

HARBOR MAINTENANCE TRUST FUND

This page is intentionally blank.

HARBOR MAINTENANCE TRUST FUND

STATE	PROJECT	PAGE
	(CONSTRUCTION ACTIVITIES)	
MARYLAND	POPLAR ISLAND, MD	5
	(OPERATION AND MAINTENANCE ACTIVITIES)	
ALABAMA	MOBILE HARBOR, AL	15
	PERDIDO PASS CHANNEL, AL	16
ALASKA	ANCHORAGE HARBOR, AK	19
	AURORA HARBOR, AK	20
	DILLINGHAM HARBOR, AK	21
	HOMER HARBOR, AK	22
	JUNEAU HARBOR, AK	23
	NINILCHIK HARBOR, AK	24
	NOME HARBOR, AK	25
ARKANSAS	HELENA HARBOR, AR	29
	HELENA HARBOR, PHILLIPS COUNTY, AR 1/	30
	OSCEOLA HARBOR, AR	31
CALIFORNIA	CHANNEL ISLANDS HARBOR, CA	35
	HUMBOLDT HARBOR AND BAY, CA	36
	MORRO BAY HARBOR, CA	37
	OAKLAND HARBOR, CA	38
	OCEANSIDE HARBOR, CA	39
	REDWOOD CITY HARBOR, CA	40
	RICHMOND HARBOR, CA	41
	SACRAMENTO RIVER (30 FOOT CHANNEL), CA	42
	SACRAMENTO RIVER AND TRIBUTARIES (DEBRIS CONTROL), CA 2/	43
	SACRAMENTO RIVER (SHALLOW DRAFT CHANNEL), CA	44
	SAN FRANCISCO BAY LONG TERM MANAGEMENT STRATEGY (LTMS), CA	45
	SAN FRANCISCO HARBOR AND BAY (DRIFT REMOVAL), CA	46
	SAN FRANCISCO HARBOR, CA	47
	SAN JOAQUIN RIVER (PORT OF STOCKTON), CA	48
	SAN PABLO BAY AND MARE ISLAND STRAIT, CA	49
	SAN RAFAEL CREEK, CA	50
	SANTA BARBARA HARBOR, CA	51
	SUISUN BAY CHANNEL, CA	52
	YUBA RIVER, CA 2/	53
DELAWARE	DELAWARE RIVER, PHILADELPHIA TO THE SEA, NJ, PA & DE (See New Jersey)	183
	INDIAN RIVER INLET & BAY, DE	57
	INTRACOASTAL WATERWAY, DELAWARE RIVER TO CHESAPEAKE BAY, DE AND MD	58
	INTRACOASTAL WATERWAY, REHOBOTH BAY TO DELAWARE BAY, DE	59
	WILMINGTON HARBOR, DE	60

HARBOR MAINTENANCE TRUST FUND

STATE	PROJECT	PAGE
DISTRICT OF COLUMBIA	POTOMAC AND ANACOSTIA RIVERS, DC AND MD (DRIFT REMOVAL)	63
	WASHINGTON HARBOR, DC	64
FLORIDA	CANAVERAL HARBOR, FL	67
	CENTRAL & SOUTHERN FLORIDA (C&SF), FL 2/	68
	ESCAMBIA AND CONECUH RIVERS, FL	69
	JACKSONVILLE HARBOR, FL	70
	MANATEE HARBOR, FL	71
	MIAMI HARBOR, FL	72
	OKEECHOBEE WATERWAY (OWW), FL 2/	73
	PALM BEACH HARBOR, FL	74
	PORT EVERGLADES HARBOR, FL	75
	REMOVAL OF AQUATIC GROWTH, FL	76
	TAMPA HARBOR, FL	77
GEORGIA	BRUNSWICK HARBOR, GA	81
	HARTWELL LAKE, GA AND SC 2/	82
	J. STROM THURMOND (JST) DAM AND LAKE, GA AND SC 2/	83
	SAVANNAH HARBOR, GA	84
	SAVANNAH RIVER BELOW AUGUSTA, GA	85
HAWAII	HILO HARBOR, HI	89
	HONOLULU HARBOR, OAHU, HI	90
	PORT ALLEN HARBOR, KAUAI, HI	91
ILLINOIS	CALUMET HARBOR AND RIVER, IL & IN	95
	CHICAGO HARBOR, IL	97
	LAKE MICHIGAN DIVERSION, IL	99
	WAUKEGAN HARBOR, IL	100
INDIANA	BURNS WATERWAY HARBOR, IN	103
	CALUMET HARBOR AND RIVER, IL & IN (See Illinois)	95
	INDIANA HARBOR, IN	104
KENTUCKY	BIG SANDY HARBOR, KY	107
	ELVIS STAHR (HICKMAN) HARBOR, KY	108
LOUISIANA	ATCHAFALAYA RIVER AND BAYOUS CHENE, BOEUF & BLACK, LA	111
	BATON ROUGE HARBOR, DEVILS SWAMP, LA 1/	112
	BAYOU LAFOURCHE AND LAFOURCHE JUMP WATERWAY, LA	113
	BAYOU SEGNETTE WATERWAY, LA	114
	BAYOU TECHE, LA	115
	BAYOU TECHE AND VERMILION RIVER, LA	116
	CALCASIEU RIVER AND PASS, LA	117
	CHEFUNCTE RIVER & BOGUE FALIA, LA	118
	FRESHWATER BAYOU, LA	119
	HOUMA NAVIGATION CANAL, LA	120
	LAKE PROVIDENCE HARBOR, LA	121
	MERMENTAU RIVER, LA	122
	MISSISSIPPI RIVER, BATON ROUGE TO THE GULF OF MEXICO, LA	123

HARBOR MAINTENANCE TRUST FUND

STATE	PROJECT	PAGE
LOUISIANA	MISSISSIPPI RIVER OUTLETS AT VENICE, LA	124
	REMOVAL OF AQUATIC GROWTH, LA	125
	WATERWAY FROM EMPIRE TO THE GULF, LA	126
	WATERWAY FROM INTRACOASTAL WATERWAY TO BAYOU DULAC, LA	127
MAINE	DISPOSAL AREA MONITORING, ME	131
	UNION RIVER, ME	132
MARYLAND	BALTIMORE HARBOR, MD (DRIFT REMOVAL)	135
	BALTIMORE HARBOR AND CHANNELS (50 FOOT), MD	136
	INTRACOASTAL WATERWAY, DELAWARE RIVER TO CHESAPEAKE BAY, DE AND MD (See Delaware)	58
	NANTICOKE RIVER NORTHWEST FORK, MD	137
	OCEAN CITY HARBOR & INLET & SINEPUXENT BAY, MD	138
	POCOMOKE RIVER, MD	139
	POTOMAC AND ANACOSTIA RIVERS, DC AND MD (DRIFT REMOVAL) (See District of Columbia)	63
MASSACHUSETTS	WICOMICO RIVER, MD	140
	CAPE COD CANAL, MA 2/	143
	WELLFLEET HARBOR, MA	144
MICHIGAN	CHANNELS IN LAKE ST. CLAIR, MI	147
	DETROIT RIVER, MI 2/	148
	GRAND HAVEN HARBOR AND GRAND RIVER, MI 2/	149
	SAGINAW RIVER, MI	150
	ST. CLAIR RIVER, MI	151
MINNESOTA	ST. MARYS RIVER, MI 2/	152
	DULUTH - SUPERIOR HARBOR, MN & WI 2/	155
	TWO HARBORS, MN	156
MISSISSIPPI	GREENVILLE HARBOR, MS 1/	159
	GULFPORT HARBOR, MS	160
	MOUTH OF YAZOO RIVER, MS	161
	PASCAGOULA HARBOR, MS	162
	ROSEDALE HARBOR, MS	163
	VICKSBURG HARBOR, MS 1/	164
MISSOURI	YAZOO RIVER, MS	165
	CARUTHERSVILLE HARBOR, MO	169
	NEW MADRID COUNTY HARBOR, MO	170
	NEW MADRID HARBOR, MO (MILE 889)	171
	SOUTHEAST MISSOURI PORT, MISSISSIPPI RIVER, MO	172
NEW HAMPSHIRE	RYE HARBOR, NH	175
NEW JERSEY	BARNEGAT INLET, NJ	179
	CHEESEQUAKE CREEK, NJ	180
	COLD SPRING INLET, NJ	181
	DELAWARE RIVER AT CAMDEN, NJ	182
	DELAWARE RIVER, PHILADELPHIA TO TRENTON, PA & NJ (See Pennsylvania)	255
	DELAWARE RIVER, PHILADELPHIA TO THE SEA, NJ, PA & DE	183
	MANASQUAN RIVER, NJ	184

HARBOR MAINTENANCE TRUST FUND

STATE	PROJECT	PAGE	
NEW JERSEY	NEW JERSEY INTRACOASTAL WATERWAY, NJ	185	
	NEW YORK AND NEW JERSEY HARBOR, NY & NJ (See New York)	213	
	NEW YORK HARBOR, NY & NJ (DRIFT REMOVAL) (See New York)	215	
	NEWARK BAY, HACKENSACK AND PASSAIC RIVERS, NJ	186	
	RARITAN RIVER, NJ	187	
	SALEM RIVER, NJ	188	
	SANDY HOOK BAY AT LEONARD, NJ	189	
	SHOAL HARBOR AND COMPTON CREEK, NJ	190	
	SHREWSBURY RIVER, NJ	191	
	NEW YORK	BAY RIDGE AND RED HOOK CHANNELS, NY	195
BLACK ROCK CHANNEL AND TONAWANDA HARBOR, NY 2/		196	
BRONX RIVER, NY		197	
BROWNS CREEK, NY		198	
BUTTERMILK CHANNEL, NY		199	
EAST RIVER, NY		200	
FIRE ISLAND INLET TO JONES INLET, NY		201	
FLUSHING BAY AND CREEK, NY		202	
GLEN COVE CREEK, NY		203	
GREAT KILLS HARBOR, NY		204	
GREAT SOUTH BAY, NY		205	
HUDSON RIVER CHANNEL, NY		206	
HUDSON RIVER, NY (MAINT)		207	
HUDSON RIVER, NY (O & C)		208	
JONES INLET, NY		209	
LAKE MONTAUK HARBOR, NY		210	
MATTITUCK HARBOR, NY		211	
NEW YORK AND NEW JERSEY CHANNELS, NY		212	
NEW YORK AND NEW JERSEY HARBOR, NY & NJ		213	
NEW YORK HARBOR, NY		214	
NEW YORK HARBOR, NY & NJ (DRIFT REMOVAL)		215	
NEW YORK HARBOR, NY (PREVENTION OF OBSTRUCTIVE DEPOSITS)		216	
PORTCHESTER HARBOR, NY		217	
NORTH CAROLINA		CAPE FEAR RIVER ABOVE WILMINGTON, NC 2/	221
		MANTEO (SHALLOWBAG) BAY, NC	222
		MASONBORO INLET AND CONNECTING CHANNELS, NC	223
		MOREHEAD CITY HARBOR, NC	224
	NEW RIVER INLET, NC	225	
	ROLLINSON CHANNEL, NC	226	
	SILVER LAKE HARBOR, NC	227	
	WILMINGTON HARBOR, NC	228	
OHIO	ASHTABULA HARBOR, OH	231	
	CLEVELAND HARBOR, OH	232	
	CONNEAUT HARBOR, OH	233	
	FAIRPORT HARBOR, OH	234	

HARBOR MAINTENANCE TRUST FUND

STATE	PROJECT	PAGE
OHIO	SANDUSKY HARBOR, OH	235
	TOLEDO HARBOR, OH	236
OREGON	BONNEVILLE LOCK AND DAM, OR & WA 2/	239
	CHETCO RIVER, OR	240
	COLUMBIA AND LOWER WILLAMETTE RIVERS BELOW VANCOUVER, WA AND PORTLAND, OR (See Washington)	302
	COLUMBIA RIVER AT THE MOUTH, OR AND WA	241
	COLUMBIA RIVER BETWEEN VANCOUVER, WA AND THE DALLES, OR (See Washington)	304
	COOS BAY, OR	242
	COQUILLE RIVER, OR	243
	DEPOE BAY, OR	244
	NEHALEM BAY, OR	245
	PORT ORFORD, OR	246
	ROGUE RIVER AT GOLD BEACH, OR	247
	SIUSLAW RIVER, OR	248
	SKIPANON CHANNEL, OR	249
	TILLAMOOK BAY AND BAR, OR	250
	UMPQUA RIVER, OR	251
	YAQUINA BAY AND HARBOR, OR	252
PENNSYLVANIA	DELAWARE RIVER, PHILADELPHIA TO TRENTON, PA & NJ	255
	DELAWARE RIVER, PHILADELPHIA TO THE SEA, NJ, PA & DE (See New Jersey)	183
	SCHUYLKILL RIVER, PA	256
PUERTO RICO	SAN JUAN HARBOR, PR	259
RHODE ISLAND	PROVIDENCE RIVER AND HARBOR, RI	263
SOUTH CAROLINA	CHARLESTON HARBOR, SC	267
	COOPER RIVER, CHARLESTON HARBOR, SC	268
	HARTWELL LAKE, GA AND SC (See Georgia) 2/	82
	J. STROM THURMOND (JST) DAM AND LAKE, GA AND SC (See Georgia) 2/	83
TENNESSEE	MEMPHIS HARBOR, MCKELLAR LAKE, MEMPHIS, TN 1/	271
	NORTHWEST TENNESSEE REGIONAL HARBOR, TN	272
	WOLF RIVER HARBOR, TN	273
TEXAS	BRAZOS ISLAND HARBOR, TX	277
	CHANNEL TO HARLINGEN, TX	278
	CORPUS CHRISTI SHIP CHANNEL, TX	279
	FREEPORT HARBOR, TX	280
	GALVESTON HARBOR AND CHANNEL, TX	281
	GIWW, CHANNEL TO VICTORIA, TX	282
	GULF INTRACOASTAL WATERWAY, CHOCOLATE BAYOU, TX	283
	HOUSTON SHIP CHANNEL, TX	284
	MATAGORDA SHIP CHANNEL, TX	285
	SABINE - NECHES WATERWAY, TX	286
	TEXAS CITY SHIP CHANNEL, TX	287
VIRGINIA	CHINCOTEAGUE INLET, VA	291
	HAMPTON ROADS DRIFT REMOVAL, VA	292

HARBOR MAINTENANCE TRUST FUND

STATE	PROJECT	PAGE	
VIRGINIA	HAMPTON ROADS, PREVENTION OF OBSTRUCTIVE DEPOSITS, VA	293	
	JAMES RIVER CHANNEL, VA	294	
	NORFOLK HARBOR, VA	295	
	RAPPAHANNOCK RIVER, VA	296	
	RUDEE INLET, VA	297	
	WATER AND ENVIRONMENTAL CERTIFICATIONS, VA	298	
	WASHINGTON	BELLINGHAM HARBOR, WA	301
		BONNEVILLE LOCK AND DAM, OR & WA (See Oregon) 2/	239
		COLUMBIA AND LOWER WILLAMETTE RIVERS BELOW VANCOUVER, WA AND PORTLAND, OR	302
		COLUMBIA RIVER AT BAKER BAY, WA	303
COLUMBIA RIVER AT THE MOUTH, OR AND WA (See Oregon)		241	
COLUMBIA RIVER BETWEEN VANCOUVER, WA AND THE DALLES, OR		304	
EVERETT HARBOR AND SNOHOMISH RIVER, WA		305	
GRAYS HARBOR, WA		306	
KENMORE NAVIGATION CHANNEL, WA		307	
LAKE CROCKETT (KEYSTONE HARBOR), WA		308	
LAKE WASHINGTON SHIP CANAL, WA 2/	309		
PUGET SOUND AND TRIBUTARY WATERS, WA	310		
QUILLAYUTE RIVER, WA	311		
SEATTLE HARBOR, WA	312		
SWINOMISH CHANNEL, WA	313		
TACOMA HARBOR, WA	314		
WILLAPA RIVER AND HARBOR, WA	315		
WISCONSIN	DULUTH - SUPERIOR HARBOR, MN & WI (See Minnesota) 2/	155	
	GREEN BAY HARBOR, WI	319	
	MILWAUKEE HARBOR, WI	320	

FOOTNOTES:

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

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

CONSTRUCTION ACTIVITIES

This page is intentionally blank.

