels for petroleum and crude material distribution. Per 2014 IWR WCS, total commodities reported was 342,000 short tons including 212,000 tons of petroleum products and 514,000 tons of crude material (sand & gravel, iron & steel scrap).

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Fire Island Inlet to Jones Inlet, NY

AUTHORIZATION: Adopted by the Rivers and Harbors Act of 1958 and subsequently modified by the Rivers and Harbors Acts of 1962.

LOCATION AND DESCRIPTION: Fire Island Inlet is located approximately 40 miles east of The Battery, New York City. This 1.8 mile project provides for a channel 14 feet deep (MLW) and connects the Great South Bay with the Atlantic Ocean.

FISCAL YEAR 2017 ALLOCATION: \$50,000

DESCRIPTIONS OF WORK FOR FY 2017: Caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with USCG and local stakeholders.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$50,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with USCG and local stakeholders.

BUDGETED AMOUNT FOR FY 2019: M: \$50,000 O: \$0 T: \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$50,000 – Funds will be used for commonly performed operation and maintenance work including caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with local stakeholders. Funds also provided to U.S. Fish and Wildlife Service for monitoring of endangered shorebirds.

OTHER INFORMATION:

This is a multi-purpose project combining navigation and beach erosion control, with the placement of sand on the critical erosion shoreline west of the inlet. Project is cost shared with the State of New York.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$28,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Flushing Bay and Creek, NY

AUTHORIZATION: Rivers and Harbors Act of 1902 and subsequently modified by the Rivers and Harbors Act of 1935 (P.L. 74-409) and 1962 (P.L. 87-874).

LOCATION AND DESCRIPTION: Channel is 15' deep and 300 wide extending from East River 1.8 miles into Flushing Bay. A creek channel 200' wide and 15' deep and extends another 1.1 miles upstream. Project includes a 15' deep maneuvering area and a 6' deep (encompassing approx. 84 acre) anchorage area.

FISCAL YEAR 2017 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$30,000 O: \$0 T: \$30,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$30,000 – Funds will be used for commonly performed operation and maintenance work including caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with local stakeholders.

OTHER INFORMATION: Project is considered deep-draft that supports commerce including petroleum, concrete, and asphalt. Project is dredged on an approximately ten to fifteen year cycle.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$2,458,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Glen Cove Creek, NY

AUTHORIZATION: Rivers and Harbors Act of 1888 (25 Stat. 400)

LOCATION AND DESCRIPTION: A channel 8 feet deep and 100 feet wide extending approximately 1 mile from deep water in Hempstead Harbor to the head of navigation at the City of Glen Cove.

FISCAL YEAR 2017 ALLOCATION: \$5,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$20,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds are being used for monitoring conditions, preparation of a Controlling Depth Report, and coordination with natural resource agencies.

BUDGETED AMOUNT FOR FY 2019: M: \$15,000 O: \$0 T: \$15,000 1/

N: \$15,000 – Funds will be used for commonly performed operation and maintenance work including caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with local stakeholders.

OTHER INFORMATION: This is a shallow draft low use navigation channel.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$13,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Great Kills Harbor, NY

AUTHORIZATION: Adopted 1927, modified 1938

LOCATION AND DESCRIPTION: A channel, 10 ft. deep, 150 ft wide, from deep water in Lower New York Bay to the entrance of the harbor in the vicinity of the present westerly end of Crooks Island, thence of same depth and width along the west side of the harbor. Length – about 1.9 miles.

FISCAL YEAR 2017 ALLOCATION: \$1,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$50,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds are being used for monitoring channel conditions, preparation of a Controlling Depth Report, and coordination with natural resource agencies.

BUDGETED AMOUNT FOR FY 2019: M: \$20,000 O: \$0 T: \$20,000 1/

N: \$20,000 – Funds will be used for commonly performed operation and maintenance work including caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with local stakeholders.

OTHER INFORMATION: Great Kills Harbor is a shallow draft navigation channel on the east side of Staten Island, NY. The project contains a protected anchorage that is a harbor of refuge during severe storms. It was last dredged in 2013/14.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$12,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Great South Bay, NY

AUTHORIZATION: Rivers and Harbors Act of 1902 and modified by the Rivers and Harbors Act of 1966 (P.L. 89-789)

LOCATION AND DESCRIPTION: A channel, 10 ft. deep, 200 ft. wide from Fire Island Inlet to the Central Basin in Great South Bay opposite Patchogue, thence 100 ft. wide to mile 18.9 in the Patchogue River with a turning basin at the upper end at a depth of 11 ft., thence 8 ft. deep to the upstream limit of the project. Length about 19.1 Miles. A stone jetty 1,700 ft. long on the west side of the Patchogue River.

FISCAL YEAR 2017 ALLOCATION: \$1,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$50,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds are being used for monitoring channel conditions, preparation of a Controlling Depth Report, and coordination with natural resource agencies.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$25,000 T: \$25,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$25,000 – Funds will be used for commonly performed operation and maintenance work including caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with local stakeholders.

OTHER INFORMATION: Ferries bring 30,000 passengers to the National Seashore resulting in \$12-15 million in annual revenue for the Patchogue area. Per IWS WCUS 2014, Boatyards service commercial vessels hauling 3,000 tons of goods, recreational craft, fishing trawlers & party fishing boats. 2014 recorded 44,906 trips by vessels.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Hudson River Channel, NY

AUTHORIZATION: Rivers and Harbors Acts of 1913 and modified in 1917 and 1937

LOCATION AND DESCRIPTION: A channel 45 ft. deep, suitably widened at bends, from deep water in Upper New York Bay to W. 40th St., Manhattan, and thence 48 ft. deep, 2,000 ft. wide to 59th St. Length – about 6 miles. A channel 40 ft. deep for the full width of the river, extending from deep water in Upper New York Bay off Ellis Island to W. 59th St., Manhattan. Length – about 6 miles. A channel, 30 ft. deep, 750 ft. wide, along the Weehawken-Edgewater waterfront. Length – about 5 miles.

FISCAL YEAR 2017 ALLOCATION: \$5,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$250,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds will be used for preliminary engineering and design for a future maintenance dredging cycle and for caretaker activities which includes: monitoring conditions of the Federal channel, publishing a Controlling Depth Report, and coordination with USCG and other local stakeholders.

BUDGETED AMOUNT FOR FY 2019: M: \$100,000 O: \$0 T: \$100,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$100,000 – Funds will be used for commonly performed operation and maintenance work including caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with local stakeholders. Preliminary Engineering and Design to look for upland disposal site for the dredged material.

OTHER INFORMATION: Serves the NYC Passenger Ship Terminal, from which 12 cruise lines serve over 887 thousand passengers per year (P&O Ports). Also a key segment in the Hudson River channel to Port of Albany, NY. Cruise industry contributes about \$800 million to NY State economy and in 2004, 3,300 jobs. Aircraft carrier and support vessels periodically use the area. Serves the Intrepid Museum area, which hosts visiting naval vessels from the U.S. and other nations as a National showcase.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$5,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Hudson River, NY (Maintenance)

AUTHORIZATION: House Document (HD) 719 (1910) as modified by HD 350 (1925); HD 210 (1930); Senate Document Number 155 (1935); HD 572 (1930); River and Harbor Act of 1954.

LOCATION AND DESCRIPTION: The project consists of a channel 155 miles in length extending from New York City, New York to its upstream terminus at Waterford, New York. Project provides for maintenance of the 32-foot deep navigation channel extending 145 miles from New York City to Albany; thence 27-foot deep for 1,000 feet; continuing with a 14-foot deep navigation channel extending 10 miles upstream from Albany to the New York State Barge Canal System at Waterford, New York. The project is a high-use, deep-draft project that supports 2.5 billion tons of cargo annually.

FISCAL YEAR 2017 ALLOCATION: \$1,584,000

DESCRIPTIONS OF WORK FOR FY 2017: The funding will be used for channel maintenance activities and for channel surveys of most shoals along the river, and reporting to the U.S. Coast Guard and other agencies and stakeholders, to ensure river pilots and vessel operators have updated information and proper buoy placement for safe navigation. Funds will be used to provide S&A for completing FY 16-17 maintenance dredging project including Albany Turning Basin and Staats Point reaches. A portion of the funding will also be used to initiate sampling and testing activities so that maintenance dredging of critical shoaled areas of the Hudson River project channel from Coxsackie to Athens, NY may proceed without delays.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$6,900,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Project Conditions Survey and Engineering and Design (E&D) for maintenance dredging of the Albany to Kingston Reaches. Environmental sampling and testing, prepare plans and specs for maintenance dredging of the Coxsackie to Athens reaches (award FY 18-19 contract).

BUDGETED AMOUNT FOR FY 2019: M: \$9,000,000 O: \$650,000 T: \$9,650,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$9,650,000 – Project Condition Surveys on the high commercial use Hudson River Federal Navigation channel to report channel conditions to the USCG, NOAA, Pilots Assn. and waterway users. Removal of large obstructions from high use deep draft channel between Albany, N.Y and Hudson, N.Y. (approximately 30 miles) and shallow draft (14 feet deep) channel from Albany, N.Y. to Waterford, N.Y. (approximately 10 miles). Maintenance dredging of various reaches of the high use deep draft project channel, including E&D and Supervision & Administration (S&A) costs. Sediment sampling and testing required to prepare environmental assessment and obtain required environmental clearances for proposed FY20/21 maintenance dredging contract

OTHER INFORMATION: The channel is dredged, at different locations, on an annual or bi-annual basis. Shoaling has necessitated the Hudson River Pilots Association to place draft restrictions and to stop deep-draft vessel transits during periods of low tide.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$604,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Hudson River, NY (O & C)

AUTHORIZATION: House Document 719, 81st Congress, 2nd Session (Jun 1910) and modified by House Document 350, 88th Cong., 1st Session (Mar 1925); House Document 210, 70th Cong., 1st Session (Jul 1930); SD 155, 72nd Cong., 2nd Session (Aug 1935); House Document 572, 75th Cong., 3rd Session (Jun 1930); and PL 780, 83rd Cong., 2nd Session (Sep 1954).

LOCATION AND DESCRIPTION: The Hudson River, New York federal navigation project consists of a channel approximately 155 miles in length extending from New York City, N.Y. to its upstream terminus at Waterford, N.Y. The Hudson River O&C project provides for operation and care of the Troy Lock and Dam located on the Hudson River, Troy, New York approximately 2.5 miles below the upstream limit of the Hudson River Federal Navigation Channel at Waterford, N.Y.

FISCAL YEAR 2017 ALLOCATION: \$2,549,000

DESCRIPTIONS OF WORK FOR FY 2017: Funds will be used to operate the navigation lock at the approved minimum level of service and to perform maintenance essential to meeting operational, safety, environmental and security requirements. \$50,000 in funds will be used to perform structural inspections of the north and south lock cofferdams. Inspection of the cofferdams is necessary before the lock is dewatered in FY 17. \$300,000 in funds will be used to perform S&A, including QA activities for the Troy Lock Miter Gate Replacement contract.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$2,450,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds will be used to operate the navigation lock at the approved minimum level of service and to perform maintenance essential to meeting operational, safety, environmental and security requirements. Funds will also be used to perform S&A and QA activities for completion of Troy Lock Miter Gate Replacement contract.

BUDGETED AMOUNT FOR FY 2019: M: \$950,000 O: \$1,755,000 T: \$2,705,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$2,705,000 – Commonly performed work associated with providing facility security to ensure public safety and protection of infrastructure and assets to include 24/7 hired labor and contract security personnel, utilities, and other minimum requirements to maintain project mission in a standby status. Minimum maintenance of lock infrastructure associated with maintaining the navigation pool to include administrative and technical support of lock maintenance activities. Specific work activities required to perform dam periodic assessment, including identifying structural deficiencies and instrumentation/monitoring requirements. Operate Troy navigation lock at minimum level of service to match NYS Canal Corp operations, perform only essential maintenance to keep facility operational.

OTHER INFORMATION: The project is a low commercial use, shallow draft project that provides the navigation link between the Atlantic Ocean and the economically important (\$376 million annual benefits) New York State Canal System (57 locks, 524 miles of waterways).

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,299,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Jones Inlet, NY

AUTHORIZATION: River and Harbor Act of 1945

LOCATION AND DESCRIPTION: An east jetty and a channel 12 ft. deep and 250 ft. wide, from, that depth in the ocean through the inlet to the Loop Causeway Bridge over Long Creek. The length of section included in the project is 2.3 miles.

FISCAL YEAR 2017 ALLOCATION: \$5,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$420,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds are being used for preliminary Engineering and Design for upcoming maintenance in a high shoaling inlet.

BUDGETED AMOUNT FOR FY 2019: M: \$50,000 O: \$0 T: \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$50,000 – Funds will be used for commonly performed operation and maintenance work including caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with local stakeholders.

OTHER INFORMATION: This channel supports U.S. Coast Guard (USCG) Station Jones Beach and is a homeport to 10 commercial fishing vessels, 19 commercially operated charter fishing vessels, and 3 marinas. Fish landings total over 2 million pounds annually. Beach placement is cost-shared with NY State. USCG Station Jones Beach is one of top 25 busiest USCG Search and Rescue stations.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$7,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Long Island Intracoastal Waterway, NY

AUTHORIZATION: River and Harbor Act of 1937

LOCATION AND DESCRIPTION: The project is a 33.6 mile shallow-draft, low-use channel from Great South Bay to the south end of Shinnecock Inlet, Long Island, New York.

FISCAL YEAR 2017 ALLOCATION: \$1,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$270,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds are being used to monitor channel conditions, publish a Controlling Depth Report and coordinate with USCG and local stakeholders.

BUDGETED AMOUNT FOR FY 2019: M: \$50,000 O: \$0 T: \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$50,000 – Funds will be used for commonly performed operation and maintenance work including caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with local stakeholders including the USCG.

OTHER INFORMATION: The 33.6 mile waterway is the primary access between five bays as well as coves, rivers and creeks that lead inland. Three U.S. Coast Guard Stations utilize this waterway for search and rescue missions.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$37,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Mattituck Harbor, NY

AUTHORIZATION: Rivers and Harbors Act of 1896 and subsequently modified in 1935 (P.L. 74-738) and 1964.

LOCATION AND DESCRIPTION: The existing federal navigation project provides for a channel, 7 ft deep, from the Long Island Sound to the Village of Mattituck in the Town of Southold, 100 ft wide at the entrance and 80 ft wide thereafter. It is a shallow draft mainly recreational channel.

FISCAL YEAR 2017 ALLOCATION: \$5,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$20,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds will be used for the most basic caretaker activities to monitor channel conditions and maintain coordination with stakeholders. Erosion east of the inlet and shoaling to the west of the jetties will be monitored.

BUDGETED AMOUNT FOR FY 2019: M: \$15,000 O: \$0 T: \$15,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$15,000 – Funds will be used for commonly performed operation and maintenance work including caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with local stakeholders.

OTHER INFORMATION: Mattituck is a vibrant fishing, boating and recreation site along the Long Island Sound. It is also a Critical Harbor of Refuge. Two jetties are the aids to navigation currently in operation. As a result of past jetty construction, the west jetty fillet fills in rapidly while the down-drift beach is sand-deprived. Monitoring the conditions periodically is the minimal reasonable stewardship for this asset.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$5,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Moriches Inlet, NY

AUTHORIZATION: Rivers and Harbors Act of 1960 (P.L. 86-645)

LOCATION AND DESCRIPTION: A channel, 10 ft. deep, 200 ft. wide, extending from that depth in the Atlantic Ocean to Moriches Bay Length – about 0.8 mile. A channel, 6 ft. deep, 100 ft. wide, to the Long Island Intracoastal Waterway. Length – about 1.1 miles. Rehabilitation of the existing jetties and revetments, seaward extension of the east jetty to the 12 ft. contour and seaward extension of the west jetty, a distance of 400 ft. Construction of a fixed by-passing facility to transfer sand from the east side of the inlet to west side.

FISCAL YEAR 2017 ALLOCATION: \$1,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$150,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds will be used for preliminary engineering and design for a future maintenance dredging cycle and for caretaker activities which includes: monitoring conditions of the Federal channel, publishing a Controlling Depth Report, and coordination with USCG and local stakeholders.

BUDGETED AMOUNT FOR FY 2019: M: \$50,000 O: \$0 T: \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$50,000 – Funds will be used for commonly performed operation and maintenance work including caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with local stakeholders.

OTHER INFORMATION: Authorized critical Harbor of Refuge and critical US Coast Guard Search and Rescue Station inside the inlet. US Coast Guard receives on average 1000 calls for help on the South Shore of Long Island each year. Moriches is one of 6 coastal inlets providing access to the Atlantic Ocean.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$6,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: New York and New Jersey Channels, NY

AUTHORIZATION: River and Harbor Act of 1922; as modified by River and Harbor Acts of 1933, 1935, 1950, 1965 and 1985

LOCATION AND DESCRIPTION: The channel is 37-feet (ft) deep in rock and 35-ft deep in soft material, with widths varying between 500- to 800-feet wide through Lower New York Bay, Raritan Bay and Arthur Kill passing north of Shooters Island and protected by a dike on its northern side to the junction of the channel into Newark Bay. Under the Kill Van Kull Newark Bay Channel, New York and New Jersey authorized for deepening to 45 ft (47 ft in rock) and 800-ft wide from the vicinity of Shooter Island and junction with Newark Bay through the Kill Van Kull to Constable Hook; thence 1,300-ft wide from a point opposite the east end of Constable Hook to a point near the intersection along the New Jersey Pierhead line and thence 3,070-ft wide through Kill Van Kull to Upper New York Bay with suitable easing of the bends and junctions. The length is 31.0 miles, two anchorages are 38-ft deep to accommodate five vessels each, one in the vicinity of Sandy Hook and the other south of Perth Amboy, two secondary channels are 30-ft deep and 400-ft wide with one located south of Shooters Island and the other in Raritan Bay connecting with Raritan River. The project is a deep-draft, high-use navigation channel.

FISCAL YEAR 2017 ALLOCATION: \$1,000

DESCRIPTIONS OF WORK FOR FY 2017: Funds were used to maintain coordination with the natural resource agencies and other stakeholders as well as the preparation and communication of Controlling Depth Reports from channel condition surveys.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$400,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds are being used for Engineering and Design, including Sampling and Testing for the next maintenance cycle.

BUDGETED AMOUNT FOR FY 2019: M: \$9,000,000 O: \$0 T: \$9,000,000 1/

N: \$9,000,000 – Funds will be used for commonly performed operation and maintenance work including caretaker status to monitor channel conditions, publish Controlling Depth Reports and coordinate with local stakeholders. Funds will also be used for specific work activities including award of a maintenance dredging contract in the amount of \$8,450,000.

OTHER INFORMATION: IWR WCUS 2014 reports 109.6 million tons of products, including petroleum products (74.7 million tons), chemical products, manufactured goods, ore, scrap, food and farm products, were transported through the project. There are over 100 fuel terminals. The Perth Amboy anchorage provides a secure holding site for vessels by the U.S. Coast Guard.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$429,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: North Atlantic
NJ

District: New York New York and New Jersey Channels, NY &

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: New York and New Jersey Harbor, NY & NJ

AUTHORIZATION: Supplemental Appropriations Act of 1985, Water Resources Development Acts of 1986, 1996, 1999, and 2000.

LOCATION AND DESCRIPTION: The Port of New York and New Jersey is located within the bi-state NY/NJ Harbor Estuary. The constructed Federal navigation channels within the NY & NJ Harbor project include: Ambrose Channel; Anchorage Channel; Kill Van Kull (KVK); portions of Newark Bay Channel and Arthur Kill Channel; and Port Jersey Channel. The New York and New Jersey Harbor, NY and NJ, project was constructed to the following depths: Ambrose Channel to 53 feet MLW; the Anchorage Channel, Kill Van Kull, Newark Bay, Port Jersey Channel, and the Arthur Kill Channel to Howland Hook to 50 feet MLW or 52 feet MLW in rock or otherwise hard material.

FISCAL YEAR 2017 ALLOCATION: \$18,674,000

DESCRIPTIONS OF WORK FOR FY 2017: Maintenance Dredging of selective reaches of the 50' improved channels - Arthur Kill, Newark Bay, Port Jersey and/or KVK. There are also work packages to perform engineering and design to produce Plans and Specifications for various reaches for out-year maintenance.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$760,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds are being used for four Caretaker packages (Ambrose, Anchorage, Kill Van Kull and Port Jersey) to monitor channel conditions, publish Controlling Depth Reports and coordinate with local stakeholders. Complete Plans and Specifications package for the Arthur Kill reach.

BUDGETED AMOUNT FOR FY 2019: M: \$16,000,000 O: \$0 T: \$16,000,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$16,000,000 – Funds will be used for commonly performed operation and maintenance work including Newark Bay: Complete Engineering & Design and produce a plans and specs package for the channels in Port Newark. Maintenance Dredging. Supervision & Administration. Kill Van Kull: Plans and Specs. Arthur Kill: Plans and Specs. Port Jersey: Caretaker status to monitor channel conditions, publish Controlling Depth Reports and coordinate with local stakeholders. Supervision & Administration. Funds will also be used for specific work activities including maintenance dredging contract for Newark Bay (\$12,750,000) and Port Jersey (\$1,900,000) reaches.

OTHER INFORMATION: The Port of NY&NJ is the largest container port on the East Coast and critical to both the national and regional economy, with goods arriving in the Port of NY&NJ distributed to over 100 million people. There is a critical and urgent need for 50 ft channels depths to allow the safe and efficient use of the Port by post-Panamax container ships, which dominate container operations worldwide. A U.S. Coast Guard facility utilizes the project channels.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$22,776,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$3,080,000.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: New York Harbor, NY

AUTHORIZATION: River and Harbor Acts of 1884, 1910, 1917, 1930, 1935, 1937, 1958, 1965, and 1984

LOCATION AND DESCRIPTION: Project consists of the deep-draft, high-use main Ship Channel that extends from Bayside Channel to deep water in the Lower Bay off West Bank Light and the deep-draft, high-use Sandy Hook Channel. The project includes the maintenance of the main entrance channels and major anchorages in the Port of New York and New Jersey and, in addition, the Historic Area Remediation Site (HARS), a dredged-material placement site approximately 16-square nautical miles in area that is located in the Atlantic Ocean.

FISCAL YEAR 2017 ALLOCATION: \$5,917,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding is for monitoring of the Historic Area Remediation Site (HARS), a dredged-material placement site approximately 16-square nautical miles in area that is located in the Atlantic Ocean. Funding is also for the award of a maintenance dredging contract of the Sandy Hook Channel.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$7,743,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding is for monitoring of the Historic Area Remediation Site (HARS), a dredged-material placement site approximately 16-square nautical miles in area that is located in the Atlantic Ocean. Funding is also for the award of a maintenance dredging contract of the Sandy Hook Channel.

BUDGETED AMOUNT FOR FY 2019: M: \$6,248,000 O: \$2,300,000 T: \$8,548,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$8,548,000 – Funds will be used for Historic Area Remediation Site (HARS) - an EPA designated ocean disposal /remediation site located in Atlantic Ocean, approx 3.5 miles east of Highlands, NJ; HARS is 15.7 sq. miles large, and composed of 9 Primary Remediation Areas ranging in depth from approx 40 to 140 ft. Funds will be used for commonly performed operation and maintenance work including Complete Engineering & Design and produce a plans and specs package for contract award for the Sandy Hook Channel. Contract administration and site supervision for the awarded maintenance dredging contract. Funds will also be used for specific work activities including maintenance dredging contract for Sandy Hook Channel (\$5,000,000).

OTHER INFORMATION: New York Harbor contains five interconnected but separate channels and two adjacent anchorages all of which are used by international vessels, harbor pilots and the U.S. Coast Guard and supports 140 million tons of commerce per year. Channels and anchorages are maintained alternating years.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$3,694,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: New York Harbor, NY & NJ (Drift Removal)

AUTHORIZATION: River and Harbor Act of 1915, modified in 1917 and 1930, expanded in the Water Resources Development Act of 1990

LOCATION AND DESCRIPTION: The New York and New Jersey Harbor-Estuary includes adjacent and tributary waters and Long Island Sound. The project consists of collection and removal of large floating drift that is a threat to deep-draft cargo carriers and petroleum tankers, ferries, cruise ships and recreational vessels and the shoreline and beaches of the harbor-estuary.

FISCAL YEAR 2017 ALLOCATION: \$9,576,000

DESCRIPTIONS OF WORK FOR FY 2017: Funds will be used to operate and manage the drift collection mission.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$9,850,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds will be used to operate and manage the drift collection mission.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$10,374,000 T: \$ 10,374,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$10,374,000 – Funds will be used for common performed operation and maintenance and specific work activities to include cost of ownership for floating plant and land-based plant assets that support the collection and removal of floating drift and other obstructions that present a hazard to commercial navigation.

OTHER INFORMATION: Drift collection vessels are used on a daily basis (one vessel works on each weekend day) to collect large floating debris (drift). Removal of 500,000 cubic feet of drift and floatables results in the avoidance of approximately \$25 million of damages to cargo vessels, tankers, barges, passenger commuter ferries, cruise ships, and recreational vessels. Consistent with the authorization in Water Resources Development Act of 1990, floatables are collected so they do not escape the harbor and pollute the New Jersey and New York bathing beaches.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$253,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: New York Harbor, NY (Prevention of Obstructive Deposits)

AUTHORIZATION: Harbor Supervision Act of 1888 (33 U.S.C. 441-453)

LOCATION AND DESCRIPTION: The New York and New Jersey Harbor-Estuary includes adjacent and tributary waters and Long Island Sound, New York. This continuing maintenance project involves the detection, investigation, and prevention of hazards and obstructions to navigation, including failing piers and bulkheads which are the key source of drift and debris. This project provides for investigating deteriorating structures so that the responsible owner can be found and made to eliminate the hazard, or potential hazard, to safe navigation before it becomes a Federal cost. The U.S. Attorney's Office of the Department of Justice brings cases in Federal Court when needed to have the responsible party correct and remove the hazard.

FISCAL YEAR 2017 ALLOCATION: \$1,288,000

DESCRIPTIONS OF WORK FOR FY 2017: Funds will be used to implement inspections, investigations and enforcement actions involving hazards and obstructions to navigation.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,300,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds are being used to implement inspections, investigations and enforcement actions involving hazards and obstructions to navigation.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$1,417,000 T: \$1,417,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$1,417,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: Approximately 100 new cases per year require investigation and action.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$161,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Portchester Harbor, NY

AUTHORIZATION: Rivers and Harbors Act of 1910 (P.L. 60-317) and modified by the Rivers and Harbors Act in 1930 (P.L. 71-520)

LOCATION AND DESCRIPTION: A channel 12 ft. deep and 150 ft. wide, from Long Island Sound to Fox Island; 10 ft. deep, 100 ft. wide from Fox Island to 900 ft. below Mill Street Bridge; and 3 ft. deep and 175 to 100 ft. wide, from the latter point to 100 ft. below Mill Street Bridge. A turning basin opposite the steamboat landing. An anchor, 12 feet deep, near the breakwater. Fenders opposite Fox Island (Deauthorized on August 5, 1977). Breakwater at Bryan Point. Total length - about 1.7 miles.

FISCAL YEAR 2017 ALLOCATION: \$5,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$50,000 O: \$0 T: \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$50,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: IWR WCS 2006 reports 137 thousand tons of bulk commodities, including 460 thousand barrels of petroleum product, valued at \$40 million.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$6,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Rochester Harbor, NY

AUTHORIZATION: River & Harbor Acts of 1829, 1882 (22 Stat. 191), 1910 (P.L. 60-317), 1935 (P.L. 74-409), 1945 (P.L. 79-14) and 1960 (P.L. 86-645)

LOCATION AND DESCRIPTION: Rochester Harbor is a low-use, deep-draft commercial harbor, located on Lake Ontario in the city of Rochester, Monroe County, New York. The project's authorized depths are 24 feet in the approach channel, 23 feet in the entrance channel, and 21 feet in the Genesee River.

FISCAL YEAR 2017 ALLOCATION: - \$112,000

DESCRIPTIONS OF WORK FOR FY 2017: Funds were reprogrammed for critical needs on another program, project or activity.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$1,200,000 O: \$0 T: \$1,200,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$1,200,000 – Funds will be used for specific work activities including maintenance dredging, to address only the most critical areas and only allow for one-way traffic to the most heavily used docks (\$1,200,000).

OTHER INFORMATION: Rochester Harbor is ranked 60th among Great Lakes Ports with an average of 99,000 tons of material shipped or received. Major stakeholders include Rochester-Monroe County Port Authority, Port of Rochester, U.S. Coast Guard, Essroc Cement Corporation, and Shellet-Genesee Shipping Group. Bulk commodities that pass through Rochester Harbor is estimated to annually generate \$1,200,000 in direct revenue.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 into FY 2018 was \$5,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Shinnecock Inlet, NY

AUTHORIZATION: The Shinnecock Inlet - Federal Navigation Project is authorized by the Rivers and Harbors Act of 1960, in accordance with the recommendations contained in House Document No. 126, 86th Congress, 1st Session.

LOCATION AND DESCRIPTION: Shinnecock Inlet is a coastal inlet located on the South Shore of Long Island, in the Town of Southampton, NY. The existing federal navigation project includes an entrance channel, 10 ft deep (MLW) and 200 ft wide and an inner channel 6 ft deep, 100 ft wide connecting to the Long Island Intracoastal Waterway. It also includes a deposition basin 20 feet deep mean low water (MLW), 600 feet wide and 600 feet long and existing jetties and revetments.

FISCAL YEAR 2017 ALLOCATION: \$1,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$150,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Engineering and Design for a future maintenance dredging cycle of this treacherous ocean inlet.

BUDGETED AMOUNT FOR FY 2019: M: \$50,000 O: \$0 T: \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$50,000 – Funds will be used for commonly performed operation and maintenance work including caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with local stakeholders including the US Coast Guard. Complete Plans & Specs.

OTHER INFORMATION: Second only to Montauk as a NY commercial fishing center with over 10 million pounds of fish landings per year. Project is also a critical harbor of refuge.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$124,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Westchester Creek, NY

AUTHORIZATION: Rivers and Harbors Act of 1922 (P.L. 67-362)

LOCATION AND DESCRIPTION: A channel, 12 ft. deep, 100 ft. wide, for a distance of 2,000 ft. at the entrance, thence 80 ft. wide for a distance of 3,000 ft., and thence 60 ft. wide for a distance of 8,800 ft. to the head of navigation at East Tremont Avenue (Fort Schulyer Road), with widening at bends. Length – about 2.6 miles.

FISCAL YEAR 2017 ALLOCATION: \$520,000

DESCRIPTIONS OF WORK FOR FY 2017: Funds were reprogrammed into the project to remove an obstruction to navigation.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$10,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with USCG and local stakeholders.

BUDGETED AMOUNT FOR FY 2019: M: \$5,000 O: \$0 T: \$5,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$5,000 – Funds will be used for commonly performed operation and maintenance work including caretaker status to monitor channel conditions, publish a Controlling Depth Report and coordinate with local stakeholders.

OTHER INFORMATION: Per IWR WCS 2014, 69 thousand tons per year of fuel product traverse this project as distillate fuel oil through an average of 104 vessel trips per year.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$37,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

NORTH CAROLINA

APPROPRIATION TITLE: Operation and Maintenance and Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Cape Fear River above Wilmington, NC

AUTHORIZATION: River and Harbor Acts of 1910, 1934, 1935, 1937 and 1965; and Flood Control Act of 1944, Section 4

LOCATION AND DESCRIPTION: The shallow draft navigation project is located in Bladen County in southeastern North Carolina and consists of three Federally-built and maintained locks and dams. The locks and dams were constructed to provide a navigable channel for commercial barges from Wilmington to Fayetteville, NC, a distance of about 111 river miles. This project currently has only minor commercial navigation traffic. The dams also provide "impoundments of convenience" for water intakes for upstream communities and businesses. The grounds at Lock & Dam #2 are being utilized on a quarterly basis by the U.S. Military. The U.S. Navy and the special forces of the U.S. Army utilize the locks and surrounding infrastructure as unique training opportunities.

FISCAL YEAR 2017 ALLOCATION: \$10,871,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for routine operation and maintenance (O&M) in support of navigation and recreation, post-hurricane restoration dredging of Cape Fear Locks and Dams, and non-routine scour hole repair at Lock and Dam #2 (\$7,200,000).

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$462,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds are being used for routine operations in support of navigation and recreation.

BUDGETED AMOUNT FOR FY 2019: M: \$6,000 O: \$395,000 T: \$401,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2018:

HARBOR MAINTENANCE TRUST FUND: \$317,000

N: \$317,000 – Funds will be used for commonly performed O&M work.

OPERATION AND MAINTENANCE: \$84,000

FRM: N/A

RC: \$84,000 – Funds will be used for commonly performed O&M work.

H: N/A

EN: N/A

WS: N/A

OTHER INFORMATION: Locks No. 1 and 2 are currently rated as Dam Safety Action Classification II structures. A fish passage structure was completed in November 2012 at Lock No.1 as an approved mitigation measure for deepening the Wilmington Harbor 96 Act Navigation channel project.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,189,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: South Atlantic

District: Wilmington

Cape Fear River above Wilmington, NC

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Manteo (Shallowbag) Bay, NC

AUTHORIZATION: River and Harbor Acts of 1910, 1940, 1950, 1960 (Section 107) and 1970.

LOCATION AND DESCRIPTION: The high use shallow draft navigation project is located along the outer banks portion of Dare County, North Carolina, between Oregon Inlet a critical harbor of refuge, Roanoke Island and Albemarle Sound. The project provides for a channel 14-feet deep and 400-feet wide from the Atlantic Ocean through Oregon Inlet with a channel 10-feet deep by 100-feet wide to Albemarle Sound and channels 12-feet deep by 100-feet wide to Pamlico Sound, Wanchese Harbor, and Shallowbag Bay Harbor. Length of all channels within the Manteo (Shallowbag) Bay project is approximately 25 miles.

FISCAL YEAR 2017 ALLOCATION: \$1,856,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for routine operations and maintenance in support of navigation.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$4,790,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for routine operations and maintenance in support of navigation.

BUDGETED AMOUNT FOR FY 2019: M: \$960,000 O: \$590,000 T: \$1,550,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$1,550,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging (\$960,000).

OTHER INFORMATION: The Council on Environmental Quality (CEQ), the National Oceanic and Atmospheric Administration (NOAA), and the Corps agreed in May 2003 that the proposed jetties on the Oregon Inlet portion of the project would not be constructed and that the channels would be maintained by dredging alone, along with extensive hydrographic surveys providing up-to-date navigation information. Maintenance dredging is essential to support the large commercial fishing fleet (more than \$12 million of seafood) traversing to and from Wanchese, NC and approximately 600,000 charter and recreational fishing passenger trips. The U.S. Coast Guard utilizes this portion of the project to access the Oregon Inlet Coast Guard Station in support of search and rescue (over 1,200 missions through Oregon Inlet since 2001) and homeland security. This project provides access to designated harbors of refuge, which is essential during adverse weather conditions since the nearest coastal inlets are Ocracoke Inlet 90 miles to the south and Norfolk, VA, 65 miles to the north.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$447,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Morehead City Harbor, NC

AUTHORIZATION: River and Harbor Acts of 1958 and 1970; Section 101 of the Water Resources Development Act of 1992

LOCATION AND DESCRIPTION: The Morehead City Harbor project consists of approximately 5 miles of channels, which extend from the deep water in the Atlantic Ocean to the North Carolina State Port at Morehead City, in Carteret County, midway along the North Carolina coastline approximately 10 miles northwest of Cape Lookout. The moderate use deep draft navigation project consists of a 47-foot deep by 450-foot wide entrance channel from the deep water in the Atlantic Ocean to the Beaufort Inlet Gorge; a channel 45-foot deep by 400-to-600-foot wide from the gorge of Beaufort Inlet to the east facing berthing facilities of the North Carolina state ports; and a channel and basin 35 feet deep with varying widths to the south and west facing berthing facilities.

FISCAL YEAR 2017 ALLOCATION: \$5,891,000

DESCRIPTIONS OF WORK FOR 2017: FY 2017 funds were used for routine operations and maintenance in support of navigation.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$5,570,000 2/

DESCRIPTIONS OF WORK FOR 2018: FY 2018 funds will be used for routine operations and maintenance in support of navigation.

BUDGETED AMOUNT FOR FY 2019: M: \$4,615,000 O: \$955,000 T: \$5,570,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$5,570,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging (\$4,615,000).

OTHER INFORMATION: The Morehead City Harbor is a deep draft navigation project with 3.5 million commercial tonnage valued at \$925 million annually. This project is a designated strategic fast-strike military port for launching forces and transporting equipment and munitions. The port provides military support for both the Camp Lejeune (Marine Corps) and the U.S. Coast Guard vessels which access the Coast Guard base at Ft. Macon. This port supports the North Carolina State Ports Authority (bulk-cargo ships) and NUCOR Steel and PCS Phosphate through connecting channels of the Atlantic Intracoastal Waterway.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$2,122,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Rollinson Channel, NC

AUTHORIZATION: River and Harbor Act of 1935

LOCATION AND DESCRIPTION: The Rollinson Channel project is located in Dare County just inside Hatteras Inlet, North Carolina. The high use shallow draft navigation project provides a 12-foot channel from Pamlico Sound to Hatteras Island and a 10-foot deep channel from Hatteras Island to Hatteras Inlet, both with 100-foot channel widths. This project is used by the North Carolina State Ferry System for ferry transportation to Ocracoke Island, which includes a subsistence harbor with no land-based connection.

FISCAL YEAR 2017 ALLOCATION: \$2,257,000

DESCRIPTIONS OF WORK FOR 2017: FY 2017 funds were used for routine maintenance in support of navigation and to perform maintenance dredging of the Ocracoke Island Ferry sending terminal (\$1,500,000).