MARYLAND

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund – Navigation, Fiscal Year 2020

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. The non-federal sponsor for the project is the Maryland Department of Transportation (Maryland Port Administration) who contributes 25% of the funds for the project through cash and work-in-kind contributions per the project partnership agreement. The proposed recreation features of the project are authorized, but are not part of the recommended plan.

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 upland 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 the aquatic ecosystem restoration project was formulated on the basis of environmental benefits and was 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 2019)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		1,038,452,000	Entire Project	28	Indefinite
Programmed Construction	1,038,363,000		Wetlands	48	Indefinite
Un-programmed Construction	89,000		Uplands	0	Indefinite
			Open Water	100	Sep 2018
Estimated Non-Federal Cost		346,151,000			
Programmed Construction	346,062,000				
Cash Contributions	71,785,000				
Other Costs	274,277,000				
Estimated Non-Federal Cost					
Unprogrammed Construction	89,000				
Cash Contributions	89,000				
Other Costs	0				
Total Estimated Project Cost		1,384,603,000			
Authorized Cost (plus inflation)		1,384,603,000			
Maximum Cost Limit (Section 902)		1,631,385,000			
Allocations to 30 September 2016	304,777,000				
Allocation for FY 2017	62,650,000				
Allocation for FY 2018	67,225,000				
Allocation for FY 2019	21,000,000				
Allocations through FY 2019	455,652,000	1/ 2/ 3/ 5/	44		
Estimated Unobligated Carry-in Funds	10,800,000	4/			
President's Budget for FY 2020	17,300,000		46		
Programmed Balance to Complete after FY 2020	565,411,000	6/			
Un-programmed balance to Complete after FY 2020	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 2018 to FY 2019 was \$13,700,000. As of the date this budget justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$10,800,000.

4/ PED costs of \$1,780,000 are included in this amount. PED for this project was completed under the construction phase.

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. The completed project will create 776 acres of wetlands, 829 acres of uplands, and 110 acres of 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 2017 is 32.0 million cubic yards (MCY) with 2.1 MCY in 2018, 2.3 MCY expected in 2019, and another 2.3 MCY being placed with the FY 2020 funds. To date the project has created 373 acres of wetland habitat and 110 acres of open water habitat. The Budget classifies the Poplar Island project, which serves as the primary disposal site for the Port of Baltimore, as a navigation project.

FISCAL YEAR 2019: The TOTAL unobligated dollars are being 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.	\$ 19,600,000
Programmed Carryover into FY20	\$ 10,800,000
Total	\$ 34,700,000

FISCAL YEAR 2020: The budget amount plus carry-in funds will be applied as follows:

<u>Original Work</u>	
Inflow of dredged material for wetlands and island cell development.	\$ 17,300,000 1/
Total	\$ 17,300,000

1/ In addition to the FY 2020 budget amount, \$4,500,000 of funds carried in from FY 2019 will be used for construction management, monitoring, and stakeholder coordination activities.

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	Annual Payments During Construction and Reimbursements	Operation Maintenance and Replacement Costs
Pay one-half of the separable costs allocated to recreation and bear all costs of operation, maintenance, repair, rehabilitation and replacement of recreation features.	89,000	0
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.	346,062,000	750,000
Total Non-Federal Costs	\$346,062,000	750,000

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 \$1,384,603,000 is a decrease of \$26,135,000 from the last estimate presented to Congress (FY 2019). This change includes the following items.

Item	Amount
Reduced Price Escalation Factors on Construction Features, Contract Cost Savings, and Reduced Contingency	(\$26,135,000)
Total	(\$26,135,000)

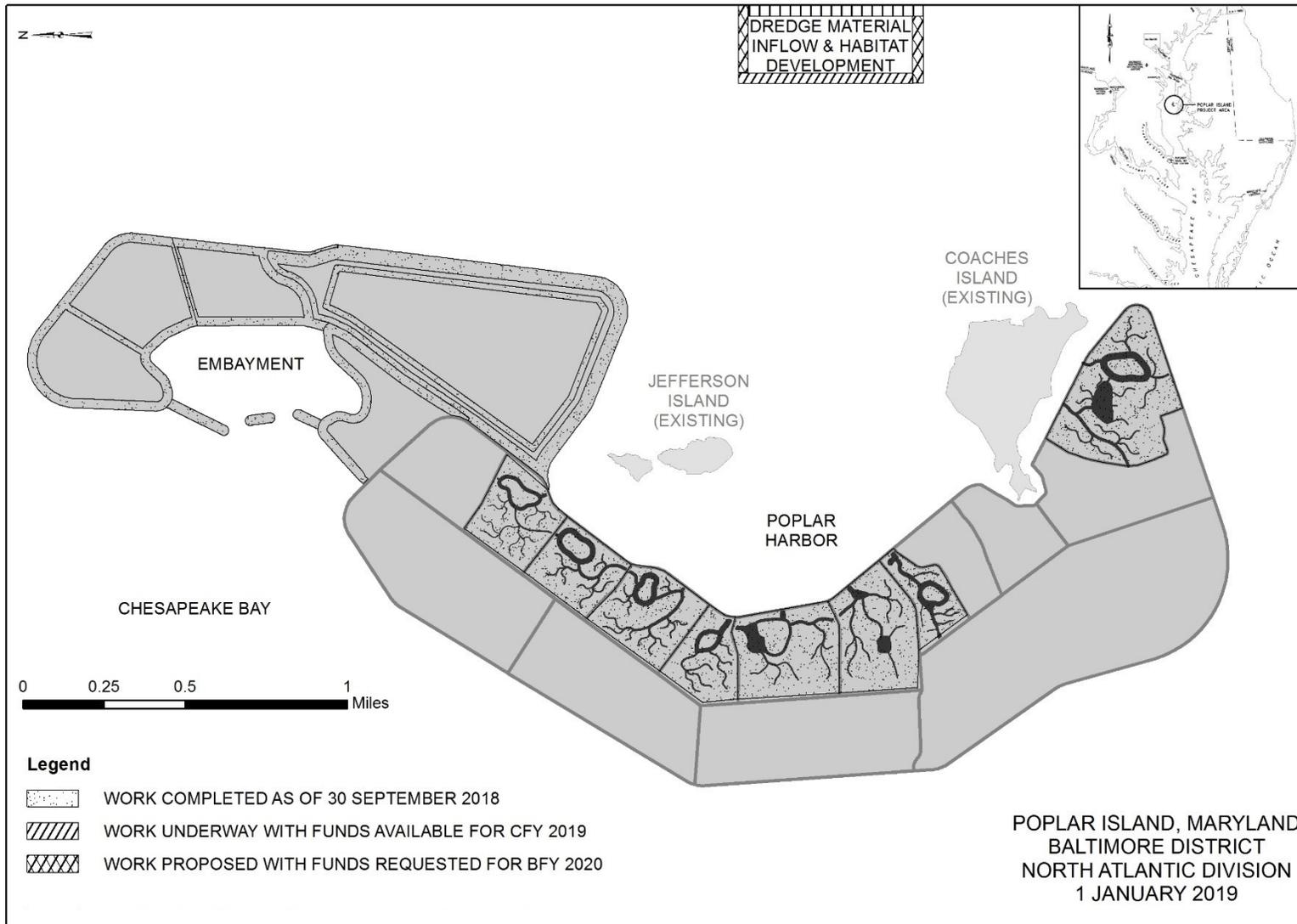
STATUS OF ENVIRONMENTAL IMPACT STATEMENT COMPLIANCE: The EIS for the initial construction of Poplar Island was distributed for review and was finalized in February 1996 under the authority of Section 204 of the Water Resources Development Act of 1992. A General Re-evaluation Report and Supplemental Environmental Impact Statement for the expansion of Poplar Island were prepared and circulated in 2005, and the expansion was first authorized in WRDA 2007.

Division: North Atlantic

District: Baltimore

Poplar Island, MD

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.



Division: North Atlantic

District: Baltimore

Poplar Island, MD

OPERATION AND MAINTENANCE ACTIVITIES

This page is intentionally blank.

ALABAMA

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$33,816,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$42,968,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging, dredge material placement area maintenance, and energy transport work to dredging non-Federal sponsor's berthing areas.

BUDGETED AMOUNT FOR FY 2020: M: \$24,977,000 O: \$1,054,000 T: \$26,031,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$26,031,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$23,133,000) 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, and containers. The port also supports major shipbuilding and ship repair facilities, including the construction of U.S. Navy ships.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$644,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Perdido Pass Channel, AL

AUTHORIZATION: River and Harbor Acts of 1965

LOCATION AND DESCRIPTION: Perdido Pass Channel is an inlet to Gulf of Mexico at Alabama Point in Baldwin County, AL, approximately 30 miles east of the mouth of Mobile Bay. The project includes 9ft by 100ft bay channel, Perdido Bay channel, Terry Cove channel and a 12ft by 150ft bar channel.

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

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$5,000 T: \$5,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$5,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$199,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

ALASKA

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$7,593,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used to solicit and award a new 3-year maintenance dredging contract. Funds were also used to perform annual maintenance dredging with a small hopper dredge to remove 1.2 million cubic yards of glacial silts and sands between April and November.

FISCAL YEAR 2019 ALLOCATION: \$9,172,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used to maintenance dredge approximately 1.2 million cubic yards of glacial silts and sands, perform contract and environmental oversight, and survey.

BUDGETED AMOUNT FOR FY 2020: M: \$10,485,000 O: \$0 T: \$10,485,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$10,485,000 –Funds will be used for specific work activities including dredging (\$10,485,000).

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 2018 into FY 2019 was \$266,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Aurora Harbor, AK

AUTHORIZATION: Rivers and Harbors Act of 1958 (P.L. 85-500), House Document 286, 84th Congress, 2nd Session.

LOCATION AND DESCRIPTION: Aurora Harbor is located in Juneau at the northern end of Gastineau Channel in southeast Alaska. Aurora Harbor is adjacent to, and just to the north of, Juneau Harbor. The low-use, shallow draft harbor consists of a 19 acre basin with project depths of -12 feet and -14 feet mean lower low water. The harbor is protected by a 1,500 feet long rubble mound breakwater and 670 feet long jetty. Access to the Juneau area is by air or water only.

FISCAL YEAR 2018 ALLOCATION: \$300,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$5,000,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$75,000 O: \$0 T: \$75,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$75,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: Aurora Harbor is used as a base of operations for approximately 550 vessels and is an important subsistence harbor. It is part of the Juneau-Douglas complex of harbors that provides protection and moorage for approximately 1,000 vessels.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 into FY 2019 was \$176,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$100,000.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$652,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used to perform annual maintenance dredging of 95,000 cubic yards of silt from the basin and entrance channel.

FISCAL YEAR 2019 ALLOCATION: \$960,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for continued annual maintenance dredging of approximately 95,000 cubic yards from the harbor and entrance channel and to prepare plans and specifications and complete environmental coordination for a new 3-year maintenance dredging contract.

BUDGETED AMOUNT FOR FY 2020: M: \$875,000 **O:** \$0 **T:** \$875,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$875,000 – Funds will be used for specific work activities including dredging.

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 2018 to FY 2019 was \$158,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$594,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used to perform annual maintenance dredging.

FISCAL YEAR 2019 ALLOCATION: \$762,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$615,000 O: \$0 T: \$615,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$615,000 – Funds will be used for specific work activities including dredging.

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 2018 to FY 2019 was \$132,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Juneau Harbor, AK

AUTHORIZATION: Rivers and Harbors Act of 1937, House Document 249, 75th Congress, 1st Session.

LOCATION AND DESCRIPTION: Juneau Harbor, locally known as Harris Harbor, is located in Juneau just north of the Juneau-Douglas Bridge at the northern end of Gastineau Channel in southeast Alaska. The low-use, shallow draft harbor consists of an 11.5 acre basin at a depth of -12 feet mean lower low water. The harbor is protected by two rubble mound breakwaters of 430 feet and 1,540 feet in length. Access to the Juneau area is by air or water only.

FISCAL YEAR 2018 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2018: N/A

FISCAL YEAR 2019 ALLOCATION: \$4,425,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$75,000 O: \$0 T: \$75,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$75,000 - Funds will be commonly performed operation and maintenance work.

OTHER INFORMATION: Juneau Harbor is used as a base of operations for approximately 250 vessels and is an important subsistence harbor. It is part of the Juneau-Douglas complex of harbors that provides protection and moorage for approximately 1,000 vessels. Juneau Harbor is also the home port of the U.S. Fish and Wildlife's Research Vessel MEDEIA.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 into FY 2019 was \$217,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$100,000.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$545,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used to perform annual maintenance dredging.

FISCAL YEAR 2019 ALLOCATION: \$594,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$650,000 O: \$0 T: \$650,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$650,000 – Funds will be used for specific work activities including dredging.

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 2018 to FY 2019 was \$117,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$1,846,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for annual maintenance dredging.

FISCAL YEAR 2019 ALLOCATION: \$2,034,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$2,220,000 O: \$0 T: \$2,220,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$2,220,000 – Funds will be used for specific work activities including dredging.

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 2018 to FY 2019 was \$107,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

This page is intentionally blank.

ARKANSAS

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$515,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$515,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M activities.

BUDGETED AMOUNT FOR FY 2020: M: \$15,000 O: \$0 T: \$15,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$15,000 – Funds will be used for commonly performed O&M work.

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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 into FY 2019 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$915,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance (O&M) work, including dredging the harbor mouth and inner harbor channel, and conducting hydrographic surveys to determine channel conditions and identify navigation hazards.

FISCAL YEAR 2019 ALLOCATION: \$715,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for specific work activities including dredging the harbor channel and conducting channel surveys.

BUDGETED AMOUNT FOR FY 2020: M: \$525,000 O: \$15,000 T: \$540,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$540,000 – Funds will be used for specific work activities including maintenance dredging.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2019. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$510,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M) and for dredging.

FISCAL YEAR 2019 ALLOCATION: \$615,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for routine O&M work. Funds are being used specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$15,000 O: \$0 T: \$15,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$15,000 – Funds will be used for commonly performed O&M work.

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

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

This page is intentionally blank.

CALIFORNIA

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$6,336,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for dredging.

FISCAL YEAR 2019 ALLOCATION: \$6,227,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$5,290,000 O: \$0 T: \$5,290,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$5,290,000 – Funds will be used for specific work activities including dredging.

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 2018 to FY 2019 was \$1,512,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Humboldt Harbor and Bay, CA

AUTHORIZATION: River and Harbor Acts of 1910, 1930, 1935, and 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 2018 ALLOCATION: \$5,445,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for dredging and preliminary planning efforts for repair of jetties.

FISCAL YEAR 2019 ALLOCATION: \$17,665,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for dredging and repair of the north jetty.

BUDGETED AMOUNT FOR FY 2020: M: \$3,962,000 O: \$0 T: \$3,962,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$3,962,000 – Funds will be used for specific work activities including dredging.

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 2018 to FY 2019 was \$1,891,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$2,178,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for dredging.

FISCAL YEAR 2019 ALLOCATION: \$2,856,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$2,750,000 **O:** \$0 **T:** \$2,750,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$2,750,000 – Funds will be used for specific work activities including dredging.

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 2018 to FY 2019 was \$290,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$28,313,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for annual operation and maintenance (O&M) dredging. Amount also includes annual O&M of the Fruitvale Avenue railroad bridge, environmental monitoring at Deep Ocean Disposal Site and Sonoma Baylands Wetlands Demonstration Site, and a jetty inspection.

FISCAL YEAR 2019 ALLOCATION: \$18,905,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for dredging. Amount also includes annual O&M 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 2020: M: \$20,203,000 O: \$360,000 T: \$20,563,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$20,563,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging and O&M of the Fruitvale Avenue railroad bridge.

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 Mean Lower Low Water (MLLW) from -42-foot MLLW.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$32,201,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$2,327,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for dredging.

FISCAL YEAR 2019 ALLOCATION: \$2,745,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$2,650,000 O: \$0 T: \$2,650,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$2,650,000 – Funds will be used for specific work activities including dredging.

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 2018 to FY 2019 was \$98,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Redwood City Harbor, CA

AUTHORIZATION: River and Harbor Acts of 1910, 1930, 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 2018 ALLOCATION: N/A

DESCRIPTIONS OF WORK FOR FY 2018: Existing funds were used for preliminary efforts to plan for FY 2019 dredging.

FISCAL YEAR 2019 ALLOCATION: \$7,891,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for maintenance dredging of project, except for San Bruno Shoal Channel. Non-routine activity includes economic analysis of performing advanced maintenance and/or increasing dredging frequency.