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,000,000 2/

DESCRIPTIONS OF WORK FOR 2018: FY 2018 funds will be used for minimal maintenance in support of navigation.

BUDGETED AMOUNT FOR FY 2019: M: \$790,000 O: \$0 T: \$790,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$790,000 – Funds will be used for specific work activities including dredging (\$790,000).

OTHER INFORMATION: Ocracoke Island relies on ferry transportation for subsistence supplies. This project supports the following users: North Carolina State Ferry System, commercial fishing vessels and recreational vessels; and the U.S. Coast Guard. The U.S. Coast Guard utilizes this project to perform search and rescue and homeland security missions.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,972,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Silver Lake Harbor, NC

AUTHORIZATION: Rivers and Harbor Act of 1930

LOCATION AND DESCRIPTION: The Silver Lake Harbor project is located in Hyde County just inside of Ocracoke Inlet, North Carolina. The high use, shallow draft navigation project provides a 12-foot channel from deep water in Pamlico Sound to, and including, an anchorage basin of the same depth in Silver Lake Harbor at Ocracoke, with widths of 150 feet across the Big Foot Slough bar and 60 feet in the entrance channel. Silver Lake Harbor is classified as a subsistence harbor, where supplies and personnel can only be delivered to the island via ferry.

FISCAL YEAR 2017 ALLOCATION: \$574,000

DESCRIPTIONS OF WORK FOR 2017: FY 2017 funds were used for routine maintenance in support of navigation.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$500,000 2/

DESCRIPTIONS OF WORK FOR 2018: FY 2018 funds will be used for critical operations and maintenance in support of navigation.

BUDGETED AMOUNT FOR FY 2019: M: \$1,085,000 O: \$0 T: \$1,085,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$1,085,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging (\$1,085,000).

OTHER INFORMATION: This project supports the following users: North Carolina Ferry System, commercial fishing and recreational vessels, and the U.S. Coast Guard. The U.S. Coast Guard utilizes this project to perform search and rescue and homeland security missions.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$61,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

0APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Wilmington Harbor, NC

AUTHORIZATION: River and Harbor Acts of 1930, 1945, 1950, 1962, and 1964; Section 107 of the River and Harbor Act of 1960; and Water Resources Development Act of 1986 and 1996

LOCATION AND DESCRIPTION: The high use deep draft navigation project is located on the southeastern coast of North Carolina in Brunswick and New Hanover counties and provides for a channel 44 feet deep through the Ocean Bar and 42 feet deep to 800 feet south of the Cape Fear Memorial Bridge in downtown Wilmington. Upstream of this point, the project is 38 feet deep to the Highway 133 bridge; 32 feet deep to the Hilton Railroad Bridge over the Northeast Cape Fear River; and 25 feet deep from the Hilton Railroad Bridge to a point 1-2/3 miles above. The project also includes a northwestward connecting channel, 12 feet deep, from the Atlantic Intracoastal Waterway at Snow's Cut to the main river channel.

FISCAL YEAR 2017 ALLOCATION: \$14,266,000

DESCRIPTIONS OF WORK FOR 2017: FY 2017 funds were used for routine operations and maintenance in support of navigation.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$14,739,000 2/

DESCRIPTIONS OF WORK FOR 2018: FY 2018 funds will be used for routine operations and maintenance in support of navigation.

BUDGETED AMOUNT FOR FY 2019: M: \$13,145,000 O: \$1,570,000 T: \$14,715,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$14,715,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging (\$12,895,000), clearing and snagging (\$250,000), and complete DMMP (\$150,000).

OTHER INFORMATION: Waterborne commerce on the existing Wilmington Harbor project was 5.9 million tons in 2014 and 298 thousand Twenty-Foot Equivalent Units in 2015. This tonnage does not include the tonnage moved in and out of the Military Ocean Terminal – Sunny Point (MOTSU). Project users include the Transportation Command, MOTSU; North Carolina State Ports Authority (NCSPA); multiple tanker terminals; and the U.S. Coast Guard Cutter, DILIGENCE. In addition, NCSPA broke ground in June 2015 on a new 101 thousand square-foot cold storage facility with potential import commodities such as fruits, vegetables and seafood. The facility was completed and put into operation in August 2016.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,548,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

OHIO

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Ashtabula Harbor, OH

AUTHORIZATION: River and Harbor Acts of 1910 (P.L. 60-317), 1919 (P.L. 65-200), 1935 (P.L. 74-409), 1945 (P.L. 79-14), 1960 (P.L. 86-645) and 1965 (P.L. 89-298)

LOCATION AND DESCRIPTION: Ashtabula Harbor is a deep draft commercial harbor, located on the southern shore of Lake Erie at the mouth of the Ashtabula River, 55 miles east of Cleveland, in Ashtabula County, OH, with authorized depths of 22-30 feet in the outer harbor and 16-18 feet in the river.

FISCAL YEAR 2017 ALLOCATION: \$2,292,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding was used for critical maintenance of coastal navigation structures and obstruction removal. Repair included approximately 200 linear feet on the East and West Arrowhead breakwaters. Funding was used for critical minimum routine maintenance dredging. These funds improved navigation performance by reducing unsafe conditions, vessel delays and transportation costs within the harbor. The dredging removed approximately 100,000 cubic yards (CY) of sediment from the harbor, thereby improving the availability and reliability of the navigation channels.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$2,351,000 O: \$8,000 T: \$2,359,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$2,359,000 - Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging (\$1,300,000) and repairing 200 lineal feet of breakwater (\$1,051,000).

OTHER INFORMATION: Ashtabula Harbor is the 84th leading U.S. port with 3,909 thousand tons of material shipped or received in 2015, and is ranked 18th among the Great Lakes Ports. The project provides maintained deep draft navigation channels that facilitate the movement of goods and materials to and from commercial docks. Major stakeholders include the U.S. Coast Guard, the Ashtabula Port Authority, Norfolk Southern Ashtabula Coal Dock, Pinney Dock and Transport Company and Sidley Stone Products. Bulk commodities that pass through Ashtabula Harbor generate approximately \$2.96 billion annually in revenue.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,061,000. There was an additional \$0 of unobligated funds that are committed within in the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Cleveland Harbor, OH

AUTHORIZATION: River and Harbor Acts of 1875 (18 Stat 456), 1888 (25 Stat 400), 1903 (P.L. 57-154), 1910 (P.L. 60-317), 1917 (P.L. 64-108), 1935 (P.L. 74-409), 1945 (P.L. 79-14), 1958 (P.L. 85-500), 1960 (P.L. 86-645) and 1962 (P.L. 87-874). Flood Control Acts of 1937 (P.L. 75-406), 1946 (P.L. 79-526) and 1962 (P.L. 87-874). WRDA 1976 (P.L. 94-587) and 1986 (P.L. 99-662)

LOCATION AND DESCRIPTION: Cleveland Harbor is a moderate-use, deep-draft commercial harbor located on Lake Erie in the city of Cleveland, OH. It is maintained at depths of 28 feet in the outer harbor, and 23 feet in 6.8 miles of the Cuyahoga and Old Rivers. The project also has more than 5.5 miles of protective breakwater structures.

FISCAL YEAR 2017 ALLOCATION: \$9,031,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding provided for routine operation and maintenance (O&M) for navigation including maintenance of the channels, protective structures, confined disposal facility (CDF), planning for management and acquisition of dredged material disposal, and regional economic data collection. Dredging, expected to be performed using government contract, will remove approximately 225,000 cubic yards (CY) of sediment at an estimated cost of \$2,800,000. Approximately 200 linear feet of the severely deteriorated West Breakwater was repaired by in-house resources at a cost of \$1,090,000. Additional funds were provided for additional maintenance dredging (\$1,800,000).

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$6,200,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding provides for routine O&M for navigation including maintenance of the channels, protective structures, and regional economic data collection. Dredging, expected to be performed using government contract, will remove approximately 225,000 CY of sediment at an estimated cost of \$2,800,000. Pilot project P3/P4 funding is included for \$200,000 to determine suitability for beneficial reuse. Approximately 200 linear feet of the severely deteriorated West Breakwater will be repaired by in-house resources at a cost of \$1,300,000. In addition, funds are provided for the dredged material management plan and environmental impact statement (\$350,000).

BUDGETED AMOUNT FOR FY 2019: M: \$5,690,000 O: \$1,099,000 T: \$6,789,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$6,789,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging (\$4,600,000), confined disposal facility activities (\$250,000), repairs to approximately 500 linear feet of the severely deteriorated West Breakwater (\$1,090,000), and environmental compliance activities (\$5,000).

OTHER INFORMATION: Cleveland is the 41st leading U.S. port with 13,697,162 tons of material shipped or received in 2015, and is ranked 4th among the Great Lakes ports. The USACE existing CDF has capacity for material that has not been determined suitable for open lake placement. The 2013 and 2015 evaluations of sediment quality indicated most of the dredged sediment is suitable for placement in the open lake and no longer requires confinement in a CDF. An operational placement site nine miles offshore in the open-lake was proposed in the 2014 through 2017 applications to the state for a water quality certification. To date, open lake placement of dredged sediment has not received certification by the state. Major stakeholders include the U.S. Coast Guard, Cleveland-Cuyahoga County Port Authority, Burke Lakefront Airport, ArcelorMittal Steel, Bituminous Products, and Cargill Deicing Technology. Bulk commodities that pass through the harbor generate \$10.5 billion annually in direct revenue.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,244,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget Amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Conneaut Harbor, OH

AUTHORIZATION: River and Harbor Acts of 1910 (P.L. 60-317), 1917 (P.L. 64-108), 1935 (P.L. 74-409), and 1962 (P.L. 87-874)

LOCATION AND DESCRIPTION: Conneaut Harbor is a moderate-use, deep-draft commercial harbor, located on Lake Erie in the City of Conneaut, Ashtabula County, OH. It is authorized at depths of 22 to 28 feet in the outer harbor and 27 feet in the inner harbor.

FISCAL YEAR 2017 ALLOCATION: \$2,980,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding was used for construction for the repair of east breakwater end section.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$2,800,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding provides for critical maintenance of coastal navigation structures, obstruction removal and maintenance dredging. Repair includes approximately 150 linear feet on the East Breakwater and removal of debris accumulated within the harbor. Dredging will remove approximately 150,000 cubic yards (CY) of sediment, improving the availability and reliability of the navigation channels. Funds will improve navigation performance by reducing unsafe navigation conditions within the harbor, vessel delays, transportation costs and potential damage to shoreline structures.

BUDGETED AMOUNT FOR FY 2019: M: \$1,125,000 O: \$5,000 T: \$1,130,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$1,130,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging to remove approximately 150,000 CY of sediment (\$1,125,000).

OTHER INFORMATION: Conneaut Harbor is the 80th leading U.S. port with 4.13 million tons of material shipped or received in 2015, and is ranked 16th among the Great Lakes ports. The project provides deep draft navigation. The bulk commodities that pass through Conneaut Harbor generate approximately \$3.16 billion annually in direct revenue. The commodities shipped include coal, iron ore, limestone, and lime. Major stakeholders include Conneaut Port Authority, the U.S. Coast Guard, and the Pittsburgh and Conneaut Dock Company.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$2,966,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget Amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Fairport Harbor, OH

AUTHORIZATION: River & Harbor Acts of 1825, 1896 (P.L. 20-202), 1905 (P.L. 33-1117), 1919 (P.L. 40-1275), 1927, 1930 (P.L. 46-918), 1935 (P.L. 74-409), 1937 and 1946 (P.L. 79-525)

LOCATION AND DESCRIPTION: Fairport Harbor is a moderate-use, deep-draft commercial harbor located on Lake Erie in the city of Fairport, Lake County, OH. The harbor's authorized depths are 25 feet in the outer harbor, and 21 to 24 feet in the river.

FISCAL YEAR 2017 ALLOCATION: \$1,683,000

DESCRIPTION OF WORK FOR FY 2017: Funding was used for routine maintenance dredging of 120,000 cubic yards (CY) of sediment that had accumulated in the harbor.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,150,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds provide for placement of approximately 3,000 tons of armor stone over a 100 foot length of the harbor side of the West Arrowhead Breakwater.

BUDGETED AMOUNT FOR FY 2019: M: \$1,150,000 O: \$8,000 T: \$1,158,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$1,158,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including maintenance dredging of approximately 150,000 CY of sediment (\$1,150,000).

OTHER INFORMATION: Fairport Harbor is the 125th leading U.S. port with 1.6 million tons of material shipped or received in 2015, and is ranked 28th among the Great Lakes ports. Major stakeholders include the Fairport Harbor Port Authority, the U.S. Coast Guard, Carmuse Lime, Morton International, Northeastern Road Improvement Company, Osborne Concrete and Stone, R.W. Sidley Stone Products, and private marinas,. Bulk commodities that pass through Fairport Harbor generate approximately \$161 million annually in direct revenue.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$346,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Sandusky Harbor, OH

AUTHORIZATION: The Rivers and Harbors Appropriation Act of 1899, River and Harbor Act of 1902, 1919 (P.L. 65-200), 1927, 1935 (P.L. 74-409), 1945 (P.L. 79-14) and 1960 (P.L. 86-645)

LOCATION AND DESCRIPTION: Sandusky Harbor is a moderate-use, deep draft commercial harbor, located on Lake Erie in the City of Sandusky, Erie County, OH. The Federal harbor has authorized depths from 21 to 26 feet.

FISCAL YEAR 2017 ALLOCATION: \$1,482,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding was used for routine maintenance dredging of 175,000 cubic yards (CY) of sediment that had accumulated in the harbor.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,650,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding provides for routine maintenance dredging performed using government contract. The dredging removes approximately 150,000 CY of sediment from the harbor.

BUDGETED AMOUNT FOR FY 2019: M: \$1,300,000 O: \$13,000 T: \$1,313,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$1,313,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including maintenance dredging (\$1,300,000).

OTHER INFORMATION: Sandusky Harbor is the 123rd leading U.S. port, with 1.6 million tons of material shipped or received in 2015, and is ranked 27th among the Great Lakes ports. Coal is the major commodity being shipped. Major stakeholders include Norfolk Southern, Sandusky Dock Corporation, George Gradel Company, Cedar Point Amusement Park, and commercial ferries. Bulk commodities that pass through Sandusky Harbor generate approximately \$604 million annually in direct revenue.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$57,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Toledo Harbor, OH

AUTHORIZATION: River and Harbor Acts of 1910 (P.L. 60-317), 1935 (P.L. 74-409), 1950 (P.L. 81-516), 1954 (P.L. 83-780), 1958 (P.L. 85-500) and 1960 (P.L. 86-645)

LOCATION AND DESCRIPTION: Toledo Harbor is 110 miles west of Cleveland and 42 miles south of Detroit. It is a high-use, deep-draft commercial harbor, located at the southwestern corner of Lake Erie. Project authorized depths are 28 feet in the bay, 27 feet in the lower river, and 25 feet in the upper river.

FISCAL YEAR 2017 ALLOCATION: \$4,261,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding was used for routine operation and maintenance (O&M) for navigation including dredging of the Maumee River and Bay, and project condition surveys. The dredging removed approximately 200,000 cubic yards (CY) of sediment from the Maumee River and 600,000 CY of sediment from the Maumee Bay.

PRESUMED FISCAL YEAR FY 2018 ALLOCATION: \$6,102,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding provides for routine O&M for navigation including dredging of the Maumee River and Bay, and project condition surveys. The dredging removes approximately 200,000 CY of sediment from the Maumee River and 600,000 CY of sediment from the Maumee Bay. In addition, funds are provided for a dredged material management plan preliminary assessment (\$100,000).

BUDGETED AMOUNT FOR FY 2019: M: \$3,775,000 O: \$652,000 T: \$4,427,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR Y 2019:

N: \$4,427,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging of the Maumee River and Bay (\$3,775,000) and environmental compliance activities (\$5,000).

OTHER INFORMATION: Toledo Harbor is the 57th leading U.S. port with 8,495,498 tons of material shipped or received in 2015, and is ranked 8th among the Great Lakes ports. Toledo Harbor has direct access to inter-modal connections and also functions as a critical harbor of refuge. Cargo includes coal, petroleum, aggregates, metal products, limestone, grain, chemicals, iron ore, steel products, cement, ores, minerals, and sugar. Bulk commodities that pass through Toledo Harbor generate approximately \$7.1 billion in direct annual revenue. Major stakeholders include the Toledo-Lucas County Port Authority, City of Toledo, U.S. Coast Guard, St. Mary's Cement Inc., Midwest Terminals of Toledo International, Kuhlman Corporation, The Andersons Inc., Archer-Daniels-Midland Company, BP Husky Refining LLC, Seneca Petroleum Company, CSX, Lafarge Cement, Arms Trucking Company, and Ironhead Marine Inc.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,183,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

OREGON

APPROPRIATION TITLE: Operation and Maintenance and Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Bonneville Lock and Dam, OR & WA

AUTHORIZATION: Works Progress Administration of 1933, 16 US Code Section 832 (Bonneville Project Act), River and Harbors Act of 1935 (PL 74-409), as amended, Flood Control Act of 1948 (PL 81-516), and Water Resources Development Act of 1974 (PL 93-251)

LOCATION AND DESCRIPTION: Bonneville Lock and Dam is 145 river miles from the mouth of the Columbia River, 42-miles east of Portland, near Cascade Locks, Oregon. It is authorized for navigation, flood control, hydropower, fish and wildlife, and recreation. It has two powerhouses with 20 hydropower generators with a combined capacity of 1077 megawatts, a fish hatchery, a regional visitor center, and fish ladders.

FISCAL YEAR 2017 ALLOCATION: \$8,710,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding provided for routine navigation lock operation and maintenance (O&M), management of recreation facilities, management for the environmental stewardship, and routine operation and maintenance of the joint facilities. Navlock Controls were funded \$350,000 through Work Plan.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$10,041,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding provides for routine navigation lock operation and maintenance, management of recreation facilities, management for the environmental stewardship, and routine operation and maintenance of the joint facilities. Non-routine items funded for FY18 are; Bradford Island Clean Up P&S, \$325,000; Spillway North Viaduct Bridge and Fish Ladder DDR, \$100,000; Spillway Gate Repair Pit Modernization, \$2,400,000.

BUDGETED AMOUNT FOR FY 2019: M: \$3,197,000, O: \$4,803,000 T: \$8,000,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

HARBOR MAINTENANCE TRUST FUND: \$5,915,462

N: \$1,524,000 – Funds will be used for commonly performed O&M work for navigation.

Joint Costs: \$4,391,462

OPERATION AND MAINTENANCE: \$2,084,838

FRM: N/A

RC: \$1,728,838 – Funds will be used for commonly performed O&M work for recreation.

H: Routine and non-routine operation and maintenance for hydropower are direct funded by the Bonneville Power Administration.

EN: \$356,000 – Funds will be used for commonly performed O&M work for environmental stewardship.