BUDGETED AMOUNT FOR FY 2020: M: \$475,000 O: \$0 T: \$475,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$475,000 – Funds will be used for routine maintenance.

OTHER INFORMATION: None

1/ Unobligated Carry-in Funding: The actual unobligated balance from FY 2018 into FY 2019 was \$3,724,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Richmond Harbor, CA

AUTHORIZATION: River and Harbor Acts of 1917, 1930, 1935, 1938, 1945, and 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 2018 ALLOCATION: \$15,992,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for dredging.

FISCAL YEAR 2019 ALLOCATION: \$10,044,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$14,519,000 O: \$0 T: \$14,519,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$14,519,000 – Funds will be used for specific work activities including dredging.

OTHER INFORMATION: The Port of Richmond is the major break bulk port in San Francisco Bay. The Outer Harbor also provides tanker access to the Chevron Longwharf Terminal, which serves a key petroleum refinery.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$3,804,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$1,588,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for maintenance.

FISCAL YEAR 2019 ALLOCATION: \$ 2,332,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$2,030,000 O: \$0 T: \$2,030,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$2,030,000 - Funding will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 1,000,000 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 2018 to FY 2019 was \$542,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Sacramento River and Tributaries (Debris Control), CA 2/

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 2018 ALLOCATION: \$1,058,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$790,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$74,000 O: \$638,000 T: \$712,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$712,000 – Funds will be used for commonly performed O&M work. Funds will also be used for the specific work activities including Hydraulic Steel Structural Inspections (\$60,000).

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 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 FY2018 to FY 2019 was \$133,000. As of the date this justification sheet was prepared, the total unobligated dollars to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

2/ The amounts and descriptions on this justification sheet reflect only the activities for this project funded from the Harbor Maintenance Trust Fund. Corresponding project activities funded from the Operation and Maintenance account are listed on a separate justification sheet.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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

AUTHORIZATION: Rivers and Harbors Act of 1899, 1912, 1927, and 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 2018 ALLOCATION: \$173,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for inspections and maintenance of wing dams.

FISCAL YEAR 2019 ALLOCATION: \$208,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for inspections and maintenance of wing dams.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$175,000 T: \$175,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2019:

N: \$175,000 – Funds will be used for replacement of the wing dam buoys.

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

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$7,000. As of the date this justification sheet was prepared, the total unobligated dollars to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is estimated to be: \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: San Francisco Bay Long Term Management Strategy (LTMS), CA

AUTHORIZATION: Energy and Water Appropriations Act of 1991

LOCATION AND DESCRIPTION: The project encompasses all dredging and placement occurring in the San Francisco, San Pablo, and Suisun Bays in California. The goals of the LTMS program are as follows:

- a. maintain, in an economically and environmentally sound manner, those channels necessary for navigation
- b. conduct dredged material disposal in the most environmentally sound manner
- c. maximize the use of dredged material as a resource, and establish a cooperative permitting framework for dredging and dredged material disposal applications.

In order to implement these goals, the LTMS Management Plan set dredged material disposal targets at a maximum of 20-percent in-bay, a minimum of 40-percent beneficial reuse, with 40-percent ocean disposal as the safety valve if beneficial reuse sites were not available. All management activities are designed to accomplish these goals.

FISCAL YEAR 2018 ALLOCATION: \$594,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$150,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$405,000 T: \$405,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$405,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: The DMMO is a critical component of the San Francisco Bay LTMS for management of unconfined aquatic placement and beneficial use of dredged material. USACE dredging projects are allowed continued use of cost-effective aquatic placement in part due to the oversight and management of aquatic disposal provided by the DMMO.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$637,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$3,725,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for the routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$9,634,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for the commonly performed O&M. Non-routine activities include replacement of 120-ft of the debris dock and repair designs for shorepower and lighting at the debris dock/yard.

BUDGETED AMOUNT FOR FY 2020: M: \$2,765,000 O: \$773,000 T: \$3,538,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$3,538,000 – Funds will be used for the commonly performed O&M work.

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 2018 to FY 2019 was \$1,191,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$3,663,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M) dredging.

FISCAL YEAR 2019 ALLOCATION: \$4,292,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$4,530,000 O: \$0 T: \$4,530,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$4,530,000 - Funds will be used for commonly performed O&M work.

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 2018 to FY 2019 was \$712,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$15,968,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M) dredging and migration of geospatial land data.

FISCAL YEAR 2019 ALLOCATION: \$4,950,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds are being used for O&M dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$4,530,000 O: \$0 T: \$4,530,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$4,530,000 – Funds will be used for specific work activities including dredging.

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 region's 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 2018 to FY 2019 was \$5,536,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: San Pablo Bay and 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 2018 ALLOCATION: \$9,949,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for dredging.

FISCAL YEAR 2019 ALLOCATION: \$3,019,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$2,880,000 O: \$0 T: \$2,880,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$2,880,000 – Funds will be used for specific work activities including dredging.

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 2018 to FY 2019 was 7,657,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: San Rafael Creek, CA

AUTHORIZATION: R&H Act 1919

LOCATION AND DESCRIPTION: San Rafael Creek is located north of San Francisco Bay in Marin County. The Inner Canal Channel is 6-feet-deep, 60 feet wide, 8,900 feet long. The Turning Basin is 6 feet deep, 100 feet wide, 200 feet long. The Channel Across the Flats is 8 feet deep, 100 feet wide, 10,000 feet long.

FISCAL YEAR 2018 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2018: N/A

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$28,000 T: \$28,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$28,000 Funds will be used for routine operation and maintenance work.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$23,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$2,899,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for dredging.

FISCAL YEAR 2019 ALLOCATION: \$3,816,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$3,620,000 O: \$0 T: \$3,620,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$3,620,000 – Funds will be used for specific work activities including dredging.

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 2018 to FY 2019 was \$1,261,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Suisun Bay Channel, CA

AUTHORIZATION: River and Harbor Acts of 1927, 1930, 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 2018 ALLOCATION: \$7,722,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M) dredging.

FISCAL YEAR 2019 ALLOCATION: \$6,767,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$5,800,000 O: \$0 T: \$5,800,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$5,800,000 – Funds will be used for commonly performed O&M work.

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 2018 to FY 2019 was \$8,896,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$5,000.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Yuba River, CA 2/

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 2018 ALLOCATION: \$1,393,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$1,421,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for routine O&M.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$1,316,000 T: \$1,316,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,316,000 – Funds will be used for commonly performed O&M work.

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 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 2018 to FY 2019 was \$135,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

2/ The amounts and descriptions on this justification sheet reflect only the activities for this project funded from the Harbor Maintenance Trust Fund. Corresponding project activities funded from the Operation and Maintenance account are listed on a separate justification sheet.

This page is intentionally blank.

DELAWARE

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2018: N/A

FISCAL YEAR 2019 ALLOCATION: \$27,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$33,000 T: \$33,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$33,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including Civil Works Geospatial Land Data Migration (\$3,000).

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 2018 to FY 2019 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Intracoastal Waterway, 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 2018 ALLOCATION: \$15,954,000

DESCRIPTIONS OF WORK FOR 2018: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including dredging.

FISCAL YEAR 2019 ALLOCATION: \$18,011,000

DESCRIPTIONS OF WORK FOR 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging, repairs to Reedy Point and Chesapeake City bridges, and repairs to radio towers.

BUDGETED AMOUNT FOR FY 2020: M: \$14,625,000 O: \$7,630,000 T: \$22,255,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$22,255,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$9,525,000), electrical grounding and repair of radio towers (\$600,000), repair substructure concrete on Reedy Point Bridge (\$1,600,000), and substructure concrete and miscellaneous steel repairs on Summit Bridge (\$2,900,000).

OTHER INFORMATION: 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 2018 to FY 2019 was \$2,211,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$260,000.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Intracoastal Waterway, Rehoboth Bay to Delaware Bay, DE

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 2018 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2018: N/A

FISCAL YEAR 2019 ALLOCATION: \$30,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work.

BUDGETED AMOUNT FOR FY 2020: M: \$150,000 O: \$0 T: \$150,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$150,000 – Funds will be used for commonly performed O&M work.

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. 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 (DBRC), 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 2018 to FY 2019 was \$765,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Wilmington Harbor, 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 2018 ALLOCATION: \$13,779,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including dredging and dredged material containment facility maintenance.

FISCAL YEAR 2019 ALLOCATION: \$11,236,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging and construction and maintenance of dredged material disposal facilities.

BUDGETED AMOUNT FOR FY 2020: M: \$7,550,000 O: \$190,000 T: \$7,740,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$7,740,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$7,250,000).

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$5,844,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

DISTRICT OF COLUMBIA

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$866,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$921,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$1,050,000 O: \$25,000 T: \$1,075,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,075,000 – Funds will be used for commonly performed O&M work.

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 2018 to FY 2019 was \$17,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Washington Harbor, DC

AUTHORIZATION: Rivers and Harbors Act of 1935 (P.L. 74-409)

LOCATION AND DESCRIPTION: Project is in Washington, District of Columbia. The project provides for a channel in the Potomac River from Giesboro Point to Key Bridge, a second channel from Giesboro Point to the end of Washington Channel, and a third channel from the mouth of the Anacostia River to the foot of 15th Street Southeast, with turning basins opposite the Washington Navy Yard (800-feet wide and 2,400-feet long) and at the head of the Anacostia Channel (400 feet square). Channel dimensions are 24-feet deep and 400-feet wide except upstream from Anacostia Bridge where the width is reduced to 200 feet and from Giesboro Point to a point 3,000 feet downstream of Arlington Memorial Bridge and above Easby Point where channel dimensions are 20-feet deep and 200-feet wide.

FISCAL YEAR 2018 ALLOCATION: \$25,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

BUDGETED AMOUNT FOR FY 2020: M: \$25,000 O: \$0 T: \$25,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$25,000 – Funds will be used to perform commonly performed O&M work.

OTHER INFORMATION: The project also provides for the operation and maintenance of the inlet and outlet gates to the Tidal Basin which flushes water in the Washington channel to improve water quality in the channel.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$8,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

FLORIDA

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$16,215,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance (O&M) work.

FISCAL YEAR 2019 ALLOCATION: \$9,728,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging and repairing the Canaveral lock eastern sector gates.

BUDGETED AMOUNT FOR FY 2020: M: \$25,000 O: \$1,449,000 T: \$1,474,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,474,000 – Funds will be used for commonly performed O&M work.

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 2018 to FY 2019 was \$493,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Central & Southern Florida (C&SF), FL 2/

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; 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 2018 ALLOCATION: \$891,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$1,023,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including building insulation and door/window/vent replacement.

BUDGETED AMOUNT FOR FY 2020: M: \$862,000 **O:** \$50,000 **T:** \$912,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$912,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including to replace the septic system at Buildings SF-1 and SF-2 with municipal sanitary sewer connection.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

2/ The amounts and descriptions on this justification sheet reflect only the activities for this project funded from the Harbor Maintenance Trust Fund. Corresponding project activities funded from the Operation and Maintenance account are listed on a separate justification sheet.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Escambia and Conecuh Rivers, FL

AUTHORIZATION: River and Harbor Acts of 1880, 1907 and 1958

LOCATION AND DESCRIPTION: The Escambia-Conecuh Rivers are names applied to a single stream, a portion of which is located in Alabama known as the Conecuh River and a portion in Florida known as the Escambia River. This high use, shallow draft inland navigation project consists of Bay and River channels that are 100 foot by 10 foot.

FISCAL YEAR 2018 ALLOCATION: \$54,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$45,000 T: \$45,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$45,000 - Funds will be used for commonly performed O&M work.

OTHER INFORMATION: Over 2.6 million tons of commodities were transported through this project over a five year average.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$66,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$16,812,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$10,555,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including geospatial land data migration and dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$7,500,000 O: \$810,000 T: \$8,310,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$8,310,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$7,500,000).

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 2018 to FY 2019 was \$11,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

Division: South Atlantic

District: Jacksonville

Jacksonville Harbor, FL

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$891,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$4,307,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging and placement area maintenance.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$230,000 T: \$230,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$230,000 – Funds will be used for commonly performed O&M work.

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 2018 to FY 2019 was \$51,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$1,996,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M). Non-routine work included environmental remediation for the non-federal sponsor under the energy and donor port program.

FISCAL YEAR 2019 ALLOCATION: \$8,380,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M. Funds are also being used for specific work activities including dredging and energy and donor port work.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$230,000 T: \$230,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$230,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: Over 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 2018 to FY 2019 was \$1,900,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Okeechobee Waterway (OWW), FL 2/

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 2018 ALLOCATION: \$1,262,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M). Funds were also used for specific work activities including included Geospatial Land Data Migration work.

FISCAL YEAR 2019 ALLOCATION: \$1,300,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including developing plans and specifications for St. Lucie Sector gate repairs and to insulate the Ortona Lock office building.

BUDGETED AMOUNT FOR FY 2020: M: \$622,000 O: \$902,000 T: \$1,524,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,524,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including the periodic inspection of St. Lucie Lock and Dam (\$120,000) and to replace toilets with incinerating toilets at Moore Haven Lock (\$13,000).

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$66,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

2/ The amounts and descriptions on this justification sheet reflect only the activities for this project funded from the Harbor Maintenance Trust Fund. Corresponding project activities funded from the Operation and Maintenance account are listed on a separate justification sheet.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$3,202,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$3,505,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$3,590,000 O: \$380,000 T: \$3,970,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$3,970,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$3,640,000).

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 2018 to FY 2019 was \$2,137,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$1,187,000

DESCRIPTIONS OF WORK FOR Fy 2018: Funds were used for routine operation and maintenance (O&M). Non-routine work included sediment tracer study and reimbursement to the non-federal sponsor for berthing area work under the energy and donor port program.

FISCAL YEAR 2019 ALLOCATION: \$15,326,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging, repair the jetty, and energy and donor port work.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$373,000 T: \$373,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$373,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: Over 24 million tons of cargo navigate Port Everglades Harbor on an annual basis.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$785,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$3,226,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$4,007,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$3,410,000 O: \$0 T: \$3,410,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$3,410,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$11,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$8,668,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$1,470,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging and placement area dewatering.

BUDGETED AMOUNT FOR FY 2020: M: \$7,800,000 O: \$730,000 T: \$8,530,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$8,530,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$7,800,000).

OTHER INFORMATION: Over 35.3million tons of cargo enters Tampa Harbor on an annual basis.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$501,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

This page is intentionally blank.

GEORGIA

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$4,483,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used to perform routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$6,825,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used specific work activities including dredging and placement area activities.

BUDGETED AMOUNT FOR FY 2020: M: \$5,043,000 O: \$740,000 T: \$5,783,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$5,783,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$5,043,000).

OTHER INFORMATION: 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. 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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$1,954,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Hartwell Lake, GA and SC 2/

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 2018 ALLOCATION: \$55,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used to perform routine operation and maintenance (O&M). Funds were also used for specific work activities including geospatial land data management and a critical infrastructure assessment.

FISCAL YEAR 2019 ALLOCATION: \$40,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$4,600 O: \$30,800 T: \$35,400 1/

N: N/A

OTHER INFORMATION: As a multiple purpose project with power, the project's budget includes Joint activities, with a total allocation of \$35,400 shared between business lines as follows: NAV – 4%. Funds will be used for commonly performed O&M work.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$10,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

2/ The amounts and descriptions on this justification sheet reflect only the activities for this project funded from the Harbor Maintenance Trust Fund. Corresponding project activities funded from the Operation and Maintenance account are listed on a separate justification sheet.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: J. Strom Thurmond (JST) Dam and Lake, GA and SC 2/

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 2018 ALLOCATION: \$92,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used to perform routine operation and maintenance (O&M). Funds were also used for specific work activities including geospatial land data migration work.

FISCAL YEAR 2019 ALLOCATION: \$59,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds will be used commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$8,000 O: \$60,800 T: \$68,800 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: N/A

OTHER INFORMATION: As a multiple purpose project with power, the project's budget includes Joint activities, with a total allocation of \$68,800 shared between business lines as follows: NAV – 8%. Funds will be used for commonly performed O&M work.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$56,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

2/ The amounts and descriptions on this justification sheet reflect only the activities for this project funded from the Harbor Maintenance Trust Fund. Corresponding project activities funded from the Operation and Maintenance account are listed on a separate justification sheet.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$43,314,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M) including dredging.

FISCAL YEAR 2019 ALLOCATION: \$59,837,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging and placement area maintenance.

BUDGETED AMOUNT FOR FY 2020: M: \$23,240,000 O: \$5,400,000 T: \$28,640,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$28,640,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$23,240,000).

OTHER INFORMATION: Savannah Harbor 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 major commodity imported and exported is crude materials, inedible except fuels, manufactured equipment and machinery.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$13,765,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$136,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$235,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including a periodic bridge inspection.

BUDGETED AMOUNT FOR FY 2020: M: \$59,000 O: \$110,000 T: \$169,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$169,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including a periodic inspection of the Butler Creek Bridge (\$10,000).

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 2018 to FY 2019 was \$30,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

This page is intentionally blank.

HAWAII

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Hilo Harbor, HI

AUTHORIZATION: The project was authorized under the River and Harbor Act of 1907 and subsequent work authorized under the River and Harbor Acts of 1912 and 1925.

LOCATION AND DESCRIPTION: The Hilo Deep Draft Harbor is located on the northeast coast of the island of Hawaii. The project was completed in 1930 and consists of a 10,080-foot-long breakwater protecting a 35-foot-deep basin. Hilo Harbor is one of the two main commercial ports for the Island of Hawaii.

FISCAL YEAR 2018 ALLOCATION: N/A

DESCRIPTIONS OF WORK FOR FY 2018: Existing funds were used to conduct a remote operating vehicle survey and underwater inspection to determine course of action prior to initiation of design efforts. The FY 2015 and FY 2016 routine inspections identified increasing damages to the federally authorized breakwater. Hinge separation (where the breakwater side slope is rotating away from the crest) is occurring along extensive lengths of both the ocean and harbor side of the structure. Side slope failure and depressions were also noted along the length of the breakwater. Continued degradation of the structure's performance and functionality is anticipated. Typical project condition survey inspections only inspect the above-water condition of structures, while the condition of the underwater portion of the structure remains unknown. Inspection of the Hilo Harbor breakwater above and below water level will enable overall assessment of the structure's condition. Repair is needed to avoid further unravelling of the structure.

FISCAL YEAR 2019 ALLOCATION: N/A

DESCRIPTIONS OF WORK FOR FY 2019: Existing funds are being used for survey analysis in development of the basis of design report.

BUDGETED AMOUNT FOR FY 2020: M: \$582,000 O: \$0 T: \$582,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$582,000 – Funds will be used to finish the design report using the survey analysis and prepare the design package, to include environmental analyses and detailed plans and specifications, for repair of the breakwater structure at Hilo Harbor. The basis of design report will analyze repair options to include documentation of current field investigations and determine the recommended course of action.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 is \$533,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: N/A

DESCRIPTIONS OF WORK FOR FY 2018: N/A

FISCAL YEAR 2019 ALLOCATION: \$7,227,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$460,000 O: \$0 T: \$460,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$460,000 – Funds will be used for specific work activities including environmental monitoring.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 is \$14,873,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Port Allen Harbor, Kauai, HI

AUTHORIZATION: Rivers and Harbors Acts of 1935 and 1945.

LOCATION AND DESCRIPTION: Port Allen Harbor is a low-use, deep-draft harbor located on the southern coast of the island of Kauai, Hawaii. The project consists of a 1,200-foot long rubble mound breakwater on the east side of the bay; an entrance channel (500-feet wide and 35-feet deep); and a harbor basin (1,200-feet wide by 1,500-feet long, and 35-feet deep).

FISCAL YEAR 2018 ALLOCATION: \$11,600,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used to continue dredging and to perform an environmental analysis for removal of sediment.

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

BUDGETED AMOUNT FOR FY 2020: M: \$460,000 O: \$0 T: \$460,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$460,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: Port Allen Harbor is one of the two main commercial ports on Kauai. Maintenance of the Federal project features ensures safe navigation for the island communities that are dependent on water borne commerce.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 is \$11,751,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

This page is intentionally blank.

ILLINOIS

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$10,870,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation, navigation channel and structures' inspections, safety signage, and other management purposes; sediment management within the dredged material disposal facility (DMDF) such as grading, drying and moving/piling, which allowed normal dredging/ storage operations to continue; and 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. In addition, funds were used for phases III and IV of the lakebed rock removal from center half-width of the outer harbor and to continue the dredge material management plan study (DMMP).

FISCAL YEAR 2019 ALLOCATION: \$5,170,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance work. In addition, funds are being used for specific work activities including complete the DMMP study; sediment management within the DMDF which allows normal dredging/storage operations to continue; dredging of 75,000 cubic yards of sediment from harbor and river channel segments; and repair a 750-foot section of harbor shore-arm.

BUDGETED AMOUNT FOR FY 2020: M: \$2,208,000 **O:** \$422,000 **T:** \$2,630,000 ^{1/}

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$2,630,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including sediment management within the DMDF which will allow normal dredging/storage operations to continue (\$636,000); repair to a 500-foot section of the harbor shore arm, stabilizing the degraded timber crib with grout fill (\$1,572,000); environmental permit update (\$30,000).

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; the Corps 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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$1,577,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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-feet 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 2018 ALLOCATION: \$7,670,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M) of the Chicago Lock to provide 24/7, 100% availability to commercial towboat, deep-draft barges, government, passenger and recreational vessels; replacement of exiting lighting with LED for single chamber deep-draft navigation lock; complete phases 2 & 3 of the north pier stabilization project (replacement of dock wall along north pier).

FISCAL YEAR 2019 ALLOCATION: \$14,747,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are being used for specific work activities including: relocation of utilities at the north pier, dam safety activities, emergency action plan updates, multi-beam survey, back-up generator installation, chamber walls resurfacing phase I, north pier tunnel removal and substructure replacement (phase IV), engineering and design of Chicago Lock chamber floor repairs, arc-flash hazard analysis at the Chicago Lock, bulkhead relocation, security fence improvement at the main access gate.

BUDGETED AMOUNT FOR FY 2020: M: \$468,000 **O:** \$2,612,000 **T:** \$3,080,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$3,080,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including multi-beam survey of the lock chamber and gate bays to check on possible movement of floor slabs and stability blocks (\$15,000), Emergency Action Plan update (\$10,000), hydrosurvey of lock chamber (\$11,000), annual dam safety monitoring (\$30,000) and dam safety training for Chicago district technical staff (\$5,000).

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 originally 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.

Division: Great Lakes and Ohio River

District: Chicago

Chicago Harbor, IL

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$6,930,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$1,089,000

DESCRIPTION OF WORK FOR FY 2018: Funds were used for 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.

FISCAL YEAR 2019 ALLOCATION: \$916,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$860,000 T: \$860,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$860,000 – Funds will be used for commonly performed O&M 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 Corps 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 2018 to FY 2019 was \$298,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION \$1,980,000

DESCRIPTION OF WORK FOR FY 2018: Funds were used for maintenance dredging.

FISCAL YEAR 2019 ALLOCATION: \$1,511,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for specific work activities including maintenance dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$1,372,000 **O:** \$117,000 **T:** \$1,489,000 ^{1/}

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,489,000 – 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 (\$1,372,000).

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 2018 to FY 2019 was \$131,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

INDIANA

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$7,994,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine harbor operation, navigation channel and structures' inspections, safety signage, and other management responsibilities; 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; and repairs to the north breakwater, primarily near the harbor entrance.

FISCAL YEAR 2019 ALLOCATION: \$4,573,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance work. In addition, funds are being used for specific work activities including dredging approximately 90,000 cubic yards within the approach channel area and repairs to the channel scour hole.

BUDGETED AMOUNT FOR FY 2020: M: \$4,059,000 O: \$276,000 T: \$4,335,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$4,335,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging approximately 70,000 cubic yards within the approach channel area (\$1,263,000) and riprap placement in the harbor arms to control erosion from prop wash and stabilize deep scour holes at the head of the north breakwater (\$2,878,000).

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. Since 2016, safe port entry has necessitated annual dredging. Approach channel conditions are monitored to determine if maintenance dredging could potentially be reduced and performed on a less-frequent periodic basis while still ensuring a safe and reliable channel for commercial users.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$4,507,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$11,448,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used to continue harbor operation and maintenance (O&M), navigation channel and structure inspections, safety signage, and other management actions; repair and stabilize east navigation structure; perform air-quality monitoring, analysis and public reporting; dredge material disposal facility site security; groundwater pumping and treatment; and erosion control.

FISCAL YEAR 2019 ALLOCATION: \$11,313,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are being used for specific work activities including dam safety training, inspection activities, repairing 800 feet of failing laid-up stone in east breakwater via rubblemound encapsulation, removing 90,000 cubic yards (CY) of Non-Toxic Substance Control Act (Non –TSCA) sediment and development of plans and specifications for the phase II dike raise at the Indiana Harbor dredge material disposal facility.

BUDGETED AMOUNT FOR FY 2020: M: \$3,904,000 O: \$4,448,000 T: \$8,352,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$8,352,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dam safety training and inspection (\$67,000) and removing 60,000 CY of Non –TSCA sediment at the harbor entrance (\$3,250,000).

OTHER INFORMATION: Remaining usable dredged material disposal facility capacity will only last until 2021.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$503,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

KENTUCKY

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$1,846,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance (O&M) work activities.

FISCAL YEAR 2019 ALLOCATION: \$1,940,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging (\$1,920,000).

BUDGETED AMOUNT FOR FY 2020: M: \$2,034,000 O: \$20,000 T: \$2,054,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$2,054,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$2,034,000).

OTHER INFORMATION: The five-year average of commodities transported on this waterway exceeds 7,300,000 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 2018 to FY 2019 was \$115,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$906,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$906,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$920,000 O: \$15,000 T: \$935,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$935,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$920,000).

OTHER INFORMATION: 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 carry-in from FY 2018 into FY 2019 \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

LOUISIANA

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$15,579,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed O&M.

FISCAL YEAR 2019 ALLOCATION: \$15,573,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$8,000,000 O: \$484,000 T: \$8,484,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$8,484,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$8,000,000).

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$513,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Baton Rouge Harbor, Devils Swamp, LA

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 2018 ALLOCATION: \$543,000 1/

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for surveys to determine channel conditions and maintenance dredging at the mouth of the channel.

FISCAL YEAR 2019 ALLOCATION: \$555,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work. Funds are also being used for specific work activities including maintenance dredging of the channel.

BUDGETED AMOUNT FOR FY 2020: M: \$500,000 O: \$55,000 T: \$555,000

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$555,000 –Funds will also be used for specific work activities including dredging (\$500,000) and hydrographic surveys (\$55,000).

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$43,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2019. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$761,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$99,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M.

BUDGETED AMOUNT FOR FY2020: M: \$650,000 O: \$200,000 T: \$850,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$850,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$650,000).

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 2018 to FY 2019 was \$610,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$20,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$10,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$10,000 T: \$10,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$10,000 – Funds will be used for commonly performed O&M work.

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 2018 to FY 2019 was \$2,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$50,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$50,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$60,000 T: \$60,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$60,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$13,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Bayou Teche and Vermilion River, LA

AUTHORIZATION: Flood Control Act of 1941; Reclassified as an "Operations and Maintenance, General" project in 1956 by the Chief of Engineers.

LOCATION AND DESCRIPTION: The project is located in southwest Louisiana. The project is a multi-purpose project providing shallow draft navigation and flood control to several parishes.

FISCAL YEAR 2018 ALLOCATION: \$12,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$240,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for routine O&M.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$30,000 T: \$30,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$30,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$9,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$33,898,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M). Funds were also provided to the port for Donor and Energy Transfer Port work.

FISCAL YEAR 2019 ALLOCATION: \$27,399,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M. Funds are also being provided to the port for Donor and Energy Transfer Port work.

BUDGETED AMOUNT FOR FY 2020: M: \$15,500,000 O: \$1,900,000 T: \$17,400,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$17,400,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$15,500,000).

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$12,552,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Chefuncte River & Bogue Falia, LA

AUTHORIZATION: Sec 101, River and Harbor Act of 3 July 1958 (PL 85-500).

LOCATION AND DESCRIPTION: The project is located in southeastern Louisiana on the north shore of Lake Pontchartrain in St. Tammany Parish. The primary use of the waterways is for recreational boating and fishing. Periodic channel dredging is required.

FISCAL YEAR 2018 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2018: N/A

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$20,000 T: \$20,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$20,000 – 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 2018 to FY 2019 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$2,260,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$1,451,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M. Funds are also being used for specific work activities including to perform periodic assessments and inspections.

BUDGETED AMOUNT FOR FY 2020: M: \$100,000 O: \$1,700,000 T: \$1,800,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,800,000 – Funds will be used for commonly performed O&M work.

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 2018 to FY 2019 was \$851,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$9,469,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$4,099,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$1,050,000 O: \$0 T: \$1,050,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,050,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$850,000).

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 2018 to FY 2019 was \$3,556,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$12,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$1,302,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$30,000 T: \$30,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$30,000 – Funds will be used for commonly performed O&M work.

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 2018 to FY 2019 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$3,464,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$12,825,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds will also be used for specific work activities including inspections for dam safety and dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$1,800,000 T: \$1,800,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,800,000 – Funds will be used for commonly performed O&M work.

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 2018 to FY 2019 was \$1,429,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$101,091,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M). Funds were also used for specific work activities including for Energy Transfer Port work.

FISCAL YEAR 2019 ALLOCATION: \$150,791,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$87,970,000 O: \$4,000,000 T: \$91,970,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$91,970,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$87,970,000).

OTHER INFORMATION: Mississippi River dredging directly impacts the ports of South Louisiana, New Orleans, Baton Rouge and Plaquemines which collectively handle more than 500 million tons of cargo/year.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$5,047,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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-feet deep by 150-feet wide (inland reach) and 16-feet deep by 250-feet wide (bar channel reach).

FISCAL YEAR 2018 ALLOCATION: \$1,435,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$12,698,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$1,10000 O: \$250,000 T: \$1,350,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,350,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$1,100,000).

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 2018 to FY 2019 was \$1,385,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$198,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$248,000

DESCRIPTIONS OF WORK FOR FY 2019: Fund are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$200,000 T: \$200,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$200,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$2,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$8,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$14,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$20,000 T: \$20,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$20,000 – Funds will be used for commonly performed O&M 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 2018 to FY 2019 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Waterway from Intracoastal Waterway to Bayou Dulac, LA

AUTHORIZATION: Rivers and Harbors Act of 1962, Section 101

LOCATION AND DESCRIPTION: The project is located in Terrebonne Parish and consists of a 10-foot deep by 45-foot wide shallow draft channel in Bayou LeCarpe from the Gulf Intracoastal Waterway via Bayou Pelton and Bayou Grand Caillou to Bayou Dulac with channel dimensions of 5-foot deep by 40-foot wide. The project provides accessibility to the Houma Navigation Canal/Gulf of Mexico for maritime industries located along the waterway

FISCAL YEAR 2018 ALLOCATION: \$22,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$30,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$10,000 T: \$10,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$10,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: An ancillary benefit 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 2018 to FY 2019 was \$1,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

This page is intentionally blank.

MAINE

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Disposal Area Monitoring, ME

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 2018 ALLOCATION: \$1,040,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used to perform operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$1,040,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$1,050,000 T: \$1,050,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,050,000 – Funds will be used for commonly performed O&M 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 2018 to FY 2019 was \$82,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Union River, ME

AUTHORIZATION: Authorized by the River and Harbor Acts of 11 July 1870, 3 June 1896 and 3 March 1899. Water Resources Development Act of 2007

LOCATION AND DESCRIPTION: The project is located in Union River, ME. The project provides for a channel 6 feet deep and 100 to 150 feet wide. The improvement has been limited to the portion from the head of Union Bay to the foot of the rapids at Ellsworth, about 3-3/4 miles.

FISCAL YEAR 2018 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2018: N/A

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

BUDGETED AMOUNT FOR FY 2020: M: \$250,000 O: \$0 T: \$250,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$250,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations is \$0.

MARYLAND

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$322,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$411,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$550,000 O: \$15,000 T: \$565,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$565,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$21,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Baltimore Harbor and Channels (50 Foot), MD

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 2018 ALLOCATION: \$29,261,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M). Funds were also used for dredging.

FISCAL YEAR 2019 ALLOCATION: \$28,359,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are being used for specific work activities including for dredging and donor and energy transfer port activities.