WS: N/A

OTHER INFORMATION: The budgeted amount for the project includes \$4,391,462 for project features jointly used by multiple business lines: NAV - 100.0%. Jointly funded specific work activities includes Spillway Crane Replacement DDR, \$500,000, and Bradford Island remediation of contaminated sites,

Division: Northwestern

District: Portland

Bonneville Lock and Dam, OR & WA

\$325,000. This project provides a spillway dam with overflow crest at 24 feet above mean sea level. It has two powerhouses consisting of 18 units and two fish attraction units for a total power generation capacity of 1,145.7 megawatts. Fish ladders serve the main channel, Bradford Slough Channel, and Powerhouse II channel. Recreation visitation exceeds 600,000 a year at the dam site and 2,700,000 project-wide. The project also provides for navigation with a lock chamber, 86-feet wide with a 19-foot depth of water over the sill.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$94,000. There was an additional \$129,000 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Chetco River, OR

AUTHORIZATION: Rivers and Harbors Acts of 1950 and 1945, P.L. 79-14

LOCATION AND DESCRIPTION: On the Oregon Coast about 290 miles south of the mouth of the Columbia River; two stone jetties; 14 foot deep, 120 feet wide channel entrance; barge turning basin; and small boat access channel.

FISCAL YEAR 2017 ALLOCATION: \$609,000

DESCRIPTIONS OF WORK FOR FY 2017: Annual dredging needed to provide safe transit of commercial and recreational vessels.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$809,000 2/

DESCRIPTIONS OF WORK FOR FY 2018 Annual dredging needed to provide safe transit of commercial and recreational vessels.

BUDGETED AMOUNT FOR FY 2019: M: \$780,000 O: \$5,000 T: \$785,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$785,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging, \$780,000.

OTHER INFORMATION: Project supports \$8.6 million in commerce annually, including 2 thousand tons of fish and shellfish landings and 4 thousand tons of other commodities (2005). Economic effect of the port is \$25 million. There are over 47 thousand recreational bar crossings and over 5.5 thousand commercial bar crossings annually. Project is also a critical Harbor of Refuge and priority location for the United States Coast Guard.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$20,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Columbia River at the Mouth, OR and WA

AUTHORIZATION: River and Harbor Act of 1884, as amended and River and Harbor Acts of 1905, (build Jetties and dredge), 1954 (deepen to 48'), and 1983 (deepen to 55')

LOCATION AND DESCRIPTION: The Columbia River at the Mouth Federal project maintains the entrance to the Columbia River between the States of Oregon and Washington. The high-use, deep-draft navigation entrance channel is six-miles long, 2640-feet wide, and 55-to-48-feet deep. It also has three jetties, the north and south entrance jetties and an interior jetty on the north side at river mile three.

FISCAL YEAR 2017 ALLOCATION: \$19,399,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding provides for routine annual dredging.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$24,131,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding provides for routine annual dredging.

BUDGETED AMOUNT FOR FY 2019: M: \$21,992,000 O: \$1,543,000 T: \$23,535,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$23,535,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging, \$21,992,000.

OTHER INFORMATION: This Federal project is considered one of the world's most dangerous coastal inlets due to large waves and strong currents. The project provides efficient movement of 48 million tons of cargo worth over \$16 billion from the Rocky Mountains to the Pacific Ocean each year. It is the world's second largest grain export system and provides for the passage of 12,000 commercial and 100,000 recreation vessels each year.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$442,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Coos Bay, OR

AUTHORIZATION: Rivers and Harbor Acts of 1910 (dredging), 1919 (22-foot channel), 1930 (deepen to 24 feet), 1970 (deepen to 45 feet).

LOCATION AND DESCRIPTION: Coos Bay is located on the central Oregon coast at Coos Bay, Coos County, Oregon about 200 miles south of the Columbia River. The existing project includes:

- a. two rubble-mound, high-tide jetties at the entrance
- b. a channel across the outer bar 47-feet deep and 700-feet wide, dimensions reducing gradually to 37-feet deep and 300-feet wide at river-mile one
- c. an inner channel 37-feet deep and 300-feet wide to river-mile nine
- d. a channel 37-feet deep and 400-feet wide to river-mile 15
- e. two turning basins
- f. a boat basin access channel near the inlet in Charleston, OR.

FISCAL YEAR 2017 ALLOCATION: \$5,774,000

DESCRIPTIONS OF WORK FOR FY 2017 Funding will be used for routine annual dredging needed for safe transit of commercial and recreational vessels. Additional funds are for detailed design report and plans and specifications for the Coos Bay jetty (\$300,000) and Environmental Impact Statement's biological opinion implementation for the Western Snowy Plover (\$155,000)

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$7,655,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding will be used for routine annual dredging needed for safe transit of commercial and recreational vessels.

BUDGETED AMOUNT FOR FY 2019: M: \$6,230,000 O: \$728,000 T: \$6,958,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$6,958,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging, \$6,230,000.

OTHER INFORMATION: This project facilitates shipment of 2.3 million tons of cargo annually, mainly wood products, valued at an estimated \$25 million. Economic benefits from the project include 26 million pounds of fish and shellfish. The project is a Critical Harbor of Refuge and a US Coast Guard Headquarters and Air Station.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$487,000. There was an additional \$1,000 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Coquille River, OR

AUTHORIZATION: Rivers and Harbors Act of 1910, P.L. 61-264

LOCATION AND DESCRIPTION: On the Oregon Coast about 225 miles south of the Columbia River. Two stone jetties; 13-foot deep, 6,000-foot long channel entrance. Small boat access channel with a protective rubble mound structure.

FISCAL YEAR 2017 ALLOCATION: \$429,000

DESCRIPTIONS OF WORK FOR FY 2017: Annual dredging needed to provide safe transit of commercial and recreational vessels.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$26,000 T: \$26,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$26,000 - Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: Critical harbor of refuge, USCG summer station with 7 SAR cases 2015. Commercial and recreational use; in 2014 there were 12 tons of fish landings, valued at \$77.8K (ODFW). 604 Commercial bar crossings, 1856 recreational bar crossings annually. 18.9K boat trips within river in 2007. 54 local business directly dependent on Federal channel, employing 441 jobs with direct value of \$11.8M and indirect value of \$49.9M to the community. Extremely dangerous entrance conditions when depth is less than authorized. USCG states search and rescue operations affected, increasing the risk to life, unless hazardous conditions are mitigated.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$52,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Depoe Bay, OR

AUTHORIZATION: Rivers and Harbors Act of: 26 Aug 1937, 2 Mar 1945, Section 107 Project in 1960.

LOCATION AND DESCRIPTION: Depoe Bay harbor is located on the Oregon Coast 100 miles south of the Columbia River. Structures include two breakwaters north of the entrance and a retaining wall at the boat basin.

FISCAL YEAR 2017 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$10,000 T: \$10,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$10,000 - Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: Harbor of refuge.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Nehalem, OR

AUTHORIZATION: River and Harbors Act of 1912; H.Doc 623, 62nd Congress, 2d session.

LOCATION AND DESCRIPTION: On Oregon coast, 40 miles from Columbia River mouth and 10 miles north of the entrance to Tillamook Bay. The project will dredge approximately 400 feet of waterfront (9350 CY) of material located at the City of Wheeler.

ALLOCATION FOR FY 2017: \$0

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2018: N/A

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019: M: \$0 O: \$5,000 T: \$5,000 1/

N: \$5,000 - Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: The existing authorization (River and Harbors Act of 1912; H.Doc 623, 62nd Congress, 2d session) for Nehalem Bay was for two rubber-stone jetties.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Port Orford, OR

AUTHORIZATION: The Rivers and Harbor Act of 1965, as amended, the Water Resources Development Act of 1992 and the Rivers and Harbor Act of 1950, P.L. 89-298

LOCATION AND DESCRIPTION: Port Orford is located on the southern Oregon coast 250 miles south of the Columbia River. The project consists of a 550-foot stone breakwater protecting the Port dock, and a channel 750-feet long, 90-feet wide and 16-feet deep adjacent to the dock with access to deep water.

FISCAL YEAR 2017 ALLOCATION: -\$186,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$5,000 T: \$5,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$5,000 - Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: N/A.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$636,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Rogue River at Gold Beach, OR

AUTHORIZATION: River and Harbor Act of: 3 Sep1954 and P.L. 83-780

LOCATION AND DESCRIPTION: The project is located on the Oregon coast, 264 miles south of the entrance to the Columbia River. The project includes a north (3,300-foot long) and south (3,400-foot long) jetty system with channel entrance 650-foot long, 300-foot wide, to turning basin 500-foot wide with a depth of 13-feet. The Gold Beach Boat Basin has a channel 2,100-foot long, 100-foot wide leading to turning basin 600-foot long, 150-foot wide and a depth of 10-feet.

FISCAL YEAR 2017 ALLOCATION: \$1,686,000

DESCRIPTIONS OF WORK FOR FY 2017: Minimum dredging.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$5,000 T: 5,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$5,000 – Funds will be used for commonly performed operation and maintenance.

OTHER INFORMATION: Critical harbor of refuge.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$83,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Siuslaw River, OR

AUTHORIZATION: The Rivers and Harbors Act of 1890, as amended, and Section 107 Continuing Authority, 1890 (build jetties), 1925 (12' channel), 1958 (deepen to 16')

LOCATION AND DESCRIPTION: The project is located at the Siuslaw River, Oregon, approximately 130 miles south of the Columbia River. The project provides for navigation access to the Siuslaw River and consists of two high-tides, rubble-mound jetties 750-feet apart at the outer end: the north jetty 8,390-foot long, and the south jetty 4,200-foot long. The project also includes: an entrance channel 18-foot deep and 300-foot wide from the deep water in the ocean to a point 1,500-foot inside the outer end of the existing north jetty; a channel 16-foot deep, 200-foot wide with additional widening at bends, and about 5 miles long, to a turning basin which is 16-foot deep, 400-foot wide, and 600-foot long, opposite the Siuslaw dock at Florence; a channel 12-foot deep, 150-foot wide from Florence to mile 16.5; a turning basin 12-foot deep, 300-foot wide, and 500-foot long at RM 15.5.

FISCAL YEAR 2017 ALLOCATION: \$697,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding was used for annual dredging needed for safe transit of commercial and recreational vessels.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$10,000 T: \$10,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$10,000 – Funds will be used for commonly performed operation and maintenance work for annual dredging needed for safe transit of commercial and recreational vessels.

OTHER INFORMATION Project provides approximately 38,000 lbs of fish, lumber, and other commodities at \$355,000 in value. The economic effect of the port is \$12.5 million. There are 1,354 commercial bar crossings annually. The project is also a critical Harbor of Refuge and priority location for United States Coast Guard. There were 56 search and rescue cases in 2011.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$34,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Skipanon Channel, OR

AUTHORIZATION: The Rivers and Harbors Act of 1930, as amended 1937 for channel extension and 1948 for mooring basin.

LOCATION AND DESCRIPTION: Skipanon Channel is located on the Oregon side for the Columbia River, about 10.5 miles upstream of the Columbia River Mouth.

FISCAL YEAR 2017 ALLOCATION: -\$227,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$5,000 T: \$5,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$5,000 - Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: Marina is a significant local economic feature.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$184,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Tillamook Bay and Bar, OR

AUTHORIZATION: Rivers and Harbors Act of 1912, as amended (N. jetty and dredging), 1913 (16' channel), 1965 (S. jetty)

LOCATION AND DESCRIPTION: On the Oregon Coast about 50 miles south of the Columbia River. Two stone jetties at entrance; 16-foot entrance channel; and a 14-foot deep, 200-foot wide 1,200-foot long channel from deep water into the Garibaldi Boat Basin.

FISCAL YEAR 2017 ALLOCATION: \$28,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding were used to for support minimum operations for dredging. These activities include management, compliance, real estate, surveys, and jetty monitoring.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$5,000 T: \$5,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$5,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: 5,700 foot long jetty on north side of entrance to bay. 8,000 foot long jetty on south side of entrance to bay. Authorized project entrance depth is 18 feet.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$33,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Umpqua River, OR

AUTHORIZATION: Rivers and Harbor Act of: 22 Sep 1922, (construct N. jetty), 1935 (S. jetty and 26' channel) P.L. 75-685

LOCATION AND DESCRIPTION: Umpqua is located on the Oregon Coast about 125 miles south of the Columbia River at Reedsport, Douglas County, Oregon. The existing project includes: Two stone jetties, 26-foot entrance channel, 22-foot deep river channel for 12 miles, and boat basin channel into Winchester Bay.

FISCAL YEAR 2017 ALLOCATION: \$150,000

DESCRIPTIONS OF WORK FOR FY 2017: These funds along with funds from the State of Oregon were used to perform critical minimum dredging.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$921,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Critical minimum dredging.

BUDGETED AMOUNT FOR FY 2019: M: \$889,000 O: \$50,000 T: \$939,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$939,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging, \$889,000.

OTHER INFORMATION: Critical harbor of refuge.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Yaquina Bay and Harbor, OR

AUTHORIZATION: Act to Improve Rivers and Harbors Act of 1880 (21 Stat. 180), River and Harbor Acts of 1919 (construct jetties, 40 Stat. 1275), 1945 (26-foot channel, P.L. 79-14), 1946 (construct boat basin, P.L. 79-525), 1958 (deepen 40-foot entrance, 30-foot river channel, P.L. 85-500) 1960 (boat basin south Shore, P.L. 86-645)

LOCATION AND DESCRIPTION: Yaquina Bay and Harbor is a low-use, deep-draft Federal project on the Oregon Coast 110 miles south of the Columbia River in Newport. This deep-draft project has two stone jetties, a small boat access channel, and the South Beach Marina.

FISCAL YEAR 2017 ALLOCATION: \$4,093,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding will be used for routine annual maintenance dredging.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$3,096,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding will be used for routine annual maintenance dredging.

BUDGETED AMOUNT FOR FY 2019: M: \$2,926,000 O: \$154,000 T: \$3,080,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$3,080,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging, \$2,926,000.

OTHER INFORMATION: Yaquina Bay is a critical harbor of refuge, with a permanent U.S. Coast Guard (USCG) station that had 200 search and rescue cases in 2016. It is a priority dredging location for the USCG 13th District, home to the National Oceanic and Atmospheric Administration Pacific Research fleet, and Oregon State University Marine Science center. In 2016 there was 42 thousand tons of fish landed, valued at \$48 million; Yaquina Bay ranked as the 21st major US port by pounds landed in 2015. Estimates are for over ten cargo ships annually with an associated revenue of \$1.7 to \$2.6 million per year.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$170,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

PENNSYLVANIA

APPROPRIATION: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Delaware River, Philadelphia to Trenton, PA & NJ

AUTHORIZATION: River and Harbor Act of 1930 (P.L. 71-520) and amended by the River and Harbor Act of 1935 (P.L. 74-409), River and Harbor Act of 1954 (P.L. 83-780), and the Water Resources Development Act of 1976 (P.L. 94-587).

LOCATION AND DESCRIPTION: The waterway extends from Allegheny Avenue in Philadelphia, Pennsylvania to the Penn Central Railroad Bridge at Trenton, New Jersey, and is classified as a moderate-use, deep-draft waterway.

FISCAL YEAR 2017 ALLOCATION: \$11,865,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used to perform channel condition surveys, maintenance dredging of the lower reach of the 40-foot channel utilizing the Government Dredge McFarland for 30 training days, material containment facility maintenance activities, maintenance dredging of the upper reach of 40-foot channel including Fairless Turning Basin and environmental support services.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$4,980,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used to perform channel condition surveys, dredged material containment facility maintenance activities and minimum environmental support services.

BUDGETED AMOUNT FOR FY 2019: M: \$3,200,000 O: \$650,000 T: \$3,850,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$3,850,000 - Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including maintenance dredging of the 40-foot channel utilizing the Government dredge McFarland for 30 training days (\$3,200,000).

OTHER INFORMATION: Approximately 700 vessels transit this moderate use, deep draft navigation project annually carrying close to 8.5 million tons of various commodities such as steel, petroleum, chemicals, gypsum, fruit, and coal. Several major chemical companies, a Hess oil refinery, the National Gypsum Plant and two major deep draft Marine Terminals (Tioga Terminal and the Port of Bucks County) are based along this waterway. The Port of Bucks County generates a total of \$1.4 billion in total economic activity in the region.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$3,260,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Schuylkill River, Pennsylvania

AUTHORIZATION: River and Harbor Act of 1917 (P.L. 64-108), River and Harbor Act of 1930 (P.L. 71-520), River and Harbor Act of 1946 (P.L. 79-525) and Water Resources Development Act of 1996 (P.L. 104-303)

LOCATION AND DESCRIPTION: The project extends from the confluence of the Delaware River and Schuylkill River upstream, a length of 6.5 miles to the University Avenue Bridge and the Fairmount pool between Fairmount Dam and the Columbia Bridge. A 33', 26' and 22' draft navigation channels

FISCAL YEAR 2017 ALLOCATION: \$60,000

DESCRIPTIONS OF WORK FOR 2017: FY 2017 funds were used for environmental monitoring of Boat House Row.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR 2018: NA

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$100,000 T: \$100,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$100,000 - Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: This is a deep draft project, which provides safe navigation for large vessels that provide access to a very large petrochemical complex for distribution throughout the United States. The port provides employment in the area. Work packages for adequate maintenance dredging have historically fallen below the funding ceiling. The inability to maintain project depth may result in hazardous navigating conditions, national security issues, commercial/recreational vessel damage, delay in service to the shipping industry, and economic hardships to local residents.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$12,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

PUERTO RICO

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: San Juan Harbor, PR

AUTHORIZATION: Chief of Engineers Report, dated December 1982; Section 202(a) of the Water Resources Development Act (WRDA) of 1986 (Public Law (PL) 99-662), and Section 301(a)(12) of the WRDA of 1996 (PL 104-303).

LOCATION AND DESCRIPTION: San Juan Harbor is located within the San Juan metropolitan area along the north coast of Puerto Rico. It is the island's principal port, handling over 75 percent of the Commonwealth's non-petroleum waterborne commerce. This is a high use, deep draft navigation project.

FISCAL YEAR 2017 ALLOCATION: \$2,577,000

DESCRIPTIONS OF WORK FOR 2017: FY 2017 funds were used for routine operations and maintenance in support of navigation.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$100,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for routine operations and maintenance in support of navigation.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$630,000 T: \$630,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$630,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: Over 11 million tons of cargo passes through San Juan Harbor on an annual basis.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$354,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

RHODE ISLAND

APPROPRIATIONS TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Block Island Harbor of Refuge, RI

AUTHORIZATION: Originally adopted in 1870 and subsequently modified by the Rivers and Harbors Acts 1882, 1886, 1890, 1896, and 1912; the Water Resources Development Act of 1986 (P.L. 99-662) and the Consolidated Appropriations Act of 2012 (P.L. 112-74) de-authorized uncompleted portion.

LOCATION AND DESCRIPTION: Block Island is a harbor of refuge located about 13 miles off the south coast of Rhode Island. The project provides for a 15-foot entrance channel, anchorage and basin area; along with two rubble-mound breakwaters, a "T" shaped stone jetty, masonry walls and bulkhead. The project was last maintained in June 2013, when the Government owned CURRITUCK dredged the entrance channel to remove shoaling resulting from the impacts of Hurricane Sandy. Maintenance dredging of the entrance channel is required about every 1-2 years depending largely on the severity of winter storms.