BUDGETED AMOUNT FOR FY 2020: M: \$19,300,000 O: \$1,100,000 T: \$20,400,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$20,400,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$19,300,000).

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 a ship yard facility in the harbor.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$15,831,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Nanticoke River Northwest Fork, MD

AUTHORIZATION: River and Harbor Act of June 3, 1896, Modified June 25, 1910, March 2, 1945.

LOCATION AND DESCRIPTION: Sussex County, DE, and Dorchester/Wicomico Counties, MD. The project provides for a channel 12 feet deep and 100 feet wide from Tangier Sound to the highway bridge at Seaford, DE, with a turning basin at the upper end and a slight widening of the channel between the bridges in the harbor at Seaford to a depth of 9 feet. The Northwest Fork channel is 6 feet deep and 60 feet wide from Upper Browns Wharf to the southern boundary of the town of Federalsburg, with a turning basin at the upper end.

FISCAL YEAR 2018 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2018: N/A

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$3,000 T: \$3,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

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

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$9,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$748,000

DESCRIPTIONS OF WORK FOR 2018: Funds were used for operation and maintenance (O&M) and for dredging.

FISCAL YEAR 2019 ALLOCATION: \$255,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$500,000 O: \$600,000 T: \$1,100,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,100,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$500,000).

OTHER INFORMATION: The Ocean City Harbor & Inlet & Sinepuxent Bay, MD project provides a safe, reliable, and efficient navigation channel for U.S. Coast Guard (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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$519,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Pocomoke River, MD

AUTHORIZATION: River and Harbor Acts of 1896 (P.L. 29-202), 1935 (P.L. 74-409), 1954 (P.L. 83-780)

LOCATION AND DESCRIPTION: The project is located in Somerset County, Maryland. The navigation project provides for a channel 7 feet deep and 100 feet wide from the 7-foot-depth contour in the Pocomoke Sound to deep water in Pocomoke River above Williams Point; and a channel 9 feet deep and 100 to 130 feet wide from Shad Landing to the Bridge at Snow Hill. The project serves as the only navigation access to sand and wood pulp barge traffic to Pocomoke City, MD.

FISCAL YEAR 2018 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2018: N/A

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$3,000 T: \$3,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$3,000 – Funds are being used for commonly performed O&M work

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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-feet 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 2018 ALLOCATION: \$1,980,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M) and for dredging.

FISCAL YEAR 2019 ALLOCATION: \$3,960,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$4,000,000 O: \$25,000 T: \$4,025,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$4,025,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$4,000,000)

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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$1,609,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

MASSACHUSETTS

This page is intentionally blank.

APPROPRIATIONS TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Cape Cod Canal, MA 2/

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 2018 ALLOCATION: \$11,170,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M) and for conducting required inspections of the Bourne Highway Bridge and the Railroad Bridge.

FISCAL YEAR 2019 ALLOCATION: \$7,567,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including an inspection of the Sagamore Highway Bridge.

BUDGETED AMOUNT FOR FY 2020: M: \$2,937,000 O: \$6,897,000 T: \$9,834,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$9,834,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including conducting required bridge inspections (\$1,000,000), light pole rehabilitation (\$2,077,000), and acquiring diesel marine engines to replace existing engines (\$360,000).

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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$944,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

2/ The amounts and descriptions on this justification sheet reflect only the activities for this project funded from the Harbor Maintenance Trust Fund. Corresponding project activities funded from the Operation and Maintenance account are listed on a separate justification sheet.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Wellfleet Harbor, MA

AUTHORIZATION: Authorized by the Rivers and Harbor Act of and 1945

LOCATION AND DESCRIPTION: Wellfleet Harbor is located on Cape Cod Bay, near the southern end of the hook of Cape Cod, 12 miles southeast of Provincetown Harbor and 25 miles northeast of the entrance to the Cape Cod Canal. The project consists of a channel 10 feet deep and 125 feet wide from “Deep Hole” to town landing, and an anchorage basin of the same depth 800 feet by 500 feet.

FISCAL YEAR 2018 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2018: N/A

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

BUDGETED AMOUNT FOR FY 2020: M: \$5,000,000 O: \$0 T: \$5,000,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$5,000,000 – Funds will be used for specific work activities including dredging (\$5,000,000).

OTHER INFORMATION: The project was completed in June 1958, with the construction of the 10 foot channel and anchorage basin.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$94,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations is \$0.

MICHIGAN

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 lakelies 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 2018 ALLOCATION: \$1,183,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M) for navigation within the Channels in Lake St. Clair. Work included completion of project condition surveys and maintenance dredging by contract to provide minimum functional depth at the most critical locations throughout the navigation channels.

FISCAL YEAR 2019 ALLOCATION: \$188,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$192,000 T: \$192,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$192,000 – Funds will be used for commonly performed O&M 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 of up to \$7.8 million annually.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$140,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Detroit River, MI 2/

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 2018 ALLOCATION: \$5,259,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$7,742,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging activities, maintenance of the dredged material disposal facility, and strike removal.

BUDGETED AMOUNT FOR FY 2020: M: \$4,800,000 O: \$1,169,000 T: \$5,969,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$5,969,000 – 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) and strike removal (\$2,800,000).

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 2018 to FY 2019 was \$397,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

2/ The amounts and descriptions on this justification sheet reflect only the activities for this project funded from the Harbor Maintenance Trust Fund. Corresponding project activities funded from the Operation and Maintenance account are listed on a separate justification sheet.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Grand Haven Harbor and Grand River, MI 2/

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.

FISCAL YEAR 2018 ALLOCATION: \$1,089,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M) and for dredging and repairs to the south pier.

FISCAL YEAR 2019 ALLOCATION: \$1,733,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging and engineering and design for repair to the north breakwater.

BUDGETED AMOUNT FOR FY 2020: M: \$600,000 O: \$0 T: \$600,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$600,000 – Funds will be used for specific work activities including dredging (\$600,000).

OTHER INFORMATION: Grand Haven is a harbor of refuge and is home to the U.S. Coast Guard Sector Grand Haven Station.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 into FY 2019 was \$41,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

2/ The amounts and descriptions on this justification sheet reflect only the activities for this project funded from the Harbor Maintenance Trust Fund. Corresponding project activities funded from the Operation and Maintenance account are listed on a separate justification sheet.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 on 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 2018 ALLOCATION: \$4,044,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M). Activities included project condition surveys, maintenance dredging, ground water sampling at the Upper Saginaw DMDF, and engineering and design for maintenance of the Bay CDF dikes.

FISCAL YEAR 2019 ALLOCATION: \$2,601,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including incremental dike raising of the Bay CDF, ground water sampling at the Upper Saginaw DMDF, and engineering and design for the rehabilitation of the Upper DMDF weir and outfall.

BUDGETED AMOUNT FOR FY 2020: M: \$2,000,000 O: \$747,000 T: \$2,747,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$2,747,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including maintenance dredging (\$2,000,000) and ground water sampling at the Upper Saginaw DMDF (\$330,000).

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 2018 to FY 2019 was \$270,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$692,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$2,995,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including maintenance dredging and strike removal.

BUDGETED AMOUNT FOR FY 2020: M: \$1,370,000 O: \$202,000 T: \$1,572,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,572,000 – 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 (\$570,000).

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 2018 to FY 2019 was \$50,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: St. Marys River, MI 2/

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 2018 ALLOCATION: \$39,319,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M) and for repairs to the MacArthur Lock embedded gate anchorages, repairs to the MacArthur Lock dewatering bulkheads to complete repairs to the West Center Pier, engineering and design for the Davis pump well rehabilitation, to fabricate new bulkheads for the MacArthur Lock and lifting pendants for the MacArthur Lock gates, engineering and design of several projects including emergency open flow closure measures, an emergency back up power system, a replacement gate for Poe Lock's gate 1 and the MacArthur Lock ship arrestor system.

FISCAL YEAR 2019 ALLOCATION: \$40,643,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including strike removal, dewatering, and repairs to the Poe Lock Gate 1.

BUDGETED AMOUNT FOR FY 2020: M: \$15,455,900 O: \$12,740,500 T: \$28,196,400 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$25,522,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including strike removal (\$3,460,000) and the second phase of repairs to the Poe Lock Gate 1 (\$2,600,000).

OTHER INFORMATION: As a multiple purpose project with power, the project's budget includes Joint activities, with a total allocation of \$2,674,400 shared between business lines as follows: NAV – 89%. Funds will be used for commonly performed O&M work.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$5,138,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

2/ The amounts and descriptions on this justification sheet reflect only the activities for this project funded from the Harbor Maintenance Trust Fund. Corresponding project activities funded from the Operation and Maintenance account are listed on a separate justification sheet.

Division: Great Lakes and Ohio River

District: Detroit

St. Marys River, MI

MINNESOTA

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Duluth-Superior Harbor, MN & WI 2/

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. The project also includes over 10,000 feet of structures including breakwaters, piers, revetments, and the Lake Superior Maritime Museum and Visitor Center.

FISCAL YEAR 2018 ALLOCATION: \$7,329,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$17,722,000

DESCRIPTIONS OF WORK FOR FY 2019: Funding is being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging, navigation structure repairs, and repair of the North Pier.

BUDGETED AMOUNT FOR FY 2020: M: \$4,376,000 O: \$910,000 T: \$5,286,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$5,286,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$3,000,000) and navigation structure repairs (\$1,376,000).

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 1,400,000 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 2018 to FY 2019 was \$424,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2020 from prior appropriations for use on this effort is \$0.

2/ The amounts and descriptions on this justification sheet reflect only the activities for this project funded from the Harbor Maintenance Trust Fund. Coresponding project activities funded from the Operation and Maintenance account are listed on a separate justification sheet.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Two Harbors, MN

AUTHORIZATION: River and Harbor Acts of 1886, 1935 (P.L. 74-409), 1945 (P.L. 79-14), and 1960 (P.L. 86-645)

LOCATION AND DESCRIPTION: Two Harbors is a high-use, deep-draft commercial harbor located in Lake County, Minnesota on the north shore of Lake Superior, 27 miles northeast of Duluth, MN. The project includes both 30-foot deep and 28-foot deep areas within the harbor, and includes 2500 feet of maintained coastal navigation structures. Maintenance dredging is required on an infrequent basis, but the harbor structures require regular maintenance to address deterioration due to wave and ice action. The primary commercial commodity handled is iron ore, with the harbor handling 12-million tons per year.

FISCAL YEAR 2018 ALLOCATION: \$250,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for repairs to the breakwater.

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

BUDGETED AMOUNT FOR FY 2020: M: \$1,000,000 O: \$0 T: \$1,000,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,000,000 – Funds will be used for specific work activities including to repair concrete cap joints and ice plates using Government Equipment.

OTHER INFORMATION: Bulk commodities that pass through the harbor that generate \$11.8 billion annually in business revenue while supporting 60,975 direct, indirect, and induced jobs that produce over \$290 million per year in personal income in transportation and commodity related industries. Navigation structures are primarily maintained by the government floating plant; stone along west breakwater must be replaced to maintain functionality of the structure. Maintenance of the navigation structure is required to address accelerated deterioration of concrete superstructure and timber substructure due to exposure to ice forces.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$250,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

MISSISSIPPI

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$1,000,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for performing surveys.

FISCAL YEAR 2019 ALLOCATION: \$1,230,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work. Funds are also being used for specific work activities including maintenance dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$900,000 O: \$30,000 T: \$930,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$930,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including maintenance dredging (\$900,000).

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$0. There was an additional \$0 of unobligated funds that were committed within the Corps for scheduled ongoing requirements in FY 2019. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$9,287,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$7,183,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging and bend easing.

BUDGETED AMOUNT FOR FY 2020: M: \$4,220,000 O: \$135,000 T: \$4,355,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$4,355,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including maintenance dredging (\$4,280,000).

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 FY2011. In November 2015 Gulfport was designated as a Strategic Seaport.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$155,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$30,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$30,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$277,000 O: \$30,000 T: \$307,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$307,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$277,000).

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 2018 to FY 2019 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 42 foot by 350 foot channel leading to the Pascagoula River.

FISCAL YEAR 2018 ALLOCATION: \$5,065,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$7,839,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$3,683,000 O: \$177,000 T: \$3,860,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$3,860,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$3,683,000).

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 31 million tons of cargo annually.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$184,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$1,198,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M) and for dredging.

FISCAL YEAR 2019 ALLOCATION: \$926,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$35,000 T: \$35,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$35,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: Average annual tonnage is over 1 million tons.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Vicksburg Harbor, MS

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 2018 ALLOCATION: \$750,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for performing minimum dredging to prevent navigational restrictions before the next scheduled dredging cycle.

FISCAL YEAR 2019 ALLOCATION: \$1,242,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work. Funds are also being used for specific work activities including maintenance dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$900,000 O: \$40,000 T: \$940,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$940,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including maintenance dredging (\$900,000).

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$0. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2019. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$150,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used to for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$30,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$111,400 T: \$111,400 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$111,400 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

This page is intentionally blank.

MISSOURI

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$807,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$609,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M.

BUDGETED AMOUNT FOR FY 2020: M: \$15,000 O: \$0 T: \$15,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$15,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated balance from FY 2018 into FY 2019 was \$1,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: New Madrid County Harbor, MO

AUTHORIZATION: Water Resources Development Act of 1992, Section 102(n)

LOCATION AND DESCRIPTION: This locally constructed shallow draft moderate use harbor is located on the Mississippi River at mile 885.0, south of New Madrid in New Madrid County, Missouri. The approved channel dimensions for this harbor are 9 feet deep by 225 feet wide by 1,500 feet long. It is 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 local interest is the New Madrid County Port Authority.

FISCAL YEAR 2018 ALLOCATION: \$525,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$525,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$10,000 O: \$0 T: \$10,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$10,000 – Funds will be used for specific work activities to determine channel condition and identify navigation hazards (\$10,000).

OTHER INFORMATION: Five-year average commercial tonnage is 1,295,000 tons which is a combination of the tonnage for this harbor and the New Madrid Harbor, Mile 889, MO.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: New Madrid Harbor, MO (Mile 889)

AUTHORIZATION: Water Resources Development Act of 1996, Section 509 (resumption of Federal maintenance). The Assistant Secretary of the Army for Civil Works approved the report recommending resumption of Federal maintenance in December 2007.

LOCATION AND DESCRIPTION: This shallow draft moderate use harbor is located on the Mississippi River at mile 889 adjacent to New Madrid in New Madrid County, Missouri. This is a fast-water harbor with a 9-foot depth by 150 feet wide by 9,400 feet long with a 250-foot radius turning basin at the lower end. The project provides maintenance dredging to provide barge traffic year round access to harbor facilities. The local interest is the City of New Madrid, MO.

FISCAL YEAR 2018 ALLOCATION: \$515,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M) and for dredging.

FISCAL YEAR 2019 ALLOCATION: \$15,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$15,000 O: \$0 T: \$15,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$15,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: Five-year average commercial tonnage is 1,295,000 tons which is a combination of the tonnage for this harbor and New Madrid County Harbor, MO.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Southeast Missouri Port, 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 2018 ALLOCATION: \$9,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$405,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$9,000 T: \$9,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$9,000 – Funds will be used for commonly performed O&M work.

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 2018 to FY 2019 was \$93,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

NEW HAMPSHIRE

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Rye Harbor, NH

AUTHORIZATION: River and Harbor Act of 1960 (P.L. 86-645)

LOCATION AND DESCRIPTION: The project provides for a channel 100 feet wide and 10 feet deep for a distance of 600 feet through the harbor entrance, then 8 feet deep for a distance of 1,700 feet within the harbor, and two 5-acre anchorages, one 8 feet deep and the other 6 feet deep.

FISCAL YEAR 2018 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2018: N/A

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

BUDGETED AMOUNT FOR FY 2020: M: \$200,000 O: \$0 T: \$200,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$200,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: The entrance channel has a controlling depth of 6.7 feet and the inner channel has a controlling depth of 5.7 feet.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations is \$0.

This page is intentionally blank.

NEW JERSEY

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$1,396,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance (O&M). Funds were also used for specific work activities including dredging.

FISCAL YEAR 2019 ALLOCATION: \$699,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$9,000 T: \$9,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$9,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: Barnegat Inlet requires dredging twice a year the channel open and free from navigation hazards. 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 2018 to FY 2019 was \$1,385,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2018: N/A

FISCAL YEAR 2019 ALLOCATION: \$50,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds will be used for commonly performed operation and maintenance (O&M) work.

BUDGETED AMOUNT FOR FY 2020: M: \$50,000 O: \$0 T: \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$50,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: The Federal Navigation channel is located within a superfund site, the Raritan Bay Slag. The channel was declared a superfund site by the USEPA in 2009. A \$79 million clean-up plan was issued by USEPA in 2013.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$869,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed O&M work. Funds were also used for specific work activities including dredging.

FISCAL YEAR 2019 ALLOCATION: \$3,353,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$7,000,000 O: \$620,000 T: \$7,620,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$7,620,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including required periodic nourishment at Lower Cape Meadows, Cape May Point, NJ (\$7,000,000).

OTHER INFORMATION: 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 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 2018 to FY 2019 was \$764,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Delaware River at 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 2018 ALLOCATION: \$15,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance (O&M) work.

FISCAL YEAR 2019 ALLOCATION: \$15,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$15,000 T: \$15,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$15,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$2,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$33,146,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including dredging.

FISCAL YEAR 2019 ALLOCATION: \$31,857,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$31,013,000 O: \$1,345,000 T: \$32,358,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$32,358,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$26,273,000).

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. This project is designated as a Strategic Military Port.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$9,065,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$666,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including dredging.

FISCAL YEAR 2019 ALLOCATION: \$657,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$430,000 O: \$2,000 T: \$432,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$432,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including and dredging (\$410,000).

OTHER INFORMATION: 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 2018 to FY 2019 was \$602,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$2,315,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including dredging and maintenance of dredged material disposal facilities.

FISCAL YEAR 2019 ALLOCATION: \$2,630,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$795,000 O: \$100,000 T: \$895,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$895,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities to include dredging (\$795,000).

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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$711,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$25,047,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging.

FISCAL YEAR 2019 ALLOCATION: \$7,920,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$16,600,000 O: \$0 T: \$16,600,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$16,600,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$16,000,000).

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$44,959,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$218,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$300,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$50,000 O: \$0 T: \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$50,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: Three terminal facilities located on the Raritan River receive and ship petroleum products by vessel and barge.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$12,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Salem River, NJ

AUTHORIZATION: The original project was adopted as HD 68-110 in 1925. It was modified to current project by Water Resources Development Act (WRDA) 1986.

LOCATION AND DESCRIPTION: The current project is to provide periodic maintenance dredging of an entrance channel from the Delaware River to the fixed highway bridge (Route 49) in Salem, New Jersey with dimensions ranging from 150 to 250 feet wide and a depth of 16 feet, including a cut-off and a turning basin dimensioned at 495 feet by 1000 feet at a depth of 16 feet.

FISCAL YEAR 2018 ALLOCATION: \$100,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance (O&M) work.

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$100,000 T: \$100,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$100,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: The waterway supports two berthing facilities for the Port of Salem, owned by the Salem Port Authority and Mid-Atlantic Shipping. This project is also used as a safe harbor in case of emergencies or severe weather conditions. A disposal area needs to be secured for future maintenance activity since the State of New Jersey will not permit use of the historic open water site located adjacent to the entrance channel. The Corps-owned Killcohook Disposal Area is being considered for placement of material.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$101,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$10,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance (O&M) work.

FISCAL YEAR 2019 ALLOCATION: \$10,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$10,000 **O:** \$0 **T:** \$10,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$10,000 – Funds will be used for commonly performed O&M work.

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 2018 to FY 2019 was \$10,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Shoal Harbor and Compton Creek, NJ

AUTHORIZATION: Rivers and Harbors Act of 1954 (P.L. 780-83)

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 2018 ALLOCATION: \$10,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$10,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$25,000 **O:** \$0 **T:** \$25,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$25,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: The waterway is vital to a large fishing fleet and commuter ferry business to New York City.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$7,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Shrewsbury River, NJ

AUTHORIZATION: Rivers and Harbor Act of 1919 (P.L. 65-200)

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 2018 ALLOCATION: \$10,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$25,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$25,000 O: \$0 T: \$25,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$25,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$8,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

This page is intentionally blank.

NEW YORK

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$550,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M) and caretaker activities.

FISCAL YEAR 2019 ALLOCATION: \$300,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$25,000 O: \$0 T: \$25,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$25,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$322,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Black Rock Channel and Tonawanda Harbor, NY 2/

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 2018 ALLOCATION: \$5,411,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for the routine operation and maintenance (O&M) and for emergency repairs of the gate anchorages.

FISCAL YEAR 2019 ALLOCATION: \$6,718,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including the repair of lower operating gate and replacement of the pintles,.

BUDGETED AMOUNT FOR FY 2020: M: \$707,000 **O:** \$1,365,000 **T:** \$2,072,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$2,072,000 – Funds will be used for commonly performed O&M work.

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 2017, 1,543 lockages were performed, consisting of 167 commercial vessels (carrying 89 thousand tons of commerce) and 2,249 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 2018 to FY 2019 was \$2,752,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

2/ The amounts and descriptions on this justification sheet reflect only the activities for this project funded from the Harbor Maintenance Trust Fund. Corresponding project activities funded from the Operation and Maintenance account are listed on a separate justification sheet.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$99,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$280,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$30,000 O: \$0 T: \$30,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$30,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: There are three commercial facilities along this waterway; two which ship scrap metal by barge and one which receives aggregate deliveries by barge to its concrete processing plant. All dredged material is beneficially used for upland brownfield remediation.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$44,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$30,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$30,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$30,000 **O:** \$0 **T:** \$30,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$30,000 – Funds will be used for commonly performed O&M work.

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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$31,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$50,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$396,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$30,000 **O:** \$0 **T:** \$30,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$30,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: The project supports deep-draft commercial navigation to the Port of New York and New Jersey and access to numerous commercial locations. All dredged material is beneficially used for environmental remediation.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$62,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$99,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$10,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$455,000 O: \$0 T: \$455,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$455,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: All dredged material is beneficially used for environmental remediation.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$1,044,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$50,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$50,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$50,000 O: \$0 T: \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$50,000 – Funds will be used for commonly performed O&M work.

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 2018 to FY 2019 was \$86,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 and 1962.

LOCATION AND DESCRIPTION: Channel is 15' deep and 300 feet 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 2018 ALLOCATION: \$0

DESCRIPTION OF WORK FOR FY 2018: N/A

FISCAL YEAR 2019 ALLOCATION: \$30,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work.

BUDGETED AMOUNT FOR FY 2020: M: \$280,000 O: \$0 T: \$ 280,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$280,000 – Funds will be used for commonly performed O&M work.

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 2018 to FY 2019 was \$2,371,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$20,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$15,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$15,000 **O:** \$0 **T:** \$15,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$15,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: This is a shallow draft low use navigation channel.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$18,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$50,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$20,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$20,000 **O:** \$0 **T:** \$20,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$20,000 – Funds will be used for commonly performed O&M work.

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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$41,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$50,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$25,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$25,000 T: \$25,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$25,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$38,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$248,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$99,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$50,000 O: \$0 T: \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$50,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: Serves the NYC Passenger Ship Terminal. Also a key segment in the Hudson River channel to Port of Albany, NY. 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 2018 to FY 2019 was \$131,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Hudson River, NY (MAINT)

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 2018 ALLOCATION: \$6,831,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$9,554,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$8,600,000 O: \$700,000 T: \$9,300,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$9,300,000 – Funds will be used for commonly performed O&M work. Funds will be used for specific work activities including dredging (\$9,300,000).

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$367,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$2,426,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$2,678,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$500,000 O: \$850,000 T: \$1,350,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,350,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: The project is a low commercial use, shallow draft project that provides the navigation link between the Atlantic Ocean and the New York State Canal System (57 locks, 524 miles of waterways).

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$1,494,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$416,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$50,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$50,000 **O:** \$0 **T:** \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$50,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: This channel supports U.S. Coast Guard (USCG) Station Jones Beach. Beach placement is cost-shared with NY State.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$352,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Lake Montauk Harbor, NY

AUTHORIZATION: Rivers and Harbors Act of 1945 (P.L. 79-14)

LOCATION AND DESCRIPTION: A channel, 12 ft. deep, at mean low water, and 150 ft. wide, extending from the 12 ft. contour in Block Island Sound to the same depth in the existing yacht basin east of Star Island; a boat basin 10 ft. deep, 400 ft. wide and 900 ft. long, located north west of Star Island; repair and extension shoreward of the east and west jetties; and addition of sport fishing facilities on top of both jetties. Length – about 0.7 miles.

FISCAL YEAR 2018 ALLOCATION: \$1,968,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance (O&M) work.

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

BUDGETED AMOUNT FOR FY 2020: M: \$50,000 O: \$0 T: \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$50,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: U.S. Coast Guard monitoring and rescue station.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 into FY 2019 was \$993,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$20,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$15,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$15,000 O: \$0 T: \$15,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$15,000 – Funds will be used for commonly performed O&M work.

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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$20,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$4,896,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$8,910,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$14,100,000 O: \$0 T: \$14,100,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$14,100,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$13,800,000).

OTHER INFORMATION: 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 2018 to FY 2019 was \$2,789,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$5,152,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$21,340,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging and donor and energy transfer ports activities.

BUDGETED AMOUNT FOR FY 2020: M: \$16,200,000 O: \$0 T: \$16,200,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$16,200,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$16,000,000).

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. A U.S. Coast Guard facility utilizes the project channels.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$9,445,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$7,666,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M) and for dredging.

FISCAL YEAR 2019 ALLOCATION: \$8,463,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$4,665,000 O: \$2,300,000 T: \$6,965,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$6,965,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$4,250,000).

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. Channels and anchorages are maintained alternating years.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$6,299,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$9,752,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$10,270,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$3,295,000 O: \$7,876,000 T: \$11,171,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$11,171,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: Drift collection vessels are used on a daily basis (one vessel works on each weekend day) to collect large floating debris (drift). 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 2018 to FY 2019 was \$977,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$1,287,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$1,403,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$106,000 O: \$1,642,000 T: \$1,748,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,748,000 – Funds will be used for commonly performed O&M 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 2018 to FY 2019 was \$89,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Portchester Harbor, NY

AUTHORIZATION: Rivers and Harbors Act of 1910 (P.L. 61-264), and modified by the Rivers and Harbors Act of 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 2018 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2018: N/A

FISCAL YEAR 2019 ALLOCATION: \$50,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work.

BUDGETED AMOUNT FOR FY 2020: M: \$30,000 O: \$0 T: \$30,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$30,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$4,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

This page is intentionally blank.

NORTH CAROLINA

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Cape Fear River above Wilmington, NC 2/

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 2018 ALLOCATION: \$248,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$378,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$355,000 T: \$355,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$355,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including operation condition assessment (\$30,000) and dam safety periodic inspection (\$125,000).

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 2018 to FY 2019 was \$208,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2020 from prior appropriations for use on this effort is \$0.

2/ The amounts and descriptions on this justification sheet reflect only the activities for this project funded from the Harbor Maintenance Trust Fund. Corresponding project activities funded from the Operation and Maintenance account are listed on a separate justification sheet.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$4,742,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$1,535,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$806,000 T: \$806,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$806,000 – Funds will be used for commonly performed O&M work.

OTHER 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 2018 to FY 2019 was \$2,519,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Masonboro Inlet and Connecting Channels, NC

AUTHORIZATION: River and Harbor Acts of 1912, 1927, 1930, 1935, 1937, 1938, 1948, 1950, 1954, 1960 (Section 107), 1966 and 1970; and Section 111 of River and Harbor Act of 1968

LOCATION AND DESCRIPTION: The inland, low use navigation project is located on the southeastern coast of North Carolina in New Hanover County. The authorized project consists of a 14 feet deep by 400 feet wide channel across the ocean bar at Masonboro Inlet, with north and south jetties at the entrance, transitioning to 12 feet deep and 90 feet wide to the Atlantic Intracoastal Waterway at Wrightsville Beach by way of Banks and Motte Channels; a turning basin, 15 feet deep, 300 feet wide, and 700 feet long on the east side of Banks Channel near Masonboro Inlet; and three 15-pile moorings.

FISCAL YEAR 2018 ALLOCATION: \$50,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M) work.

FISCAL YEAR 2019 ALLOCATION: \$50,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$25,000 T: \$25,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$25,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: This project supports the following users: commercial fishing vessels, 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. This inlet is a critical harbor of refuge providing access during severely adverse weather conditions as it is the only jettied inlet in NC.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$67,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$18,964,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$10,534,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$6,715,000 O: \$825,000 T: \$7,540,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$7,540,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$6,715,000).

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 2018 to FY 2019 was \$13,896,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: New River Inlet, NC

AUTHORIZATION: River and Harbor Acts of 1935, 1938 and 1948

LOCATION AND DESCRIPTION: The project is located in Onslow County adjacent to the Camp Lejeune Marine Corps Base. The project provides a channel 6-foot deep by 90-feet wide from the deep water of the Atlantic Ocean, through the inlet gorge, to the intersection of the Atlantic Intracoastal Waterway (AIWW) and a channel 12-feet deep by 90-feet wide from the intersection of the AIWW, extending north within the banks of the New River, and terminating just south of Hwy 24 in Jacksonville, North Carolina.

FISCAL YEAR 2018 ALLOCATION: \$248,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M) work.

FISCAL YEAR 2019 ALLOCATION: \$3,519,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$30,000 T: \$30,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$30,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: This project is a critical harbor of refuge and provides support to the military at Camp LeJeune (Marine Corps) for their access through New River Inlet to the Atlantic Ocean. Approximately 60 commercial fishing vessels utilize the inlet and connecting channel project for access to harbors of refuge along the North Carolina coast. The project users include: commercial fishing vessels; recreational vessels; U.S. Army Corps of Engineers dredging vessels; U.S. Coast Guard search and rescue operations; charter fishing vessels and the Marine Corps.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$240,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$990,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$2,777,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$590,000 O: \$60,000 T: \$650,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$650,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$590,000).

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 2018 to FY 2019 was \$2,198,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$495,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$1,074,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$60,000 T: \$60,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$60,000 – Funds will be used for commonly performed O&M work.

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 2018 to FY 2019 was \$80,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 bridge. 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 2018 ALLOCATION: \$23,298,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$16,570,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging, completion of the dredge material management plan, clearing and snagging, and geospatial land data migration.

BUDGETED AMOUNT FOR FY 2020: M: \$15,560,000 O: \$1,000,000 T: \$16,560,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$16,560,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$15,560,000).

OTHER INFORMATION: Project users include the Transportation Command, the Military Ocean Terminal – Sunny Point; North Carolina State Ports Authority; multiple tanker terminals; and the U.S. Coast Guard.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$1,322,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

OHIO

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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, Ohio, with authorized depths of 22-30 feet in the outer harbor and 16-18 feet in the river.

FISCAL YEAR 2018 ALLOCATION: \$1,350,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were 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 275,000 cubic yards (CY) of sediment from the harbor, thereby improving the availability and reliability of the navigation channels.

FISCAL YEAR 2019 ALLOCATION: \$2,335,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for critical maintenance of coastal navigation structures and obstruction removal. Repair includes approximately 200 linear feet on the East and West Arrowhead breakwaters. In addition funding is being used for critical minimum routine maintenance dredging. These funds will improve navigation performance by reducing unsafe conditions, vessel delays and transportation costs within the harbor. The dredging will remove approximately 100,000 cubic yards (CY) of sediment from the harbor, thereby improving the availability and reliability of the navigation channels.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$108,000 T: \$108,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$108,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: Ashtabula Harbor had 4.8 million tons of material shipped or received in 2017, and is ranked 21st 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 2018 to FY 2019 was \$2,187,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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, Ohio. It is maintained at depths of 28 feet in the outer harbor, and 23 feet in 6.8 miles of the Cuyahoga River and Old River. The project also has more than 5.5 miles of protective breakwater structures.

FISCAL YEAR 2018 ALLOCATION: \$13,938,000

DESCRIPTIONS OF WORK FOR FY 2018: Funding was used for routine operation and maintenance (O&M). Funds was also used for specific work activities including Dredging, to determine suitability for beneficial reuse, the dredged material management plan and environmental impact statement, and to the repair the West Breakwater.

FISCAL YEAR 2019 ALLOCATION: \$8,368,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are being used for specific work activities including dredging, confined disposal facility activities, repairs to approximately 500 linear feet of the West Breakwater, and environmental compliance activities.

BUDGETED AMOUNT FOR FY 2020: M: \$6,861,000 O: \$1,105,000 T: \$7,966,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$7,966,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$5,750,000), confined disposal facility activities (\$250,000), and repairs to approximately 500 linear feet of the severely deteriorated West Breakwater (\$1,111,000).