FISCAL YEAR 2017 ALLOCATION: \$347,000

DESCRIPTIONS OF WORK FOR 2017: FY2017 were used to perform maintenance dredging of the entrance channel using the Government owned dredge the CURRITUCK.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$2,550,000 O: \$0 T: \$2,550,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$2,550,000 – Funds will be used for specific work activities including maintenance dredging of the Entrance Channel with the CURRITUCK (\$350,000) and maintenance dredging of the Harbor of Refuge Anchorage (\$2,200,000).

OTHER INFORMATION: Block Island Harbor of Refuge is a subsistence harbor for the residents of Block Island. Regular dredging with the CURRITUCK has been found to be the most efficient and cost effective method to keep the entrance channel at safe depths.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$252,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATIONS TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Great Salt Pond, Block Island, RI

AUTHORIZATION: Authorized by the Rivers and Harbors Acts of 1896, 1902 and 1945 (P.L. 79-14; and as modified by Section 1002 of the Water Resources Development Act of 1986 (P.L. 99-662).

LOCATION AND DESCRIPTION: Block Island is located about 13 miles off the south coast of Rhode Island. Great Salt Pond is located on the west side of Block Island. The project provides for an entrance channel 18 feet deep and 300 feet wide into Great Salt Pond, with two stone jetties, one on either side of the entrance channel. Maintenance dredging of the entrance channel is required about every 1-2 years depending largely on the severity of winter storms. The project was last dredged in June 2013 when the Government owned dredge, the CURRITUCK, removed shoaling from the entrance channel.

FISCAL YEAR 2017 ALLOCATION: \$347,000

DESCRIPTIONS OF WORK FOR 2017: FY2017 were used to perform maintenance dredging of the entrance channel using the Government owned dredge the CURRITUCK.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$350,000 O: \$0 T: \$350,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$350,000 – Funds will be used for specific work activities including maintenance dredging of the entrance channel using the Government owned dredge the CURRITUCK (\$350,000).

OTHER INFORMATION: Great Salt Pond is a subsistence harbor for the residents of Block Island. Regular dredging with the CURRITUCK has been found to be the most efficient and cost effective method to keep the entrance channel at safe depths.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$47,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

SOUTH CAROLINA

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Charleston Harbor, SC

AUTHORIZATION: River and Harbor Acts of 1878, 1917, 1918, 1927, 1940, 1946, 1954 and 1960, as amended, and Water Resources Development Acts of 1986 and 1996.

LOCATION AND DESCRIPTION: Charleston Harbor, a high use deep draft navigation project, is located about midway along South Carolina's Atlantic coastline. This project consists of maintenance of 38.6 miles of channel, three turning basins, and one anchorage basin. The lower harbor requires dredging every year, the entrance channel every other year, and the upper harbor approximately every 16 - 18 months. The material removed from the upper harbor is placed in the Clouter Creek Disposal Area, which is approximately 1,475 acres in size. The material removed from the lower harbor and entrance channel is placed in the Ocean Dredged Material Disposal Site (ODMDS).

FISCAL YEAR 2017 ALLOCATION: \$15,336,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for routine operation and maintenance (O&M) in support of navigation.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$16,110,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for routine operations and maintenance in support of navigation.

BUDGETED AMOUNT FOR FY 2019: M: \$19,442,000 O: \$1,122,000 T: \$20,564,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$20,564,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$19,302,000) and placement area maintenance (\$140,000).

OTHER INFORMATION: Latest commercial tonnage for FY 2015 was 21.8 million tons of cargo. The major commodity imported and exported is manufactured equipment and machinery. Per United States Department of Commerce/Bureau of the Census, the 2015 value of waterborne commerce through Charleston was \$75.8 billion. Charleston Harbor is listed as one of 17 US strategic ports because of the presence of the Naval Weapons Station, Military Surface Deployment and Distribution Command, Defense Energy Support Center and Army Strategic Logistics Activity Charleston.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$4,983,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Cooper River, Charleston Harbor, SC

AUTHORIZATION: Section 101 of the River and Harbor Act of 1968 (P.L. 90-483), modified in the Energy and Water Development Appropriations Act of 1992 (P.L. 102-104) and further modified by Section 353, Water Resources Development Act of 1999

LOCATION AND DESCRIPTION: The project is located in Charleston and Berkeley counties. All improvements are in Berkeley County about 45 miles from Charleston. The project includes operation and maintenance of the powerhouse and associated structures and facilities in accordance with our agreement with the South Carolina Public Service Authority (SCPSA). The purpose of the re-diversion project is to reduce shoaling in Charleston Harbor, a high use deep draft navigation project. Also included in the project authorization was the design and construction of a fish lift as a mitigation feature intended to maintain the number of blueback herring entering the Santee-Cooper Lakes.

FISCAL YEAR 2017 ALLOCATION: \$11,414,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for routine operation and maintenance (O&M) in support of navigation. Non-routine maintenance included fish-lift venting at Gates 3 and 5, preparation of the design to comply with updated seismic requirements, adding an HVAC system in the Fish Lift Visitor Area, gate and metal grating refurbishment and coating, performing the generator re-wedge and brakes for Unit 2, refurbishing the draft tube gates, refurbishing the intake gates, refurbishing unit head gates, repairing roads and parking lots, and stabilizing Highway 45 bank to prevent erosion damage to access roads.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$5,007,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for routine and non-routine operations and maintenance in support of navigation. Non-routine maintenance includes refurbishment of the fire protection systems, replacement of the governor circuit board, and performing the generator re-wedge and brakes for Unit 3.

BUDGETED AMOUNT FOR FY 2019: M: \$2,250,000 O: \$1,617,000 T: \$3,867,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$3,867,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: This project is an extension of the Charleston Harbor project. The project was authorized, constructed, and is operated with one purpose - the reduction of siltation in Charleston Harbor. Charleston Harbor is listed as one of 17 US strategic ports and the harbor generates \$45.0 billion annually for the regional economy. Latest commercial tonnage as reported by the Waterborne Commerce Statistics Center for Fiscal Year 2015 was 21.8 million tons of cargo. Per United States Department of Commerce/Bureau of the Census, the 2015 value of waterborne commerce through Charleston was \$75.8 billion.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$2,498,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: South Atlantic

District: Charleston

Cooper River, Charleston Harbor, SC

TENNESSEE

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Memphis Harbor, McKellar Lake, Memphis, Tennessee

AUTHORIZATION: Flood Control of the Mississippi River Act of 1928 (P.L. 70-391), House Document 90/70/1, as amended by subsequent acts, as modified and expanded by Senate Document 51/80/1, approved 1946.

LOCATION AND DESCRIPTION: This project is a shallow draft-moderate use harbor located near Memphis at Mississippi River mile 725.5. The navigation channel extends 7.5 miles into the harbor with a 12-foot project depth and 300-foot to 500-foot width at various locations. The local interest is the International Port of Memphis.

FISCAL YEAR 2017 ALLOCATION: \$2,632,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used to perform maintenance dredging and collect hydrographic survey data.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,666,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for routine operation and maintenance (O&M), including dredging the mouth and inner harbor, and conducting hydrographic surveys.

BUDGETED AMOUNT FOR FY 2019: M: \$2,125,000 O: \$0 T: \$2,125,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$2,125,000 – These funds will be used for commonly performed O&M work, including dredging the harbor mouth and inner harbor channel, and conducting hydrographic surveys.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$4,000. There was an additional \$11,000 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Wolf River Harbor, TN

AUTHORIZATION: National Industrial Recovery Act of 1933; modified by the Flood Control Act of 1958.

LOCATION AND DESCRIPTION: This harbor is located on the Mississippi River at mile 737.0, near Memphis in Shelby County, Tennessee. The project provides for a navigation channel 9 feet deep by 250 feet wide at low water from the mouth to Keel Avenue (mile 1.75) and 200 feet wide from Keel Avenue to mile 3.0. This harbor contains multiple embarkation locations for public use to include public boat ramps, marinas and industries for shipping agricultural and industrial materials.

FISCAL YEAR 2017 ALLOCATION: \$1,352,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used to collect hydrographic survey data in the harbor and perform limited dredging of the mouth and inner harbor. Funds were also used for dredging the harbor channel to authorized dimensions.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$ 1,385,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds are being used for routine operations, maintenance and limited harbor dredging to authorized channel dimensions.

BUDGETED AMOUNT FOR FY 2019: M: \$920,000 O: \$0 T: \$ 920,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$920,000 - Funds will be used for specific work activities including hydrographic surveys and harbor dredging to authorized channel dimensions (\$920,000).

OTHER INFORMATION: Five-year average commercial tonnage is 727 thousand tons. The harbor contains the US Coast Guard boat basin for the Cutter Kankakee at the USCG Sector Lower Mississippi River Station.

1/ Unobligated Carry-in Funding: The actual unobligated balance from FY 2017 into FY 2018 was \$1,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

TEXAS

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Brazos Island Harbor, TX

AUTHORIZATION: House Document 16, 71st Congress, 2nd Session, 1930 and P.L. 99-662

LOCATION AND DESCRIPTION: The Brazos Island Harbor deep draft navigation project consists of a 42 feet deep by 300 feet wide by approximately 23-miles long channel, extending from the Gulf of Mexico to the Port of Brownsville and Port Isabel. The 300-foot wide harbor has a jetty-protected entrance channel with an authorized depth of 44 feet connecting to the main channel with an authorized depth of 42 feet. The main channel leads to the Turning Basin at the Port of Brownsville, which has an authorized depth of 36 feet. A side channel with an authorized depth of 36 feet leads to the Port Isabel and an adjacent shallow-draft fishing boat harbor. The project also includes two rock jetties at the channel inlet, 1.39 and 0.96 miles in length.

FISCAL YEAR 2017 ALLOCATION: \$1,773,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used to perform routine maintenance dredging of the Jetty Channel to project depth and associated environmental requirements such as sea turtle trawling associated with hopper dredging.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$2,700,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used to perform maintenance dredging of the Jetty Channel with beach disposal.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$85,000 T: \$85,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$85,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: The Port of Brownsville is ranked 66th in the Nation with respect to commercial tonnage (7.8 million tons total in 2015). The major commodities moved through the Port of Brownsville include: petroleum products, ores and minerals, steel and other metals, vegetable oils, and grains. The Brownsville Ship Channel also supports commercial and military ship breaking operations. The project provides a vital link in the international transport chain.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$2,499,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Channel to Harlingen, TX

AUTHORIZATION: House Document 402, 77th Congress, First Session

LOCATION AND DESCRIPTION: The project is located in the vicinity of Rio Hondo and Harlingen in Cameron and Willacy Counties, Texas. The Channel to Harlingen shallow draft navigation project consists of a 12 foot deep by 125 foot wide channel that is 25.8 miles long. It extends from its junction with the Gulf Intracoastal Waterway (GIWW), through the Arroyo Colorado, to the Turning Basin at the facilities at Harlingen. The project also includes a barge-mooring basin near the channel's junction with the GIWW.

FISCAL YEAR 2017 ALLOCATION: \$3,171,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for maintenance dredging of the Main Channel to project depth, the Turning Basin to advance maintenance depth, and hot spot dredging.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$2,400,000 ^{2/}

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds are being used for maintenance dredging of the Main Channel to project depth, the Turning Basin to advance maintenance depth, and hot spot dredging.

BUDGETED AMOUNT FOR FY 2019: M: \$600,000 O: \$50,000 T: \$650,000 ^{1/}

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$650,000 – Funds will be used for commonly performed operation and maintenance work (\$20,000). Funds will also be used for specific work activities including Dredging of 25.8 mile Main Channel & Turning Basin (hot spot dredging only) (\$525,000); perform project condition surveys of the channel (\$25,000); perform real estate coordination activities (\$5,000); perform supervision and administration of dredging contract (\$50,000); and perform hydrographic surveys (\$25,000).

OTHER INFORMATION: The Port of Harlingen moves bulk cargo and petroleum between Harlingen and other areas in South Texas and Mexico. In 2015, the Port of Harlingen moved approximately one million tons of commercial cargo, with sugar and chemicals being the most common commodities. While sugar is among the largest export, the port also imports petroleum, cement, sand and fertilizer. South Texas sugar cane is shipped by barge from the Port of Harlingen, via the GIWW, Mississippi River, and Ohio River to the Domino sugar manufacturing facility in New York. Over 90 percent of all fertilizer products and 70 percent of all gasoline products for south Texas arrive by barge through the Port of Harlingen.

^{1/} Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$3,225,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

^{2/} There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: Southwestern

District: Galveston

Channel to Harlingen, TX

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Channel to Port Bolivar, TX

AUTHORIZATION: Senate Document 99, 90th Congress, Second Session

LOCATION AND DESCRIPTION: The Channel to Port Bolivar shallow draft navigation project consists of a 14-foot deep by 200-foot wide channel that is 950-feet long. It extends from the entrance to Galveston Bay (Bolivar Roads) northward to the west point of Bolivar Island. The channel is heavily utilized by Texas Department of Transportation and the Galveston-to-Port Bolivar Ferry System.

FISCAL YEAR 2017 ALLOCATION: \$300,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used to perform maintenance dredging of 950 feet of channel reach to the authorized project depth and Bolivar Ferry Terminal to advance maintenance depth.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$50,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds are being used to perform maintenance dredging of 950 feet of channel reach to the authorized project depth.

BUDGETED AMOUNT FOR FY 2019: M: \$100,000 O: \$0 T: \$100,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$100,000 – Funds will also be used for specific work activities including maintenance dredging of 950 feet of channel reach to the authorized project depth (\$90,000); perform supervision and administration of dredging contract (\$5,000); and to perform hydrographic surveys (\$5,000).

OTHER INFORMATION: The Galveston-to-Port Bolivar ferry route provides a critical link between Galveston Island and Bolivar Island, serving as a hurricane evacuation route and quick response for police, fire, and emergency vehicles. The Galveston-to-Port Bolivar ferry runs as frequent as every 15 minutes and transports approximately 1.4 million vehicles per year.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$15,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Corpus Christi Ship Channel, TX

AUTHORIZATION: Senate Document 99, 90th Congress, 2nd Session

LOCATION AND DESCRIPTION: The Corpus Christi Ship Channel (CCSC) is a 45 foot deep by 400 foot wide channel that is 34 miles long. It is a deep-draft navigation project, extending from the Gulf of Mexico, through a jetty-protected inlet at Aransas Pass, across Corpus Christi Bay, to port facilities at Ingleside, La Quinta, and the Port of Corpus Christi.

FISCAL YEAR 2017 ALLOCATION: \$16,514,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used to perform maintenance dredging of the Inner Basin to Viola Turning Basin to project depth; dredging of the Inner Basin to Viola Turning Basin, Inner Basin to BCN 82, and LaQuinta Channel to advance maintenance depth. Additional funds are being used for Placement Area 10 improvements (\$4,000,000) and Energy Transfer Port activities (\$693,000).

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$10,800,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for project coordination and to perform maintenance dredging of the Inner Basin to Viola Turning Basin and LaQuinta Channel to advance maintenance depth.

BUDGETED AMOUNT FOR FY 2019: M: \$4,500,000 O: \$550,000 T: \$5,050,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$5,050,000 – Funds will be used for commonly performed operation and maintenance work (\$360,000). Funds will also be used for specific work activities including project condition surveys of the channel (\$150,000); perform real estate coordination activities (\$40,000); prepare plans and specifications for dredging contract (\$150,000); perform maintenance dredging of the Inner Basin to Viola Turning Basin and LaQuinta Channel to project depth (\$4,000,000); perform supervision and administration of dredging contract (\$250,000); and perform hydrographic surveys (\$100,000).

OTHER INFORMATION: The CCSC is ranked sixth in the Nation with respect to commercial tonnage (85.7 million tons total in 2015). The CCSC is also designated as a Strategic Harbor, as military personnel, equipment and supplies are deployed and redeployed through this port. The major commodities that come through the port include crude oil, gasoline, fuel oil, bauxite, feed stock, and wheat. Maintenance of the channel is critical for oil and product tankers transiting to and from the refineries in Corpus Christi, and to the increased need for full channel limits to accommodate new tension-leg platform and semi-submersible oil rigs utilizing the channel.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,085,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Freeport Harbor, TX

AUTHORIZATION: House Document 289, 93rd Congress, 2nd Session

LOCATION AND DESCRIPTION: The Freeport Harbor deep draft navigation project consists of a 45-foot deep by 400-foot wide channel that is 8.5-miles long, extending from the Gulf of Mexico, through a jetty-protected inlet, to a turning basin at the Freeport port facilities. The project also includes two rock jetties, 1.46 and 1.64 miles in length.

FISCAL YEAR 2017 ALLOCATION: \$9,330,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for maintenance dredging of the Freeport Entrance Channel to advance maintenance depth with associated environmental requirements such as sea turtle trawling.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$5,600,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds are being used for project coordination funding and maintenance dredging of the Freeport Entrance Channel to project depth with associated environmental requirements such as sea turtle trawling and Placement Area 1 improvements.

BUDGETED AMOUNT FOR FY 2019: M: \$4,300,000 O: \$400,000 T: \$4,700,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$4,700,000 – Funds will be used for commonly performed operation and maintenance work (\$290,000). Funds will also be used for specific work activities including project condition surveys of the channel (\$75,000); perform real estate coordination activities (\$35,000); prepare plans and specifications for maintenance dredging contract (\$150,000); perform maintenance dredging of the Freeport Entrance Channel to project depth (\$3,800,000); perform associated environmental requirements such as sea turtle trawling (\$30,000); perform supervision and administration of dredging contract (\$250,000); and to perform hydrographic surveys (\$70,000).

OTHER INFORMATION: The Port of Freeport is ranked 32nd in the Nation with respect to commercial tonnage (21.1 million tons total in 2015). The principle imports to the Port of Freeport include crude oil, fruit, textiles, aggregate, paper goods and plastics. The primary exported commodities of the Port of Freeport include automobiles, chemicals, clothing, food, paper goods and plastics.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,833,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Galveston Harbor and Channel, TX

AUTHORIZATION: House Document 121, 92nd Congress

LOCATION AND DESCRIPTION: The Galveston Entrance Channel is the Entrance Channel for Galveston, Texas City, and the Houston Ship Channel. The Galveston Harbor deep draft navigation project consists of a 45-foot deep by 800-foot wide channel that is 23.9-miles long. The channel extends from the Gulf of Mexico, through a jetty-protected inlet, through the entrance of Galveston Bay, to the port facilities at Galveston Harbor.

FISCAL YEAR 2017 ALLOCATION: \$15,747,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for dredging the Galveston Entrance Channel to advance maintenance depth with associated environmental requirements such as sea turtle trawling.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$5,000,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds are being used for Pelican Island Placement Area improvements, dredging of Galveston Entrance Channel and project coordination.

BUDGETED AMOUNT FOR FY 2019: M: \$6,230,000 O: \$400,000 T: \$6,630,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$6,630,000 – Funds will be used for commonly performed operation and maintenance work (\$250,000). Funds will also be used for specific work activities including project condition surveys of the channel (\$125,000); perform real estate coordination activities (\$25,000); prepare plans and specifications for dredging contract (\$125,000); perform maintenance dredging of the Entrance Channel to project depth (\$5,800,000); perform associated environmental requirements such as sea turtle trawling (\$30,000); perform supervision and administration of dredging contract (\$200,000); and to perform hydrographic surveys (\$75,000).

OTHER INFORMATION: The Port of Galveston is ranked 51st in the Nation with respect to commercial tonnage (10.3 million tons total in 2015). The port's main exports are bulk grains, containers, machinery, vehicles, liner board and paper, carbon black, and light fuels. The Galveston Entrance Channel is utilized by all vessels transiting to the Port of Houston, Port of Texas City, and the Port of Galveston, which are ranked the 2nd, 15th, and 51st ports in the nation, respectively. The Galveston Entrance Channel is the busiest navigation channel in the nation with over 9,800 trips per year seen within the channel. Galveston Harbor is also ranked 12th in the world for cruise lines and the number one cruise port in the Gulf of Mexico. The Port of Galveston welcomed over 1,700,000 passengers in 2016.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$2,375,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: GIWW, Channel to Victoria, TX

AUTHORIZATION: Public Law 100-676

LOCATION AND DESCRIPTION: The Gulf Intracoastal Waterway, Channel to Victoria project is located in the vicinities of Seadrift and Victoria in Calhoun and Victoria Counties of Texas. The Channel to Victoria Project is a shallow-draft project 12-feet deep by 200-feet wide by 35.4-miles long, and extends from the Gulf Intracoastal Waterway at Mile 492 northwesterly across San Antonio Bay to the Port of Victoria. The associated Channel to Seadrift Project is 12-foot deep by 125-foot wide and 2-miles long from the Channel to Victoria, northeasterly, and terminating at the facilities at Seadrift.

FISCAL YEAR 2017 ALLOCATION: \$2,873,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds are being used to perform placement area improvements along the middle reach.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$3,500,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for project coordination and to perform maintenance dredging of the lower reach to project depth.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$30,000 T: \$30,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$30,000 – Funds will be used for specific work activities including project condition surveys of the channel (\$25,000); and to perform real estate coordination activities (\$5,000).

OTHER INFORMATION: Port of Victoria is ranked 78th in the Nation with respect to commercial tonnage (6.5 million tons total in 2014). This amount of tonnage is significant as the Port of Victoria is a shallow draft project; however, the port is ranked against deep draft ports in the Nation. A sharp increase in tonnage was realized in from 2.8 million tons in 2011 to 6.7 million tons in 2015. This increase is attributed to crude oil exports from the Eagle Ford Shale formation, through the Port of Victoria, to regional and national refineries at Corpus Christi, Houston, Port Arthur and Louisiana. Innovations in oil recovery technology (hydraulic fracturing or “fracking”) have re-energized oil production within the Eagle Ford Shale formation, located in the vicinity of the Port of Victoria. The increased tonnage is also attributed to the recent construction of the 1.1 million square-foot Caterpillar Corporation heavy equipment manufacturing facility located in Victoria Texas.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$348,000. There was an additional \$260,000 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President’s Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Gulf Intracoastal Waterway, Chocolate Bayou, TX

AUTHORIZATION: House Document 217, 89th Congress, First Session

LOCATION AND DESCRIPTION: The Chocolate Bayou navigation project is a shallow-draft project 13-ft deep by 125-ft wide by approximately 8.2 miles long, extending from the Gulf Intracoastal Waterway (GIWW) at Mile Marker 376, through Chocolate Bay and Chocolate Bayou, to the port facilities located between Galveston and Freeport in Brazoria County, Texas.

FISCAL YEAR 2017 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$30,000 T: \$30,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$30,000 – Funds will be used to perform specific work activities including project condition surveys of the channel (\$25,000); and real estate coordination activities (\$5,000).

OTHER INFORMATION: The Chocolate Bayou navigation project support barge traffic calling the facilities located along the east bank of Chocolate Bayou. The primary commodities include chemicals and chemical related products such as benzene, toluene, chemical feed stock, heavy aromatic oils, pyrolytic gasoline, etc. Chemical products transported to/from the Chocolate Bayou facilities are utilized in support of refineries at Freeport, Houston, Corpus Christi, etc. The GIWW provides a critical link between Chocolate Bayou and the Texas coastal ports.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,059,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Houston Ship Channel, TX

AUTHORIZATION: Section 101 (30) of the Water Resources Development Act of 1996 (P.L. 104-303)

LOCATION AND DESCRIPTION: The Houston Ship Channel (HSC) extends from the Bolivar Roads Channel near Galveston, through Galveston Bay, the San Jacinto River, Buffalo Bayou, to the port facilities in Houston. It is a deep draft navigation project consisting of a main channel with varying depths of 36 to 45 feet, 400 feet in width, and 55.4 miles in length. This project also provides for two 40-foot deep-draft channels to provide access to container terminals at Bayport and Barbours Terminal, and a deep- and shallow-draft channel extending 6.5 miles to the port facilities at Greens Bayou.

FISCAL YEAR 2017 ALLOCATION: \$36,882,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for maintenance dredging to project depth: Bayport Flare to Turning Basin, Bayport Flare, and Bolivar to Redfish; maintenance dredging the following reaches to advance maintenance depth: Bayport Flare to Turning Basin, Bolivar to Redfish, and Bayport Flare; completion of ongoing DMMP study; improvements (including levee raising, dewatering, or shoreline stabilization) to the following placement areas: Spilman Island dewatering, PA14 containment dike raise, Lost Lake containment dike raise, Alexander Island dewatering, Peggy Lake dewatering, and Mid Bay dewatering; and maintenance dredging of a non-Federal berth areas.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$31,300,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds are being used for project coordination funding; maintenance dredging the Bayport to Morgans Point & Bayport Ship Channel to advance maintenance depth; dredging Morgans to Exxon and Barbours Cut Channel to project depth; improvements (including levee raising, dewatering, or shoreline stabilization) to the following placement areas: Mid Bay PA, Lost Lake PA, and Alexander Island PA.

BUDGETED AMOUNT FOR FY 2019: M: \$21,850,000 O: \$1,450,000 T: \$23,300,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$23,300,000 – Funds will be used for commonly performed operation and maintenance work (\$720,000). Funds will also be used for specific work activities including project condition surveys of the Houston Ship Channel (\$500,000); real estate coordination activities (\$80,000); prepare plans and specifications for Boggy Bayou to Greens and Greens Bayou dredging contract (\$150,000); perform maintenance dredging of Boggy Bayou to Greens and Greens Bayou to project depth (\$4,600,000); to perform supervision and administration for (\$200,000); perform hydrographic surveys (\$50,000); prepare plans and specifications for Redfish to BCN 68 & Bayport Channel dredging contract (\$150,000); perform maintenance dredging of Redfish to BCN 68 & Bayport Channel to project depth (\$5,000,000); perform maintenance dredging of Redfish to BCN 68 & Bayport Channel to advance maintenance depth (\$1,500,000); perform Assumption of Maintenance contract Redfish to BCN 68 & Bayport Channel (\$1,000,000); perform supervision and administration for (\$250,000); perform hydrographic surveys for (\$100,000); perform maintenance dredging of Bolivar to Redfish to project depth (\$4,450,000); perform maintenance dredging of Bolivar to Redfish to advance maintenance depth (\$1,500,000); perform supervision and administration (\$50,000); prepare plans and specifications for Exxon to Boggy Bayou & Jacintoport dredging contract (\$125,000); perform maintenance dredging of Exxon to Boggy Bayou & Jacintoport to project depth (\$2,625,000); perform supervision and administration (\$200,000); perform hydrographic surveys (\$50,000).

OTHER INFORMATION: The Port of Houston is ranked second in the Nation with respect to commercial tonnage (240.9 million tons total in 2015). The principal imports and exports through the HSC include crude fertilizers, petroleum, organic chemicals, cereal, iron and steel, machinery, plastics and vehicles.

Division: Southwestern

District: Galveston

Houston Ship Channel, TX

The HSC services the Port of Houston, which provides \$118 billion in annual economic benefit to the state of Texas, and provides an estimated 785 thousand jobs. The HSC has 115 private and public facilities, including more than 160 deep-draft berths and a large number of barge docks and industries.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$3,612,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Matagorda Ship Channel, TX

AUTHORIZATION: House Document 388, 84th Congress, Second Session

LOCATION AND DESCRIPTION: The project is located in the vicinities of Port O'Connor, Port Lavaca, and Point Comfort in Matagorda and Calhoun Counties, Texas. The Matagorda Ship Channel extends from the Gulf of Mexico, through a jetty-protected inlet, across Matagorda Bay, to a turning basin at Port Lavaca. It is a 36-foot deep by 200-foot wide deep-draft harbor with a 26-mile-long channel. The project includes two rock jetties, 1.13 and 1.14 miles in length.

FISCAL YEAR 2017 ALLOCATION: \$6,071,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used for maintenance dredging of the Matagorda Peninsula to Point Comfort reach to project depth and maintenance dredging of the Matagorda Entrance Channel.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$5,900,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for project coordination and maintenance dredging of the Matagorda Peninsula to Point Comfort reach to project.

BUDGETED AMOUNT FOR FY 2019: M: \$6,100,000 O: \$350,000 T: \$6,450,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$6,450,000 – Funds will be used for commonly performed operation and maintenance work (\$195,000). Funds will also be used for specific work activities including project condition surveys of the Matagorda Ship Channel (\$150,000); perform real estate coordination activities (\$5,000); prepare plans and specifications for maintenance dredging contract (\$150,000); perform maintenance dredging of Matagorda Peninsula to Point Comfort to project depth (\$5,675,000); perform supervision and administration of dredging contract (\$200,000); and perform hydrographic surveys (\$75,000).

OTHER INFORMATION: Port Lavaca was ranked 46th in the Nation with respect to commercial tonnages (11.8 million tons total in 2015). Major commodities transported through the Matagorda Ship Channel include chemicals, petrochemicals, and agricultural fertilizer.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,480,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Sabine - Neches Waterway, TX

AUTHORIZATION: House Document 553, 87th Congress, Second Session

LOCATION AND DESCRIPTION: The Sabine - Neches Waterway (SNWW) is a Federally-constructed deep-draft navigation project, which serves the Ports of Port Arthur, Beaumont, and Orange in Jefferson and Orange Counties of Texas, and Cameron and Calcasieu Parishes of Louisiana. The existing waterway is a network of 97 miles of navigation channels in three main segments. It consists of a jetty-protected entrance channel 42-feet deep and 500- to 800-feet wide from the Gulf of Mexico; a channel 40-feet deep and 400-feet wide to Beaumont via the Neches River; and a channel 30-feet deep and 200-feet wide to Orange via the Sabine River. The project extends from the deep water of the Gulf of Mexico to the port facilities at Port Arthur, the Port of Beaumont (via the Neches River), and the Port of Orange (via the Sabine River).

FISCAL YEAR 2017 ALLOCATION: \$15,582,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 activities include maintenance dredging of portions of the Port Arthur Canal, Junction, Taylors Bayou and Turning Basin to advance maintenance depth; operation of the SNWW Saltwater Barrier Structure; and maintenance dredging of a non-Federal berthing areas.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$7,725,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds are being used for project coordination labor; maintenance dredging of the Port Arthur Canal, Junction, Taylors Bayou and Turning Basin to project depth; and operation of the SNWW Saltwater Barrier Structure.

BUDGETED AMOUNT FOR FY 2019: M: \$10,450,000 O: \$800,000 T: \$11,250,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$11,250,000 – Funds will be used for commonly performed operation and maintenance work (\$310,000). Funds will also be used for specific work activities including project condition surveys (\$450,000); real estate coordination (\$40,000); prepare plans and specifications (\$150,000); perform maintenance dredging of Outer Bar and Bank to project depth (\$3,550,000); perform supervision and administration of maintenance contract (\$200,000); perform associated environmental requirements such as sea turtle trawling (\$30,000); perform hydrographic surveys (\$70,000); prepare plans and specifications (\$150,000); perform maintenance dredging of Port Arthur Canal, Junction, Turning Basin, and Taylor's Bayou contract to project depth (\$6,000,000); perform supervision and administration (\$200,000); and perform hydrographic surveys (\$100,000).

OTHER INFORMATION: The Ports of Beaumont, Port Arthur and Orange are ranked fourth, 19th, and 150th in the Nation with respect to commercial tonnage. The SNWW total commercial tonnage for 2015 was 123.9 million tons; with the Port of Beaumont at 87.2 million tons, Port Arthur at 35.9 million tons, and the Port of Orange at 0.8 million tons. The Port of Beaumont is also designated as a Strategic Harbor, as military personnel, equipment and supplies are deployed and redeployed through the port facilities. The SNWW is first in the U.S. with crude oil imports, and supplies 55-percent of the Nation's strategic petroleum reserves. The SNWW supports two Liquefied Natural Gas (LNG) facilities which require under keel clearances ranging between 5 to 7 feet. Unlike other vessels, these LNG vessels cannot be lightened.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$332,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in

FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Texas City Ship Channel, TX

AUTHORIZATION: House Document 427, 86th Congress, 2nd Session

LOCATION AND DESCRIPTION: The Texas City Ship Channel deep-draft navigation project consists of a 45-foot by 400-foot wide and 9.4-mile long channel, extending from the intersection of Galveston Harbor and the Houston Ship Channel, to a turning basin and Industrial Canal to the facilities at the Port of Texas City.

FISCAL YEAR 2017 ALLOCATION: \$7,118,000

DESCRIPTIONS OF WORK FOR FY 2017: FY 2017 funds were used to perform maintenance dredging of the Main Channel & Turning Basin to advance maintenance depth; and dredging of non-Federal berthing areas.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$50,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: FY 2018 funds will be used for project coordination activities.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$50,000 T: \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$50,000 – Funds will be used for commonly performed operation and maintenance work (\$20,000). Funds will also be used for specific work activities including project condition surveys for the Texas City Ship Channel (\$25,000) and real estate coordination activities (\$5,000).

OTHER INFORMATION: The Port of Texas City is ranked 15th in the Nation with respect to commercial tonnage (42.9 million tons total in 2015). Major commodities include crude petroleum and refined petroleum products. The Port of Texas City includes 1,500 acres of land leased to various industrial entities that operate petrochemical plants, refineries, and tank and terminal facilities.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,767,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

VIRGINIA

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Hampton Roads Drift Removal, VA

AUTHORIZATION: River and Harbor Act of 1950

LOCATION AND DESCRIPTION: The project area includes Hampton Roads, Norfolk, and Newport News Harbors and the James River, Elizabeth River, and Nansemond River tributary waters in Virginia. The project provides for the collection and removal of floating debris for the protection of navigation over an area of 75 square miles, with 32 miles of developed waterfront and 300 terminal facilities. The project also provides for disposal of debris at Craney Island, Virginia.

FISCAL YEAR 2017 ALLOCATION: \$1,785,000

DESCRIPTIONS OF WORK FOR FY 2017: Funds were used for operations to be conducted five days per week, consisting of removal of hazardous drift. This level of operation will prevent collisions with vessel hulls and critical appendages and potentially prevent the sinking of military and commercial craft. The program provides for the removal of over 1,000 tons of drift yearly, and prevents several millions of dollars in vessel repairs.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,470,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds will be used to remove hazardous drift to prevent collisions with hulls and critical appendages and sinking of military, commercial, and pleasure craft. Area of operations include the largest naval base in the world - Naval Station Norfolk and 7th largest port in the nation and designation as a strategic port - Port of Virginia. Removal of over 1000 tons of drift yearly prevents several millions of dollars in repairs. FY 18 funds will be used to support upgrades to the Vessel Elizabeth Field Office at Great Bridge Reservation.

BUDGETED AMOUNT FOR FY 2019: M: \$1,500,000 O: \$0 T: \$1,500,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$1,500,000 - Funds will be used for specific work activities that must be performed to enhance the current Level of Performance. These activities include the operation and maintenance of two patrol boats, a derrick boat and a crane barge, with necessary crew, to provide for safe navigation and debris removal seven days per week. The removal of hazards from the federal channels in and around the waterways of Hampton Roads ensures safe transit of military, commercial and private vessels.

OTHER INFORMATION: Daily removal of debris is essential for the safety of the port, U.S. Navy and U.S. Coast Guard operations and commercial shipping traffic exceeding 60 million tons annually. Operation prevents collisions of drift material with vessel hulls and appendages of military and commercial craft. The program provides for the removal of over 1,000 tons of drift yearly, and prevents several million of dollars in vessel repairs. The channels supported by this project support an average of over 100,000 vessel trips annually. The removal of debris from the waterways reduces pollution and subsequent impact to marine habitat and wetlands in the Elizabeth River, Nansemond River, and James River.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$644,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0."

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: North Atlantic

District: Norfolk

Hampton Roads Drift Removal, VA

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Hampton Roads, Prevention of Obstructive Deposits, VA

AUTHORIZATION: The River and Harbor Act of 1888 (25 Stat. 1147) as amended by the River and Harbor Act of 1958 (P.L. 85-500)

LOCATION AND DESCRIPTION: The project provides for detection and prevention of the illegal deposit into navigable waters of waste, oil, sludge, refuse, and other types of debris from vessels and shore installations. The Corps of Engineers Supervisor of the Harbor, in coordination with U. S. Coast Guard, Department of Justice, and other Federal and State agencies, is designated to conduct the program. The jurisdiction of the Supervisor of the Harbor of Hampton Roads includes Hampton Roads and reaches of Chesapeake Bay, the Atlantic Ocean located in Virginia and tidal portion of their tributaries, including the James River, York River, Rappahannock River, and south shore of the Potomac River.

FISCAL YEAR 2017 ALLOCATION: \$151,000

DESCRIPTIONS OF WORK FOR FY 2017: Funds are being used for providing patrol, investigation, and coordination with US Coast Guard, Department of Justice, and other Federal and State agencies to execute this program.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$170,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds will provide for operations 3 days a week to patrol, investigate, and coordinate with US Coast Guard, Department of Justice, and other Federal and State agencies to prevent, detect, and prosecute the deposit of waste, refuse, and other injurious and hazardous materials into navigable waters.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$38,000 T: \$38,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$38,000 – Funds will be used for specific work activities to include the enhancement of the current Level of Performance by providing prevention of deposits seven days per week. The removal of hazards from the federal channels in and around the waterways of Hampton Roads ensures safe transit of military, commercial and private vessels. This project involves the detection, investigation, and supervision of the removal of hazards and obstructions to navigation, in order to avoid serious jeopardy to the large volume of commercial and recreational vessel traffic in the Norfolk Harbor and its associated channels.

OTHER INFORMATION: This project contributes directly to national commerce and economic benefits by providing an efficient, cost-effective method of ensuring refuse and other injurious materials do not get into navigable waters of Hampton Roads and contributes to the safe passage of over 100,000 vessel trips annually. The prevention of waste and refuse deposits into the waterways also reduces water pollution and subsequent impacts to marine habitat and wetlands in the Chesapeake Bay and its tributaries.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$61,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0."