OTHER INFORMATION: Cleveland is the 45th leading U.S. port with 13.3 million tons of material shipped or received in 2017, and is ranked 6th among the Great Lakes ports. The existing dredged material disposal facility has capacity for dredged 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 dredged material disposal facility. 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 2018 to FY 2019 was \$7,858,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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, Ohio. It is authorized at depths of 22 to 28 feet in the outer harbor and 27 feet in the inner harbor.

FISCAL YEAR 2018 ALLOCATION: \$2,772,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used 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.

FISCAL YEAR 2019 ALLOCATION: \$1,119,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for specific work activities including dredging to remove approximately 150,000 CY of sediment.

BUDGETED AMOUNT FOR FY 2020: M: \$1,111,000 O: \$105,000 T: \$1,216,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,216,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including repairs to approximately 200 linear feet of the deteriorated West Breakwater (\$1,111,000) and sediment sampling (\$100,000).

OTHER INFORMATION: Conneaut Harbor is the 75th leading U.S. port with 3.7 million tons of material shipped or received in 2017, and is ranked 13th 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 2018 to FY 2019 was \$1,342,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$1,139,000

DESCRIPTION OF WORK FOR FY 2018: Funds were used for placement of approximately 3,000 tons of armor stone over a 100 foot length of the harbor side of the West Arrowhead Breakwater.

FISCAL YEAR 2019 ALLOCATION: \$1,146,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work. Funds are also being used for specific work activities including maintenance dredging of approximately 150,000 cubic yards of sediment.

BUDGETED AMOUNT FOR FY 2020: M: \$1,122,000 O: \$8,000 T: \$1,130,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,130,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including structure repair of approximately 200 foot of deteriorated sections of the East Breakwater (\$1,122,000).

OTHER INFORMATION: Fairport Harbor had 1.5 million tons of material shipped or received in 2017, and is ranked 27th 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 2018 to FY 2019 was \$1,167,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$1,634,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine maintenance dredging.

FISCAL YEAR 2019 ALLOCATION: \$1,300,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for specific work activities including maintenance dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$880,000 O: \$33,000 T: \$913,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$913,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including maintenance dredging (\$880,000).

OTHER INFORMATION: Sandusky Harbor had 3.4 million tons of material shipped or received in 2017 and is ranked 20th 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 2018 to FY 2019 was \$276,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$6,061,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M). In addition, funds were provided for a dredged material management plan preliminary assessment and sediment analysis.

FISCAL YEAR FY 2019 ALLOCATION: \$4,633,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging, preparation of the dredged material management plan, and environmental compliance activities.

BUDGETED AMOUNT FOR FY 2020: M: \$4,000,000 O: \$659,000 T: \$4,659,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$4,659,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging of the Maumee River and Bay (\$4,000,000).

OTHER INFORMATION: Toledo Harbor had 9.4 million tons of material shipped or received in 2016 and is ranked 9th 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 2018 to FY 2019 was \$2,831,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

OREGON

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Bonneville Lock and Dam, OR & WA 2/

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 2018 ALLOCATION: \$9,021,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M) and for Bradford Island Clean Up plans and specifications (P&S); Spillway North Viaduct Bridge and Fish Ladder design documentation report (DDR); and Spillway Gate Repair Pit Modernization.

FISCAL YEAR 2019 ALLOCATION: \$6,781,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M. Funds are also being used for specific work activities including Old Navlock Bridge design requirements; Spillway Crane Replacement DDR; and Bradford Island remediation of contaminated sites P&S.

BUDGETED AMOUNT FOR FY 2020: M: \$2,699,000, O: \$3,039,000 T: \$5,738,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,554,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: As a multiple purpose project with power, the project's budget includes Joint activities, with a total allocation of \$4,184,000 shared between business lines as follows: NAV - 100.0%. Funds will be used for commonly performed O&M work. 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 2018 to FY 2019 was \$3,115,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

2/ The amounts and descriptions on this justification sheet reflect only the activities for this project funded from the Harbor Maintenance Trust Fund. Corresponding project activities funded from the Operation and Maintenance account are listed on a separate justification sheet.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$801,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for dredging.

FISCAL YEAR 2019 ALLOCATION: \$822,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M). Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$932,000 O: \$22,000 T: \$954,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$954,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$932,000).

OTHER INFORMATION: Project is 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 2018 to FY 2019 was \$13,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$19,867,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for dredging.

FISCAL YEAR 2019 ALLOCATION: \$24,260,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work. Funds are also being used for specific work activities including dredging; plans & specifications for Sand Island pile dike system; and south jetty dune repair.

BUDGETED AMOUNT FOR FY 2020: M: \$22,684,000 O: \$1,075,000 T: \$23,759,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$23,759,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$22,684,000).

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 2018 to FY 2019 was \$951,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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-foot deep and 700-foot wide, dimensions reducing gradually to 37-foot deep and 300-foot wide at river-mile one
- c. an inner channel 37-foot deep and 300-foot wide to river-mile nine
- d. a channel 37-foot deep and 400-foot wide to river-mile 15
- e. two turning basins
- f. a boat basin access channel near the inlet in Charleston, OR.

FISCAL YEAR 2018 ALLOCATION: \$10,324,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for dredging.

FISCAL YEAR 2019 ALLOCATION: \$16,615,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$4,035,000 O: \$767,000 T: \$4,802,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$4,802,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$4,035,000).

OTHER INFORMATION: The project is a critical harbor of refuge and a U.S. Coast Guard Headquarters and Air Station.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$1,822,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$453,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M) work.

FISCAL YEAR 2019 ALLOCATION: \$437,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$485,000 O: \$30,000 T: \$515,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$515,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging(\$485,000).

OTHER INFORMATION: Critical harbor of refuge. Extremely dangerous entrance conditions when depth is less than authorized. U.S. Coast Guard 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 2018 to FY 2019 was \$6,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$1,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M) work.

FISCAL YEAR 2019 ALLOCATION: \$878,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$24,000 T: \$24,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$24,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: Harbor of refuge.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$2,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018: \$0

DESCRIPTIONS OF WORK FOR FY 2018: N/A

FISCAL YEAR 2019 ALLOCATION: \$5,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$20,000 T: \$20,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$20,000 – Funds will be used for commonly performed O&M 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 2018 to FY 2019 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$28,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M) work.

FISCAL YEAR 2019 ALLOCATION: \$5,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$1,272,000 O: \$30,000 T: \$1,302,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,302,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$1,272,000).

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$375,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$959,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M) work.

FISCAL YEAR 2019 ALLOCATION: \$968,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$942,000 O: \$0 T: \$942,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$942,000 – Funds will be used for specific work activities including dredging (\$942,000).

OTHER INFORMATION: Critical harbor of refuge.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$6,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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-feet 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 2018 ALLOCATION: \$837,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M) work.

FISCAL YEAR 2019 ALLOCATION: \$1,108,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$945,000 O: \$30,000 T: \$975,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$975,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$945,000).

OTHER INFORMATION: The project is a critical harbor of refuge and priority location for U.S. Coast Guard.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$69,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$123,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M) work.

FISCAL YEAR 2019 ALLOCATION: \$1,313,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$3,000 T: \$3,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

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

OTHER INFORMATION: Marina is a significant local economic feature.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$172,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$30,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M) work.

FISCAL YEAR 2019 ALLOCATION: \$1,663,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging, determination of design requirements, preparation of value engineering studies, and plans and specifications for North and South jetty repairs.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$25,000 T: \$25,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$25,000 – Funds will be used for commonly performed O&M 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 2018 to FY 2019 was \$26,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$1,317,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for dredging.

FISCAL YEAR 2019 ALLOCATION: \$1,884,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$1,059,000 O: \$40,000 T: \$1,099,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,099,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$1,059,000).

OTHER INFORMATION: Critical harbor of refuge.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$76,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$3,065,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for dredging.

FISCAL YEAR 2019 ALLOCATION: \$4,024,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$4,035,000 O: \$40,000 T: \$4,075,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$4,075,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$4,035,000).

OTHER INFORMATION: Yaquina Bay is a critical harbor of refuge, with a permanent U.S. Coast Guard (USCG) station. 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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$57,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

PENNSYLVANIA

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$4,930,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including dredging.

FISCAL YEAR 2019 ALLOCATION: \$3,812,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$3,230,000 O: \$900,000 T: \$4,130,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$4,130,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$3,030,000).

OTHER INFORMATION: 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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$4,505,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Schuylkill River, PA

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.

FISCAL YEAR 2018 ALLOCATION: \$2,590,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including dredging.

FISCAL YEAR 2019 ALLOCATION: \$99,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$3,983,000 O: \$100,000 T: \$4,083,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$4,083,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$3,983,000).

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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$2,735,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2020 from prior appropriations for use on this effort is \$0.

PUERTO RICO

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$99,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$624,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$730,000 T: \$730,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$730,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: Over 10.7 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 \$238,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

This page is intentionally blank.

RHODE ISLAND

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Providence River and Harbor, RI

AUTHORIZATION: Authorized by the Rivers and Harbors Acts of 1937 and 1965, as modified by the Water Resources Development Act of 1986.

LOCATION AND DESCRIPTION: The Providence River and Harbor Project is located in eastern Rhode Island at the head of Narragansett Bay, about 45 miles southwest of Boston, Massachusetts. The project provides for a 40-foot deep channel extending a total of 16.8 miles, generally 600 feet wide from deep water in Narragansett Bay to just south of Prudence Island Light at the turn below Field Point at Providence, then up to 1,700 feet wide to Fox Point. The existing 40-foot channel was completed in January 1976 and last maintained in 2007. The Providence River navigation project is the principal commercial waterway in Rhode Island. Deep-draft traffic consists mainly of tankers, barges and general cargo vessels. Dredging is needed to remove shoaled areas in the main ship channel to improve safety for deep draft vessels and prevent possible groundings which can result in oil and gas spills, personal injury and vessel damage.

FISCAL YEAR 2018 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2018: N/A

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

BUDGETED AMOUNT FOR FY 2020: M: \$1,500,000 O: \$0 T: \$1,500,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,500,000 – Funds will be used for specific work activities including removal of the remnants of the India Point Bridge (\$1,500,000).

OTHER INFORMATION: The remnants of the India Point Bridge are a hazard to navigation.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$136,000. As of the date this justification sheet was prepared the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations is \$0.

This page is intentionally blank.

SOUTH CAROLINA

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$16,679,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$20,358,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds will also be used for specific work activities including dredging and placement area maintenance.

BUDGETED AMOUNT FOR FY 2020: M: \$18,309,000 O: \$1,167,000 T: \$19,476,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$19,476,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$16,468,000) and placement area maintenance (\$1,841,000).

OTHER INFORMATION: 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 2018 to FY 2019 was \$3,052,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 Lake.

FISCAL YEAR 2018 ALLOCATION: \$4,957,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M). Non-routine maintenance included refurbishment of the fire protection systems, replacement of the governor circuit board, and performing the generator re-wedge and brakes for Unit 3.

FISCAL YEAR 2019 ALLOCATION: \$5,188,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds will also be used for specific work activities including design of Fish Lift Gate 1, design of Motor Control Center replacements, turbine cavitation repairs of Unit 1, and perform generator re-wedge and brakes of Unit 1.

BUDGETED AMOUNT FOR FY 2020: M: \$2,085,000 O: \$1,909,000 T: \$3,994,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$3,994,000 – Funds will be used for commonly performed O&M 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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$713,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

TENNESSEE

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Memphis Harbor, McKellar Lake, Memphis, TN

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 2018 ALLOCATION: \$2,132,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M), including dredging the mouth and inner harbor, and conducting hydrographic surveys.

FISCAL YEAR 2019 ALLOCATION: \$2,600,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for specific work activities including dredging the harbor mouth and inner harbor channel.

BUDGETED AMOUNT FOR FY 2020: M: \$2,125,000 O: \$38,000 T: \$2,163,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$2,163,000 – Funds will be used for specific work activities including dredging the harbor mouth and inner harbor channel.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$1,000. There was an additional \$0 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2019. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Northwest Tennessee Regional Harbor, TN

AUTHORIZATION: Rivers and Harbors Act of 1960, Sec. 107

LOCATION AND DESCRIPTION: This shallow draft-low use slack water harbor is located at Mississippi River mile 900.0 on the left descending bank in Lake County near Tiptonville, Tennessee. The approved channel dimensions are 9 feet deep by 130 feet wide by 9,000 feet long ending at a 300-foot turning basin. The project provides for Federal assistance, not to exceed \$5,000,000, for maintenance of the navigation channel for year-round access to the harbor facilities. The Northwest Tennessee Regional Port Authority is the local sponsor.

FISCAL YEAR 2018 ALLOCATION: \$710,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M) and dredging.

FISCAL YEAR 2019 ALLOCATION: \$15,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$15,000 O: \$0 T: \$15,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$15,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: The harbor is known locally as “Port of Cates Landing”. The harbor construction was completed in April 2011 and turned over to the sponsor in November 2011. The local sponsor is currently constructing the harbor service facilities. Until tonnage is recorded, this harbor will be categorized as a low use harbor.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$1,371,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M) and for dredging.

FISCAL YEAR 2019 ALLOCATION: \$911,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$655,000 O: \$0 T: \$655,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$655,000 – Funds will be used for commonly performed O&M work. Funds will be used for specific work activities including dredging (\$630,000).

OTHER INFORMATION: Five-year average commercial tonnage is 727 thousand tons. The harbor contains the US Coast Guard (USCG) boat basin for the Cutter Kankakee at the USCG Sector Lower Mississippi River Station.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$1,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

This page is intentionally blank.

TEXAS

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$7,273,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for maintenance dredging of main channel and the Brownsville Jetty Channel.

FISCAL YEAR 2019 ALLOCATION: \$12,684,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work. Funds are also being used for specific work activities including dredging (\$12,684,000).

BUDGETED AMOUNT FOR FY 2020: M: \$2,675,000 O: \$325,000 T: \$3,000,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$3,000,000 – Funds will be used for commonly performed O&M activities. Funds will also be used for specific work activities including dredging (\$2,675,000).

OTHER INFORMATION: The Port of Brownsville is ranked 61st in the Nation with respect to commercial tonnage. 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 2018 to FY 2019 was \$3,731,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$2,376,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for maintenance dredging of the Main Channel, Turning Basin, and Wyes.

FISCAL YEAR 2019 ALLOCATION: \$2,744,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work and a specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$50,000 T: \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$50,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: The Port of Harlingen moves bulk cargo and petroleum between Harlingen and other areas in South Texas and Mexico. While sugar is among the largest exports, 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 2018 to FY 2019 was \$128,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$13,190,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for maintenance dredging.

FISCAL YEAR 2019 ALLOCATION: \$15,985,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for maintenance dredging and placement area maintenance.

BUDGETED AMOUNT FOR FY 2020: M: \$7,700,000 O: \$600,000 T: \$8,300,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$8,300,000 – Funds will be used for commonly performed operation and maintenance (O&M) work. Funds will also be used for specific work activities including dredging (\$7,700,000).

OTHER INFORMATION: The CCSC is ranked sixth in the Nation with respect to commercial tonnage. 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 2018 to FY 2019 was \$4,576,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$6,432,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for maintenance dredging and placement area maintenance.

FISCAL YEAR 2019 ALLOCATION: \$9,953,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance work and maintenance dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$4,300,000 O: \$400,000 T: \$4,700,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$4,700,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging (\$4,300,000).

OTHER INFORMATION: The Port of Freeport is ranked 31st in the Nation with respect to commercial tonnage. 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, liquefied natural gas (LNG) and plastics.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$405,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$14,880,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for maintenance dredging and placement area maintenance.

FISCAL YEAR 2019 ALLOCATION: \$12,823,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work, maintenance dredging, and placement area maintenance.

BUDGETED AMOUNT FOR FY 2020: M: \$10,500,000 O: \$400,000 T: \$10,900,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$10,900,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$10,500,000).

OTHER INFORMATION: The Port of Galveston is ranked 59th in the Nation with respect to commercial tonnage. 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, 18th, and 59th ports in the nation, respectively. The Galveston Entrance Channel is the busiest navigation channel in the nation with over 9,900 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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was 2,152,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$3,465,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for maintenance dredging.

FISCAL YEAR 2019 ALLOCATION: \$480,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work.

BUDGETED AMOUNT FOR FY 2020: M: \$3,950,000 O: \$50,000 T: \$4,000,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$4,000,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$3,950,000).

OTHER INFORMATION: Port of Victoria is ranked 80th in the Nation with respect to commercial tonnage. 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. 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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$78,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: N/A

DESCRIPTIONS OF WORK FOR FY 2018: N/A

FISCAL YEAR 2019 ALLOCATION: \$50,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$50,000 T: \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$50,000 – Funds will be used for commonly performed O&M work.

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 Gulf Intracoastal Waterway provides a critical link between Chocolate Bayou and the Texas coastal ports.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$896,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$38,283,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for maintenance dredging, placement area maintenance, and to complete the Dredged Material Management Plan study.

FISCAL YEAR 2019 ALLOCATION: \$34,194,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for maintenance dredging and placement area maintenance.

BUDGETED AMOUNT FOR FY 2020: M: \$15,050,000 O: \$6,950,000 T: \$22,000,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$22,000,000 – Funds will be used for commonly performed operation and maintenance work. Funds will also be used for specific work activities including dredging (\$12,000,000) and placement area maintenance (\$8,700,000).

OTHER INFORMATION: The Port of Houston is ranked second in the Nation with respect to commercial tonnage. The principal imports and exports through the HSC include crude fertilizers, petroleum, organic chemicals, cereal, iron and steel, machinery, plastics and vehicles. 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 2018 to FY 2019 was \$4,353,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$8,241,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for maintenance dredging.

FISCAL YEAR 2019 ALLOCATION: \$11,256,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work and maintenance dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$4,100,000 O: \$350,000 T: \$4,450,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$4,450,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (4,100,000).

OTHER INFORMATION: Port Lavaca was ranked 81st in the Nation with respect to commercial tonnages. 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 2018 to FY 2019 was \$452,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$11,638,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for maintenance dredging and operation of the SNWW Saltwater Barrier Structure.

FISCAL YEAR 2019 ALLOCATION: \$20,973,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for maintenance dredging and operation and maintenance (O&M) of Sabine Neches Waterway Saltwater Barrier Structure.

BUDGETED AMOUNT FOR FY 2020: M: \$10,450,000 O: \$1,225,000 T: \$11,675,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$11,675,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$10,450,000).

OTHER INFORMATION: The Ports of Beaumont and Port Arthur are ranked fifth and 17th in the Nation with respect to commercial tonnage. The Port of Orange is unranked. 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 2018 to FY 2019 was \$292,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$4,540,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance (O&M) work and maintenance dredging.

FISCAL YEAR 2019 ALLOCATION: \$9,988,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work and maintenance dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$500,000 T: \$500,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$500,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: The Port of Texas City is ranked 18th in the Nation with respect to commercial tonnage. 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 2018 to FY 2019 was \$4,194,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

This page is intentionally blank.

VIRGINIA

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Chincoteague Inlet, VA

AUTHORIZATION: Section 107 of the River and Harbor Act of 1960

LOCATION AND DESCRIPTION: Chincoteague Inlet is located on the Eastern Shore of Virginia in Accomack County. The project is a shallow-draft harbor.

FISCAL YEAR 2018 ALLOCATION: \$810,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for specific work activities including dredging.

FISCAL YEAR 2019 ALLOCATION: \$750,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$400,000 O: \$0 T: \$400,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$400,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: Chincoteague Inlet provides the primary access to the harbor of refuge at Chincoteague and supports commercial fishing, the U.S. Coast Guard, the NASA Wallops Island Flight Facility, the NASA Goddard Space Flight Center and the Mid-Atlantic Regional Spaceport. The U.S. Navy uses the project for training operations, range control, payload recovery, and oceanographic missions. The Commonwealth of Virginia operates vessels from the Port of Chincoteague for the purpose of marine fisheries law enforcement, scientific investigations, and permit enforcement for other water related activities such as marine salvage and archaeology.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$468,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$1,455,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance (O&M) work.

FISCAL YEAR 2019 ALLOCATION: \$3,085,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for repair and enhancements to district pier.

BUDGETED AMOUNT FOR FY 2020: M: \$1,500,000 O: \$200,000 T: \$1,700,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,700,000 – Funds will be used for commonly performed O&M work.

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. Operation prevents collisions of drift material with vessel hulls and appendages of military and commercial craft. 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 2018 to FY 2019 was \$589,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$618,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance (O&M) work.

FISCAL YEAR 2019 ALLOCATION: \$174,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$120,000 T: \$120,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$120,000 – Funds will be used for commonly performed O&M work.

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. 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 2018 to FY 2019 was \$534,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: James River Channel, 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 2018 ALLOCATION: \$13,402,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were used for specific work activities including dredging.

FISCAL YEAR 2019 ALLOCATION: \$8,412,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work. Funds are also being used for specific work activities including dredging and maintenance of the placement area.

BUDGETED AMOUNT FOR FY 2020: M: \$3,010,000 O: \$350,000 T: \$3,360,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$3,360,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$3,010,000).

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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$8,869,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$18,487,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were used for specific work activities including dredging, dike raising, replacement of primary spillboxes, and for donor energy and transfer port activities.

FISCAL YEAR 2019 ALLOCATION: \$34,416,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging, preparation of an update to the capacity and optimal placement plan at Craney Island, maintenance of a disposal facility, equipment replacement, spillbox replacement, and donor and energy transfer ports activities.

BUDGETED AMOUNT FOR FY 2020: M: \$15,460,000 O: \$505,000 T: \$15,965,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$15,965,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$9,510,000) and raising the dikes (\$5,950,000).

OTHER INFORMATION: Norfolk Harbor is home of the Norfolk Naval Station and is designated as a Military Strategic Port. Nine shipyards are based in Norfolk Harbor.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$19,599,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Rappahannock River, VA

AUTHORIZATION: The project was authorized by the Rivers and Harbors Act 3 March 1905, (P.L. 58-215).

LOCATION AND DESCRIPTION: The Project is located in the Rappahannock River, beginning at the confluence of the Rappahannock River and the Chesapeake Bay and ending at the City of Fredericksburg, VA. A channel 12 feet deep and 200 feet wide from the mouth to Port Royal, Va., 77 miles; thence 12 feet deep and 100 feet wide to Fredericksburg, Va., 30 miles. The construction of 20,401 linear feet of crib and pile dikes and 1,906 linear feet of riprap stone dike. All depths referred to mean low water.

FISCAL YEAR 2018 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2018: NA

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: NA

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$210,000 T: \$210,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$210,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: A traffic survey revealed that the maintenance of a 12-foot deep channel is not justified at this time. A 6-foot deep channel will be maintained until traffic indicates the need for a change.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Rudee Inlet, VA

AUTHORIZATION: River and Harbor Act of 1960, as modified the Water Resources Development Act of 1996 (P.L. 104-303).

LOCATION AND DESCRIPTION: Rudee Inlet is located in Virginia Beach, Virginia. The project is a shallow-draft, low-use navigation channel that provides access from the Atlantic Ocean and serves as a critical harbor of refuge.

FISCAL YEAR 2018 ALLOCATION: \$715,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for specific work activities including dredging.

FISCAL YEAR 2019 ALLOCATION: \$425,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$320,000 O: \$0 T: \$320,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$320,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: The City of Virginia Beach as local sponsor contributes a cost share percentage of 28-percent which represents the recreational benefits of the project. The channel is used by the U.S. Navy, Virginia Beach Marine Police, commercial fishing boats, and research vessels from Virginia Marine Science Museum. Dredged material is used beneficially on the oceanfront beach and serves as a major source of nourishment material.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$1,221,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Water and Environmental Certifications, VA

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

LOCATION AND DESCRIPTION: Provides funding for coordination and renewal of water quality and other environmental certifications for navigation projects not otherwise included in the budget. The location includes all potential navigation maintenance dredging projects within Norfolk District area of operations. Projects that are supported by this program will include active navigation projects that are due for maintenance but not funded in this budget cycle for maintenance dredging.

FISCAL YEAR 2018 ALLOCATION: \$150,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for critical activities to acquire water quality and environmental certifications and conduct required coordination.

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

BUDGETED AMOUNT FOR FY 2020: M: \$150,000 O: \$0 T: \$150,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$150,000 – Funds will be used for critical activities to acquire water quality and environmental certifications and conduct required coordination.

OTHER INFORMATION: The program funds advance work needed to support the maintenance of critical navigation projects during the years before the projects are funded for dredging.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$157,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

WASHINGTON

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$30,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$5,147,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$30,000 T: \$30,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$30,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$124,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$57,732,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for dredging.

FISCAL YEAR 2019 ALLOCATION: \$63,592,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work. Funds are also being used for specific work activities including dredging; pile dikes; hydrographic surveys; dredged material and sediment management plans; and sediment quality sampling and evaluation.

BUDGETED AMOUNT FOR FY 2020: M: \$49,412,000 O: \$2,824,000 T: \$52,236,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$52,236,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$48,892,000).

OTHER INFORMATION: This channel provides environmentally-sustainable, waterborne transportation. 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 2018 to FY 2019 was \$1,149,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Columbia River at Baker Bay, WA

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 2018 ALLOCATION: \$1,791,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for dredging.

FISCAL YEAR 2019 ALLOCATION: \$1,239,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work. Funds are also being used for specific work activities including dredging and completion of an evaluation report for the Baker Bay pile dikes.

BUDGETED AMOUNT FOR FY 2020: M: \$1,821,000 O: \$7,000 T: \$1,828,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,828,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$1,821,000).

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 2018 to FY 2019 was \$1,167,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$1,577,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for dredging.

FISCAL YEAR 2019 ALLOCATION: \$4,253,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed operation and maintenance (O&M) work. Funds are also being used for specific work activities including dredging; rebuilding king pile dike markers; and engineering and design for critical repair of pile dikes at Washougal turn.

BUDGETED AMOUNT FOR FY 2020: M: \$951,000 O: \$106,000 T: \$1,057,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,057,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$951,000).

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 2018 to FY 2019 was \$17,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$1,985,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M) and for dredging and chemical and physical monitoring of the Point Gardner disposal site.

FISCAL YEAR 2019 ALLOCATION: \$2,660,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2020: M: \$1,856,000 O: \$281,000 T: \$2,137,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$2,137,000 – Funds will be used for commonly performed O&M work. Funds will be used for specific work activities including dredging (\$1,856,000).

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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$273,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$16,469,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M) and for dredging and to repair the Pt. Chehalis revetment.

FISCAL YEAR 2019 ALLOCATION: \$14,680,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are being used for specific work activities including dredging, repair of the north jetty, preparation of environmental documents for breach fill and repair of breakwater A, engineering and design of the south jetty extension, sand spit and beach nourishment, and north jetty fish passages.

BUDGETED AMOUNT FOR FY 2020: M: \$10,023,000 O: \$805,000 T: \$10,828,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$10,828,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$10,023,000).

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 2018 to FY 2019 was \$610,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Kenmore Navigation Channel, WA

AUTHORIZATION: River and Harbor Act of 1960 (P.L. 86-645), Section 107

LOCATION AND DESCRIPTION: Kenmore navigation channel is a low-use deep draft waterway located at the northeast end of Lake Washington, Washington. The project provides for a navigation channel 100 to 120 feet wide, 15 feet below low lake level in Lake Washington, and approximately 2,900 feet long from deep water to the Kenmore industrial area. It is primarily used for barge traffic that supplies asphalt, sand and gravel as well as general break-bulk cargo. A portion of the waterway is also the taxiway for a commuter sea plane airport. Commercial property adjacent the channel is being used by Washington State Department of Transportation/Kiewit as an equipment storage and staging area for the Highway State Route 520 Floating Bridge expansion project.

FISCAL YEAR 2018 ALLOCATION: \$600,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

BUDGETED AMOUNT FOR FY 2020: M: \$6,065,000 O: \$580,000 T: \$6,645,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$6,645,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$6,065,000).

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$275,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$1,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$16,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for specific work activities including the conversion and validation of real estate project map data into an integrated enterprise Geographic Information Systems program.

BUDGETED AMOUNT FOR FY 2020: M: \$1,373,000 O: \$355,000 T: \$1,728,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,728,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging (\$1,373,000).

OTHER INFORMATION: The basin 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 2018 to FY 2019 was \$87,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

PROJECT NAME: Lake Washington Ship Canal, WA 2/

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 2018 ALLOCATION: \$21,834,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M). Funds were also used for replacement of the filling culvert valves, replacement of the air supply lines that clear debris from lock gates, replacement of the fish ladder programmable logic controller and replacement of the Lock #2 gate bushing.

FISCAL YEAR 2019 ALLOCATION: \$9,854,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including small lock machinery replacement design, small lock emergency closure system design, large lock center gate design, Fremont wall repair, Montlake wall repair, saltwater drain intake design, and temporary exclusion structure.

BUDGETED AMOUNT FOR FY 2020: M: \$2,541,000 O: \$5,518,000 T: \$8,059,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$8,059,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including hydraulic steel structure inspections (\$51,000) and bridge inspections (\$23,000).

OTHER INFORMATION: 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 regional visitor center. 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 eastern suburbs.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$798,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

2/ The amounts and descriptions on this justification sheet reflect only the activities for this project funded from the Harbor Maintenance Trust Fund. Corresponding project activities funded from the Operation and Maintenance account are listed on a separate justification sheet.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$1,610,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$1,470,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$150,000 O: \$1,575,000 T: \$1,725,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,725,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities to include replacement of nozzles and tunnels on the Motor Vessel (M/V) Puget (\$150,000).

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 M/V 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 2018 to FY 2019 was \$353,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$2,840,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M). Funding was also used to repair the Rialto Beach revetment.

FISCAL YEAR 2019 ALLOCATION: \$1,956,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are being used for specific work activities including sea dike repair.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$280,000 T: \$280,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$280,000 – Funds will be used for commonly performed O&M work.

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 U.S. 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 U.S. Coast Guard (USCG), the Corps 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 2018 to FY 2019 was \$1,009,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$2,391,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$5,280,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are being used for specific work activities including dredging and for donor and energy transfer port rebates to importers.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$211,000 T: \$211,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$211,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: Annual shipping handled by Seattle Harbor is estimated at 25 million tons, much of it as container cargo. 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 2018 to FY 2019 was \$5,226,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$1,970,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M) and for dredging.

FISCAL YEAR 2019 ALLOCATION: \$2,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$50,000 T: \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$50,000 – Funds will be used for commonly performed O&M work.

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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$99,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$2,200,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M). Funds were also used for donor and energy transfer port rebates to importers.

FISCAL YEAR 2019 ALLOCATION: \$2,759,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed O&M work. Funds are being used for specific work activities including donor and energy transfer port rebates to importers.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$50,000 T: \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$50,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: The Blair Waterway is the primary waterway for the Port of Tacoma.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$5,116,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$440,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for operation and maintenance (O&M).

FISCAL YEAR 2019 ALLOCATION: \$44,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for specific work activities including the conversion and validation of real estate project map data into an integrated enterprise Geographic Information Systems program.

BUDGETED AMOUNT FOR FY 2020: M: \$0 O: \$530,000 T: \$530,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$530,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$98,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

This page is intentionally blank.

WISCONSIN

This page is intentionally blank.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 annually 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 2018 ALLOCATION: \$3,872,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M). Funds were also used for specific work activities including project condition surveys and maintenance dredging.

FISCAL YEAR 2019 ALLOCATION: \$3,881,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for commonly performed (O&M) work.

BUDGETED AMOUNT FOR FY 2020: M: \$3,000,000 O: \$437,000 T: \$3,437,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$3,437,000 – 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).

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 2018 to FY 2019 was \$118,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2020

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 2018 ALLOCATION: \$2,267,000

DESCRIPTIONS OF WORK FOR FY 2018: Funds were used for routine operation and maintenance (O&M). Work included maintenance dredging, maintenance of portions of the north breakwater to protect the navigation channel, and the design and construction of repairs to the stone dock wall.

FISCAL YEAR 2019 ALLOCATION: \$2,069,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds are being used for specific work activities including maintenance dredging and repairs to portions of the north breakwater.

BUDGETED AMOUNT FOR FY 2020: M: \$1,341,000 O: \$0 T: \$1,341,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2020:

N: \$1,341,000 – Funds will be used for specific work activities including repairs to portions of the north breakwater (\$1,341,000).

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 2018 to FY 2019 was \$38,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2020 from prior appropriations for use on this effort is \$0.