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Division: North Atlantic

District: Norfolk

Hampton Roads, Prevention of
Obstructive Deposits, VA

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: James River, VA

AUTHORIZATION: River and Harbor Act of 1884 (P.L. 81-516) as modified by the River and Harbor Acts of 1902, 1905, 1930(P.L. 71-520), 1937 (P.L. 75-392), 1945 (P.L. 79-14), 1950 (P.L. 81-516), and 1962 (P.L. 87-874).

LOCATION AND DESCRIPTION: The James River Federal navigation channel provides 90 miles of deep-draft navigation from Hampton Roads, Virginia to Richmond, Virginia.

FISCAL YEAR 2017 ALLOCATION: \$7,859,000

DESCRIPTIONS OF WORK FOR FY 2017: Funds were used to dredge the more critically shoaled areas within the length of the project to maintain a depth of 25 feet below MLLW. The funding also provides for channel condition surveys of critical shoals along the river, and reporting to the U.S. Coast Guard and other agencies and stakeholders, to ensure river pilots and vessel operators have up-to-date information and proper buoy placement for safe navigation. A portion of the funding is also being used to coordinate with environmental agencies and assure that all necessary permits and clearances are maintained in an up-to-date status, so that maintenance dredging may proceed without delays.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$2,729,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds are being used to dredge the most critical shoals, some of which can accumulate as much as 8 feet annually in portions of the James River. Condition surveys will also be performed, and are required to report conditions and adjust dredging schedules to react to ever-changing river conditions.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$350,000 T: \$350,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$350,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: The Local Sponsor is the City of Richmond with the Virginia Port Authority acting as their agent. Channel maintenance assures the safe and efficient transit of ships calling on the Ports of Richmond and Hopewell and 51 other facilities located on the river. An increase in the rapid shoaling rates in 2013 resulted in vessel draft restrictions, indicating that continued funding for maintenance is essential to deep-draft commercial navigation.

1/ Unobligated Carry-In Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,706,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Norfolk Harbor, VA

AUTHORIZATION: River and Harbor Act of 1876 as modified by subsequent River and Harbor Acts and the Water Resources Development Act of 1986 (P.L. 99-662). The Craney Island Dredged Material Management Area was authorized by the River and Harbor Act of 1946 (P. L. 79-526).

LOCATION AND DESCRIPTION: The project includes the deep-draft, high-use navigation channels in the Elizabeth River, Hampton Roads, and the lower Chesapeake Bay. The project also includes the Craney Island Dredged Material Management Area, constructed on 2,500 acres of river bottom in Hampton Roads adjacent to Portsmouth, Virginia. Craney Island is the primary dredged material placement area for construction and maintenance dredging within the Hampton Roads port complex, including the Federal navigation channels, U.S. Navy facilities, Virginia Port Authority facilities, and other commercial port terminals.

FISCAL YEAR 2017 ALLOCATION: \$15,058,000

DESCRIPTIONS OF WORK FOR FY 2017: Funds were used for dredging critical shoaling within Norfolk Harbor Reach and Craney Island Reach to a maintained depth of -50 feet mean lower low water (MLLW); for the maintenance of primary containment dikes essential to providing capacity for dredged material from Federal and commercial projects, including capacity for the minimum critical shoaling expected within the Norfolk Harbor Channel; for surveys to support engineering and design of dikes and roads, and to assess site capacity at Craney Island; for the repairs of primary spillways at Craney Island; for providing the highest level of safety awareness to reduce safety related incidents, and improve the operations at Craney Island; for condition surveys of project channel elements; for reporting accurate, up-to-date conditions to customers; and for plans for future maintenance dredging. Funds are also being used to perform environmental testing of the sediment to be dredged to ensure it is suitable for ocean placement and into the cells at Craney Island, and to replace one of the six primary spillboxes at Craney Island Dredged Material Management Area.

PRESUMED FISCAL YEAR 2018 ALLOCATION \$9,421,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds are being used for the annual minimal level of maintenance, to dredge only critical shoaling within Norfolk Harbor Reach and Craney Island Reach to a maintained depth of -50 FT MLLW. Failure to maintain depths will result in draft restrictions causing significant economic losses, impacts to Nation, U.S. Navy, and Commercial Navigation. The funds will also provide for the maintenance of primary containment dikes essential to providing capacity for dredged material from Federal and commercial projects.. Funds will be used to perform approximately 5 condition surveys of Norfolk Harbor Channel project elements. Surveys will be used to detect shoaling, report accurate, up-to-date conditions to the customers, and help plan for future maintenance dredging. Funds are also being used to replace one of the six primary spillboxes at Craney Island Dredged Material Management Area.

BUDGETED AMOUNT FOR FY 2019: M: \$21,625,000 O: \$0 T: \$21,625,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$21,625,000 - Funds will be used for commonly performed operation and maintenance work Funds will also be used for specific work activities including maintenance dredging within Norfolk Harbor Reach and Craney Island Reach, and Thimble Shoal Channel (\$11,100,000)

OTHER INFORMATION: Norfolk Harbor is home to 87 port facilities with vessels handling over 70 million tons annually, with \$60 billion cargo value. A total of 362 vessel trips at drafts exceeding 45 feet were reported in 2013. Norfolk Harbor is a major coal-exporting port, averaging over 45 million tons of coal from its three coal terminals. Norfolk Harbor is home of the Norfolk Naval Station and is designated as a Military Strategic Port. Nine shipyards are based in Norfolk Harbor.

Division: North Atlantic

District: Norfolk

Norfolk Harbor, VA

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$11,200,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

WASHINGTON

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Bellingham Harbor, WA

AUTHORIZATION: Rivers and Harbor Act of 1910

LOCATION AND DESCRIPTION: Bellingham Harbor, located in northern Puget Sound consists of three deep draft channels: Squalicum Creek, I and J Street and Whatcom Waterways. The largest waterway, Whatcom Waterway, originates from deep water, and is 18 feet deep by 363 feet wide for the inner 1,300 feet and then 30 feet deep by 363 feet wide for 750 feet to open water. The smallest waterway, I and J Street Waterway, includes a channel 100 feet wide and 18 feet deep and 3,200 feet long. Squalicum Creek Waterway includes a 200-foot-wide, 26-foot-deep channel and a small-boat basin with a 12-foot-deep entrance channel, and two rubble-mound breakwaters with a combined length of 5,400 feet. Bellingham Harbor is a low use, deep draft project.

FISCAL YEAR 2017 ALLOCATION: \$150,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding provided for development of environmental documentation in preparation for dredging.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$2,000 T: \$2,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$2,000 – Funds will be used for specific work activities to include real property inspections (\$2,000).

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$171,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Columbia and Lower Willamette Rivers below Vancouver, WA and Portland, OR

AUTHORIZATION: Rivers and Harbors Acts 1912 (30-foot channel), 1930 (deepen to 35-feet), 1962 (deepen to 40-feet), 1999 (deepen to 43-feet)

LOCATION AND DESCRIPTION: The high-use, deep-draft Federal navigation channel is in the Columbia River from river-mile 3 to 106.5, and in the Willamette River from its mouth to river-mile 11.6. It covers the Columbia River from just above the mouth to Portland, and the Willamette River from its mouth to Willamette Falls.

FISCAL YEAR 2017 ALLOCATION: \$47,421,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding were used to provide routine and non-routine dredging needed for safe transit of commercial and recreational vessels.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$46,767,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding will provide routine and non-routine dredging needed for safe transit of commercial and recreational vessels.

BUDGETED AMOUNT FOR FY 2019: M: \$42,799,000 O: \$4,421,000 T: \$47,220,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$47,220,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging, \$42,799,000.

OTHER INFORMATION: This channel provides environmentally-sustainable, waterborne transportation. Channel maintenance is needed for stabilizing after deepening and high flows in 2011 and 2012. The FY 2016 level of funding for dredging represents the estimate for annual maintenance of the deeper, 43-foot channel. The project is the largest component of the Columbia and Snake River inland navigation system and one of the Region's most important transport corridors, providing water access as far inland as Lewiston, ID.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,257,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Columbia River at Baker Bay, WA (Baker Bay Channel Dredging at Ilwaco)

AUTHORIZATION: River and Harbor Act of 1933, as amended: (east channel) 1935 (main channel) 1945 (west Channel)

LOCATION AND DESCRIPTION: Baker Bay is a shallow body of water about 15-square miles on the north side of the Columbia River near river mile 3. The active west navigation channel is 16' deep, 150-200 feet wide, and approximately 3.2 miles long. This channel provides access to the Port of Ilwaco, Pacific County, WA.

FISCAL YEAR 2017 ALLOCATION: \$2,439,000

DESCRIPTIONS OF WORK FOR FY 2017: Critical minimum dredging to meet minimum need for safe transit of commercial and recreational vessels.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,809,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Critical minimum dredging to meet minimum need for safe transit of commercial and recreational vessels.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$5,000 T: \$5,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$5,000 – Funds will be used for commonly performed operation and maintenance work for critical minimum dredging to meet minimum need for safe transit of commercial and recreational vessels.

OTHER INFORMATION: Port of Ilwaco for which the channel provides access is a major local economic feature.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$527,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Columbia River between Chinook and Sand Island, WA

AUTHORIZATION: Rivers and Harbors Act of: 26 Aug 1937, 2 Mar 1945, Section 107 Project in 1960.

LOCATION AND DESCRIPTION: Located at easterly end of Baker Bay, lying on the north side of the Columbia River near river mile 3. The authorized channel is 150-feet wide, 10-feet deep and approximately 2 miles long. This channel provides access from deep water in the Columbia River to a turning basin at Chinook in Pacific Count, WA.

FISCAL YEAR 2017 ALLOCATION: \$1,200,000

DESCRIPTIONS OF WORK FOR FY 2017: Minimum Maintenance - Clamshell contract dredging for commercial users.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$1,000 T: \$1,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$1,000 - Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: Port of Chinook is significant to local economy.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$126,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Columbia River between Vancouver, WA and The Dalles, OR

AUTHORIZATION: Rivers and Harbors Act of 1938 (P.L. 75-685), Rivers and Harbors Act of 1946 (P.L. 79-525)

LOCATION AND DESCRIPTION: Columbia River between Vancouver, WA and The Dalles, OR is a moderate-use, deep-draft Federal navigation channel in the Columbia River from river-mile 106.5 at Vancouver, WA to river-mile 192 at The Dalles Dam.

FISCAL YEAR 2017 ALLOCATION: \$198,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding allowed for routine maintenance dredging to provide safe transit of deep draft commercial vessels and recreational vessels.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,246,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding will allow for routine maintenance dredging to provide safe transit of deep draft commercial vessels and recreational vessels.

BUDGETED AMOUNT FOR FY 2019: M: \$704,000 O: \$177,000 T: \$881,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$881,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging, \$704,000.

OTHER INFORMATION: This project operates and maintains the shipping channel for transport of more than 40-percent of United States wheat exports shipped via ports on the Columbia and Willamette Rivers. It also provides a segment for all transit cargo between Portland and Lewiston, ID.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$20,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Everett Harbor and Snohomish River, WA

AUTHORIZATION: River and Harbor Act of 1910 and modified by subsequent acts.

LOCATION AND DESCRIPTION: The moderate-use, deep-draft Federal channel and harbor project is located in central Puget Sound on the eastern shore of Possession Sound. The project channel runs six miles upstream from its mouth at Port Gardner Bay. The project accommodates deep draft shipping in its outer harbor and also barge traffic on the Snohomish River. The project provides for the East Waterway, a 30-foot-deep, 900-foot-wide and 2,400-foot-long channel leading to the facilities on the west side of the Everett Navy Home Port. There is also an 8 to 15 foot-deep by 150 foot-wide channel upstream of the mouth of the Snohomish River. The project includes two settling basins to concentrate shoaling and promote maintenance dredging efficiency. The lower-river channel is flanked by a system of training and spurs dikes.

FISCAL YEAR 2017 ALLOCATION: \$1,902,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding provided for routine maintenance dredging of the lower navigation channel and settling basins with placement in the open water Point Gardner disposal site. Project condition surveys conducted to monitor and report channel conditions to the project sponsor, the US Navy, the US Coast Guard (USCG) and other waterway users. Sediment characterization of the channel conducted in order to request a new suitability determination for disposal of dredge material.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$2,281,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding will provide for routine maintenance dredging as well as chemical and physical monitoring of the Point Gardner disposal site. Project condition surveys will be conducted to monitor and report channel conditions to the project sponsor, the US Navy, the US Coast Guard (USCG) and other waterway users.

BUDGETED AMOUNT FOR FY 2019: M: \$1,750,000 O: \$230,000 T: \$1,980,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$1,980,000 – Funds will be used for specific work activities including maintenance dredging of the federal navigation channel (\$1,750,000), condition survey (\$50,000), and program and project support (\$180,000).

OTHER INFORMATION: The annual shipping tonnage for the waterway averages 1.4 million tons, including aggregate material and high-value aircraft parts for the Everett Boeing 747 and 787 assembly facility. In FY 2015, 80,863 cubic-yards of dredged material were removed from the channel and placed in the Port Gardner open water disposal site.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$92,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Friday Harbor, WA

AUTHORIZATION: River and Harbor Act of 1960 (P.L. 86-645)

LOCATION AND DESCRIPTION: Friday Harbor is located on the eastern shore of San Juan Island on the inland waters of northwestern Washington, about 28 nautical miles east of Victoria, British Columbia, and 60 nautical miles north of Seattle, Washington. San Juan Island is one of over 170 islands in the San Juan Archipelago. A concrete floating breakwater (1600 feet) provides protection to existing port facilities.

FISCAL YEAR 2017 ALLOCATION: \$1,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$2,000 T: \$2,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$2,000 – Funds will be used for specific work activities to include real property inspections.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Grays Harbor, WA

AUTHORIZATION: The Rivers and Harbors Act of 1935 and Section 202 of the Water Resource Development Act of 1986

LOCATION AND DESCRIPTION: Grays Harbor is a moderate-use, deep-draft harbor located on the southwest coast of Washington State. The project's 24-mile long channel and entrance structures serve deep-draft commerce to the Port of Grays Harbor and facilities at the cities of Aberdeen, Hoquiam, and Cosmopolis, Washington. The deep-draft channel is secured by a complex system of coastal structures including the north and south jetties, groins, revetments and timber breakwaters. The North Jetty is at the south end of Ocean Shores and the South Jetty is at Westport, near Half Moon Bay. The Point Chehalis Revetment and Groins are located along the north and west edge of Westport. The breakwaters provide protection for the Westport Marina.

FISCAL YEAR 2017 ALLOCATION: \$11,934,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding provided for routine operations and maintenance (O&M) for navigation activities, including extensive export activity, USCG Search & Rescue, Tribal fishing activities, and critical fleet maintenance support service. Routine work includes outer harbor hopper dredging and inner harbor clamshell dredging. Sediment characterization of the channel conducted in order to request a new suitability determination for disposal of dredge material. In addition, \$1,508,000, will be carried into FY 2018 to dredge the Westhaven Cove Marina entrance channels.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$11,710,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding provides for routine operations and maintenance for navigation activities, including extensive export activity, USCG Search & Rescue, Tribal fishing activities, and critical fleet maintenance support service. Routine work includes outer harbor hopper dredging and inner harbor clamshell dredging.

BUDGETED AMOUNT FOR FY 2019: M: \$10,164,000 O: \$1,073,000 T: \$11,237,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$11,237,000 –Funds will be used for specific work activities including maintenance dredging of the inner and outer harbors (\$10,164,000) and program and project support (\$1,073,000).

OTHER INFORMATION: Current annual shipping averages 2 million tons and is expected to increase to 3 million tons. The majority of the cargo is exported automobiles from Chrysler and is augmented by bulk agricultural and timber exports. Coordination and dredge sequencing occurs with the Quinault Tribe who owns a fish processing plant in Westhaven Marina and has an active fishing fleet in the project area. The Seattle District is a participant in the Crab Mitigation working group.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,617,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Lake Crockett (Keystone Harbor), WA

AUTHORIZATION: Rivers and Harbor Act of March 2, 1945

LOCATION AND DESCRIPTION: Lake Crockett is a small moorage basin located on Whidbey Island in northern Puget Sound. The project provides for a breakwater and a six acre basin with a channel 25 feet deep, 200 feet wide and 1,500 feet long. The stone breakwater protects the channel into the ferry dock for the east end of the Coupeville-Port Townsend, Washington State Ferry (WSF) route. This is a low use harbor that supports car and passenger ferry transportation.

FISCAL YEAR 2017 ALLOCATION: \$136,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding provided for sediment characterization which is required for a new suitability determination, identifying whether the maintenance dredge material is suitable for open water disposal.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$16,000 T: \$16,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$16,000 – Funds will be used for specific work activities to include the conversion and validation of real estate project map data into an integrated enterprise GIS program (\$16,000).

OTHER INFORMATION: In 2015, Washington State Ferries reported 662,026 ferry passengers and 362,203 vehicles traveling this route. The basin also provides a harbor of refuge for small craft. An underwater park for recreational diving is operated by Washington State adjacent to the breakwater and beach where disposal operations take place.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$101,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Operation and Maintenance and Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Lake Washington Ship Canal, WA

AUTHORIZATION: River and Harbor Act of 1910, House Document 953, 60th Congress

LOCATION AND DESCRIPTION: Located in the City of Seattle, King County, Washington, the 30-foot deep canal connects Puget Sound on the west with Lake Washington eight miles to the east. A dam, a gated spillway, a fish ladder and two navigational locks are located one and one-half miles east of the west entrance. The canal and locks provide a deep-draft navigation link from the freshwater Lake Washington and Lake Union to the saltwater Puget Sound.

FISCAL YEAR 2017 ALLOCATION: \$13,468,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding provided for routine operation and maintenance (O&M) for navigation, recreation and environmental stewardship. Non-routine funded work includes replacement of the emergency closure system crane and filling culvert valve replacement design. Pump plant replacement work, initiated in FY 2016, continued through FY 2017.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$9,870,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding provides for routine operation and maintenance for navigation, recreation and environmental stewardship. Non-routine funded work includes replacement of the air supply lines that clear debris from lock gates.

BUDGETED AMOUNT FOR FY 2019: M: \$2,659,000 O: \$5,407,000 T: \$8,066,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

HARBOR MAINTENANCE TRUST FUND: \$6,987,000

N: \$6,987,000 – Funds will be used for commonly performed O&M work.

OPERATION AND MAINTENANCE: \$1,079,000

FRM: N/A

RC: \$678,000 – Funds will be used for commonly performed O&M work.

H: N/A

EN: \$401,000 – Funds will be used for commonly performed O&M work.

WS: N/A

OTHER INFORMATION: This is the busiest navigation lock in the United States. Since 2002, an average of 14 thousand lockages, 49 thousand boats, and over one million tons of cargo pass through the locks annually. The recreation area of the Lake Washington Ship Canal project supports three public use areas that includes the Corps' only botanical garden, a fish ladder, two salt-freshwater locks, waterside pedestrian trails and a water trail, interpretation, and a class A regional Visitor Center with displays, restrooms, a theater, and tours. The Lake Washington Ship Canal project received over 1.2 million visitors per year with an estimated benefit to the local economy of \$23 million. The project stabilized the elevation of Lake Washington within a narrow range, allowing for the construction of

floating bridges (Interstate 90 and State Route 520) across the lake to connect Seattle with its burgeoning eastern suburbs. The project celebrated its centennial on July 4, 2017.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$661,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Neah Bay, WA

AUTHORIZATION: Breakwater and Revetment - River and Harbor Act of June 20, 1938. Marina Breakwater – Section 107, Public Law 86-645.

LOCATION AND DESCRIPTION: Neah Bay is located at the most northwest tip of Washington at the entrance to the Strait of Juan de Fuca and offshore of the Makah Tribal Reservation, about 5 miles east of Cape Flattery and the Pacific Ocean. The project provides an outer breakwater, marina inner breakwater and entrance channel, and revetment. The outer breakwater provides a sheltered harbor, with a shore protection revetment at the harbor entrance, a navigation channel and marina breakwater to provide access and protection to the Makah 22-acre commercial marina. The outer rubble mound breakwater extends west from Waada Island approximately 8,000 ft. The rock revetment is 3,000 feet long at Baada Point and protects U. S. Coast Guard (USCG) facilities. The marina rubble mound breakwater is 1,900 feet long and the marina access channel is 15 feet deep. The marina breakwater includes a fish gap and maintenance of a beach sand blanket to the east.

FISCAL YEAR 2017 ALLOCATION: -\$144,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$17,000 T: \$17,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$17,000 – Funds will be used for specific work activities to include the conversion and validation of real estate project map data into an integrated enterprise GIS program (\$17,000).

OTHER INFORMATION: Neah Bay is the first bay of refuge (Harbor of Refuge) from the Pacific Ocean in Washington State and home of Makah Nation and their Pacific fishing fleet (Subsistence Fishing Village) and the primary USCG Search and Rescue station on the Washington coast. It is also the home station for the coastal oil spill response tug that is deployed to escort disabled oil tankers to safe harbors. Breakwater provides protection to this important bay, shielding the USCG Search and Rescue Station and Makah Tribe community from dangerous ocean swells and high energy waves. The USCG station and Tribal community are subject this harsh exposure. The remaining damaged segments of the outer breakwater require repair and rework of the relic stone and the addition of new armor stone interlocked with the relic stone. Breakwater will continue to deteriorate and require emergency repair to protect the Tribe and USCG station.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$17,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Olympia Harbor, WA

AUTHORIZATION: Rivers and Harbor Act of 1927

LOCATION AND DESCRIPTION: Olympia Harbor is a medium use, deep draft port in south Puget Sound. The Port of Olympia (Port) provides significant commerce for Olympia and southern Puget Sound. This project provides for a 30-foot-deep, 300 to 500-foot-wide channel, extending from deep water in Budd Inlet to the Port terminal. Included is a 3,350-foot-long, 500 to 960-foot-wide turning basin. The project also includes a marina, with a 13-foot-deep, 150-foot-wide entrance channel and an access channel 12 feet deep. The marina, protected by a 656-foot-long floating breakwater, was completed in May 1983.

FISCAL YEAR 2017 ALLOCATION: \$1,000

DESCRIPTIONS OF WORK FOR FY 2017: N/A

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$2,000 T: \$2,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$2,000 – Funds will be used for specific work activities to include real property inspections.

OTHER INFORMATION: The Port handled 1.14 million short tons in 2015. The Port Marine Terminal (Marine Terminal) has been very successful in diversifying its cargo business with a steady customer base consisting of aluminum, logs, and glass while attracting new break bulk and bulk business such as garnet, limestone, military cargos, and log operations. Primary revenues at the Marine Terminal are from export logs, imported aluminum, and military cargo.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$1,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Port Townsend, WA

AUTHORIZATION: Rivers and Harbor Act of July 3, 1958

LOCATION AND DESCRIPTION: The project provides for a mooring basin and breakwater. The basin has an area of 12.5 acres and depths of 10 and 12 feet in the inner and outer sections, respectively. The basin is surrounded by a gravel and rock fill breakwater 1,946 feet long. This is a low commercial use, shallow draft waterway.

FISCAL YEAR 2017 ALLOCATION: \$136,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding provided for sediment characterization required for suitability determination.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$3,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding provides for routine operations and maintenance for navigation.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$14,000 T: \$14,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$14,000 – Funds will be used for specific work activities to include converting and validating project map data into an integrated Enterprise GIS (EGIS) program.

OTHER INFORMATION: This is a critical port for the 87 foot U.S. Coast Guard (USCG) Cutter Osprey, which is stationed in Port Townsend.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$87,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Puget Sound and Tributary Waters, WA

AUTHORIZATION: The River and Harbor Act of 1892 (27 Stat. 88)

LOCATION AND DESCRIPTION: The Puget Sound and its Tributary Waters project is a moderate-use, deep-draft Federal harbor project located in northwestern Washington State. The goal of the project is to remove all hazards to navigation in the Federal Navigation Channels. Project provides year round routine operations and maintenance for the debris vessel M/V PUGET and support vessels including three large flat-deck barges.

FISCAL YEAR 2017 ALLOCATION: \$1,228,000

DESCRIPTIONS OF WORK FOR FY 2017: Funded activities including the removal and disposal of hazards to navigation composed of man-made and large woody debris in the Federal Navigation Channel waters of Puget Sound, reducing collision hazards for the shipping industry and public users.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,913,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funds target activities including the removal and disposal of hazards to navigation composed of man-made and large woody debris in the Federal Navigation Channel waters of Puget Sound, reducing collision hazards for the shipping industry and public users.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$1,485,000 T: \$1,485,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$1,485,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: As part of this project, 9,000 to 11,000 tons of debris is removed annually. The woody debris is available to municipalities and the State of Washington for restoration work at no charge while other debris is stockpiled and disposed of appropriately. In addition to debris cleanup, the vessel PUGET is used, in coordination with the U.S. Coast Guard, as a major oil-spill response clean-up vessel in the event of a spill in Puget Sound.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$3,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Quillayute River, WA

AUTHORIZATION: River and Harbor Act of 1930 (46 Statute 918)

LOCATION AND DESCRIPTION: The project is low-use, shallow-draft Federal harbor located on Washington's Pacific coast at the mouth of the Quillayute River at La Push. It lies within the Quileute Tribal Reservation which is bounded by the Olympic National Park. The project consists of a channel 10-foot deep and 75- to 100-foot wide, running from deep water to the Quileute Tribe marina. The marina is protected by a timber-pile breakwater and provides moorage for the US Coast Guard. The entrance is protected by two federal structures, a jetty on the south and a dike on the north. The dike runs between a natural spit and James Island. There is a Federal responsibility to protect the spit that has been armored.

FISCAL YEAR 2017 ALLOCATION: \$3,708,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding provided for routine maintenance dredging of the Quillayute channel. Project condition surveys conducted to monitor and report channel conditions to the Tribe and the US Coast Guard (USCG). Sediment characterization of the channel conducted in order to request a new suitability determination for disposal of dredge material. Funding also provided for emergency rock placement at the Rialto Beach revetment following a storm event.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$283,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding will provide for project management for this off-cycle year. While no dredging occurs, significant coordination with sponsor, Tribe, waterway users, and local stakeholders continues throughout the year.

BUDGETED AMOUNT FOR FY 2019: M: \$1,440,000 O: \$233,000 T: \$1,673,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$1,673,000 – Funds will be used for specific work activities including maintenance dredging (\$1,440,000), condition survey (\$50,000) and program support (\$183,000).

OTHER INFORMATION: This project is the only access to the Usual and Accustomed fishing grounds for the Quileute Tribe. Due to extreme shoaling and use of this waterway for US Coast Guard Search and Rescue Operations, the rating for this harbor has been modified from "acceptable" to "critical." To mitigate for poor channel conditions, a web-based construction camera has been installed to monitor the channel, the South Jetty, and Sea Dike. To assist the Quileute Tribe and US Coast Guard (USCG), the USACE Seattle District has increased the hydrographic survey frequency to monitor shoaling of channel and USCG Search and Rescue moorage facilities.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$847,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Seattle Harbor, WA

AUTHORIZATION: The Rivers and Harbors Act of 1919 (40 Statute 1275)

LOCATION AND DESCRIPTION: Seattle Harbor is a high-use, deep-draft Federal harbor located on the east side of central Puget Sound in northwest Washington. The project is located on the lower Duwamish River from Elliott Bay, upstream, five miles to the head of the Federal navigation channel. The project consists of the East Waterway, 34-to 51-feet deep; the West Waterway, 34-feet deep; and the Duwamish Waterway, 30-feet deep for 2.6 miles, 20-feet deep for 0.8 miles, and 15-feet deep for 1.8 miles to the head of navigation.

FISCAL YEAR 2017 ALLOCATION: \$3,197,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding provided for dredging of the Upper Turning Basin and downstream reaches. Funding also provided for channel project condition survey of all three waterways to report conditions to the U.S. Coast Guard, the Puget Sound Pilots, and extensive and diverse waterway users. Sediment characterization of the channel conducted in order to request a new suitability determination for disposal of dredge material. In addition, funding provided for Harbor Maintenance Tax rebates to importers (\$1,558,000).

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$389,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding will provide for project management for this off-cycle year. While no dredging occurs, significant coordination with sponsor, Tribe, waterway users, and local stakeholders continues throughout the year. Funding also provides for maintenance dredging condition survey.

BUDGETED AMOUNT FOR FY 2019: M: \$1,605,000 O: \$211,000 T: \$1,816,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$1,816,000 – Funds will be used for specific work activities including maintenance dredging (\$1,605,000), condition survey (\$40,000) and program support (\$171,000).

OTHER INFORMATION: Annual shipping handled by Seattle Harbor is estimated at 26-million tons, much of it as container cargo. The Port of Seattle is a donor port to the Harbor Maintenance Trust Fund. The Duwamish Waterway is a heavily used working waterway for Alaska-bound containerized and break-bulk freight, aggregate and cement products, commercial fishing, Tribal fishing, and ship building and repair.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$3,565,000. Of that amount, \$2,961,000 is Donor and Energy Transfer Port funding in the process of being transferred to the Port of Seattle to be issued as rebates to importers. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Swinomish Channel, WA

AUTHORIZATION: 1892 Rivers and Harbor Act

LOCATION AND DESCRIPTION: The Swinomish Channel is a low use shallow draft project inland passage, 11 miles long, between deep water in Saratoga Passage to deep water in Padilla Bay, in northwestern part of Washington, about 60 miles north of Seattle, Washington. The project provides for a protected channel between south and north Puget Sound and to the San Juan Islands. The channel is 100 feet wide by 12 feet deep.

FISCAL YEAR 2017 ALLOCATION: \$597,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding provided for sediment characterization of the channel in order to request a new suitability determination for disposal of dredge material. Funding also provided for structural survey of the South Jetty breakwater.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,528,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding provides for routine maintenance dredging of the southern channel entrance.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$2,000 T: \$2,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$2,000 – Funds will be used for specific work activities to include real property inspections (\$2,000).

OTHER INFORMATION: OTHER INFORMATION: The Swinomish Channel is used for commercial log towing and barge traffic, and provides a heavy weather bypass route for commercial ferries traveling between Seattle and the San Juan Islands and British Columbia, Canada. The channel also supports heavy recreational use. On a typical day, several hundred vessels transit the channel traveling between north and south Puget Sound. It also provides access to the City of La Conner waterfront, Swinomish Tribal fish processing facility and to several marinas. Commerce has averaged 287,000 tons over the last 5 years. Channel dredging typically occurs on a five-year cycle, depending upon actual shoaling.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$409,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Tacoma Harbor, WA

AUTHORIZATION: Rivers and Harbors Act, March 3, 1905

LOCATION AND DESCRIPTION: The project is located in Tacoma, Washington. Provides for: (a) channel in City Waterway 500 feet wide and 29 feet deep from deep water in Commencement Bay to 11th Street Bridge, 500 feet wide and 22 feet deep to 14th Street Bridge, and varying from 500 to 250 feet wide and 19 feet deep from 14th Street Bridge to end of this waterway, a total length of 8,500 feet; (b) channel in Hylebos Waterway 30 feet deep, 3.1 miles long, and 200 feet wide except where width is increased to 250 feet at the bend below East 11th Street, to 300 feet at Lincoln Avenue bend, and to 510 feet and 770 feet, respectively, at the channel widening above Lincoln Avenue and the turning basin at the head of the waterway; (c) construction of two training walls, each about 700 feet long at mouth of Puyallup River; (d) channel in Blair Waterway 2.6 miles long, including a portion seaward of East 11th Street 650 feet wide and 51 feet deep over southerly 350 feet, and 51 feet deep over northerly 300 feet; and remaining portion 51 feet deep and 150 feet wide at East 11th Street, 600 feet wide between East 11th Street and Lincoln Avenue, and 300 feet wide between Lincoln Avenue and a 1,200-foot wide turning basin at head of waterway. All depths refer to the plane of mean lower low water.

FISCAL YEAR 2017 ALLOCATION: \$1,633,000

DESCRIPTIONS OF WORK FOR FY 2017: Funds provided for chemical and physical monitoring of the Commencement Bay disposal site. Funding also provided for Harbor Maintenance Tax rebates to importers (\$1,537,000).

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$5,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding provides for routine operations and maintenance for navigation.

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$15,000 T: \$15,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$15,000 – Funds will be used for specific work activities to include converting and validating project map data into an integrated Enterprise GIS (EGIS) program (\$15,000).

OTHER INFORMATION: The Blair Waterway is the primary waterway for the Port of Tacoma which has recently expanded its container business by over 30% (5-7 million additional tons high value containers shipped) with the addition of the Grand Alliance shipping groups.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$2,922,000. Of that amount, \$2,921,000 is Donor and Energy Transfer Port funding in the process of being transferred to the Port of Tacoma to be issued as rebates to importers. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Willapa River and Harbor, WA

AUTHORIZATION: Rivers and Harbor Act of 1916

LOCATION AND DESCRIPTION: The Willapa Harbor project is located in Southwest Washington in the largest estuary on the Pacific Coast. The project includes a deep draft channel and entrance channels to several small marinas in fishing villages. The project authorized a 26 foot channel from the Pacific Ocean across the Willapa Bar and a 24 foot channel up the Willapa River to Raymond, Washington, a distance of 22 miles. The project also includes entrance channels to small boat basins at Bay Center, 10 feet deep by 40 feet wide; Tokeland 15 feet deep by 100 feet wide; and Nahcotta, 10 feet deep by 200 feet wide. This is a low use deep draft navigation harbor.

FISCAL YEAR 2017 ALLOCATION: \$90,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding provides for required survey for maintenance dredging.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$0 2/

DESCRIPTIONS OF WORK FOR FY 2018: N/A

BUDGETED AMOUNT FOR FY 2019: M: \$0 O: \$44,000 T: \$44,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$44,000 – Funds will be used for specific work activities to include the conversion and validation of real estate project map data into an integrated enterprise GIS program (\$44,000).

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Green Bay Harbor, WI

AUTHORIZATION: Rivers and Harbors Act of 1866, as amended by the Rivers and Harbors Acts of 1892, 1910 (PL 61-264), 1917 (PL 65-37), 1925 (PL 68-585), 1935 (PL 74-409), 1937 (PL 75-392), 1945 (PL 79-14), and 1962 (PL 87-874); and the Water Resources Development Act of 1986 (PL 99-662)

LOCATION AND DESCRIPTION: Green Bay Harbor is located at the mouth of the Fox River at the head of Green Bay in Lake Michigan. Green Bay Harbor is a moderate-use, deep-draft commercial harbor that ships and receives over 2.3 million tons annual and has over 14 miles of maintained channel. Maintenance dredging is required on an annual basis and dredged material is placed in one of two facilities, depending on the attributes of the material being dredged. The two facilities are the Bay Port disposal facility, under an agreement with the Brown County Port Authority, or the Cat Island disposal facility.

FISCAL YEAR 2017 ALLOCATION: \$3,856,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding was used for routine operation and maintenance (O&M) for navigation within Green Bay Harbor. Work included project condition surveys and maintenance dredging.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$3,911,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding is being used for routine operation and maintenance (O&M) for navigation within Green Bay Harbor. Work includes project condition surveys and maintenance dredging.

BUDGETED AMOUNT FOR FY 2019: M: \$3,500,000 O: \$420,000 T: \$3,920,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$3,920,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including maintenance dredging (\$3,500,000).

OTHER INFORMATION: Green Bay Harbor ships and receives over 1.9 million tons annually, and a loss of two feet of channel depth due to annual shoaling, channel blockages or deteriorated wave climate can result in increased transportation costs up to \$1.4 million annually.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$90,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2019

PROJECT NAME: Milwaukee Harbor, WI

AUTHORIZATION: Act of 3 Mar 1843, as amended by the Rivers and Harbors Acts of 1852, 1866, 1881, 1886, 1896, 1907 (PL 59-168), 1922 (PL 67-362), 1935 (PL 74-409), 1945 (PL 79-14), 1960 (PL 86-645), and 1962 (PL 87-874); and the Water Resources Development Acts of 1974 (PL 93-251) and 1986 (PL 99-662).

LOCATION AND DESCRIPTION: Milwaukee Harbor is a moderate-use, deep-draft commercial harbor located in Wisconsin on the west shore of Lake Michigan, approximately 85 miles north of Chicago. The project includes both lake-approach channels and river channels with depths varying from 27 to 30 feet. Maintenance dredging is required on a three to four-year cycle. Dredged material is placed in the Milwaukee Dredged Material Disposal Facility. The project also includes over 21,000 feet of structures, including breakwaters, piers and revetments.

FISCAL YEAR 2017 ALLOCATION: \$3,538,000

DESCRIPTIONS OF WORK FOR FY 2017: Funding was used for routine operation and maintenance (O&M) for navigation within Milwaukee Harbor. Work included maintenance of portions of the north breakwater to protect the navigation channel and the design and construction of repairs to the stone dock wall.

PRESUMED FISCAL YEAR 2018 ALLOCATION: \$1,280,000 2/

DESCRIPTIONS OF WORK FOR FY 2018: Funding is being used for routine operation and maintenance (O&M) for navigation within Milwaukee Harbor. Work will include maintenance of portions of the north breakwater to protect the navigation channel.

BUDGETED AMOUNT FOR FY 2019: M: \$2,570,000 O: \$0 T: \$2,570,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$2,570,000 – Funds will be used for specific work activities including maintenance dredging (\$1,500,000) and repairs of the most critical portions of the north breakwater to protect the navigation channel (\$1,070,000).

OTHER INFORMATION: Bulk commodities that pass through Milwaukee Harbor generate approximately \$146 million annually in direct revenue while supporting 1,416 jobs. Commercial commodities shipped from the harbor include petroleum and petroleum products and manufactured equipment.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$110,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2019 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.