

HARBOR MAINTENANCE TRUST FUND

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HARBOR MAINTENANCE TRUST FUND

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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

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ILLINOIS AND INDIANA

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APPROPRIATION TITLE: Construction – Navigation, Fiscal Year 2021

PROJECT: Calumet Harbor and River, IL and IN – Dredged Material Disposal Facility (Continuing)

LOCATION: The Calumet River & Harbor is a major deep draft navigation project located on the southwestern shore of Lake Michigan in Chicago, IL.

DESCRIPTION: The project consists of 2.2-miles of protective breakwater, a 4.4-mile harbor channel, a 6.7-mile river channel extending to the Illinois Waterway, a 1.3-mile river channel extending to Lake Calumet, and the Chicago Area Confined Disposal Facility (CDF). Calumet Harbor is the third busiest harbor on the Great Lakes in terms of tonnage, with an average of approximately 13.2 million tons moved at the harbor annually since 2003. The harbor serves as a critical link between the deep-draft Great Lakes Navigation System and the shallow-draft Illinois Waterway and Mississippi River Systems. The existing CDF has a nominal storage capacity of 1.3 million cubic yards and is at capacity; short-term life extension measures are being utilized. This project will construct a new regional CDF to dewater and confine contaminated sediment from both the Calumet River and Calumet-Sag Channel over a period of approximately 20 years. Clean material from Calumet Harbor will be used beneficially in the construction of the new CDF; closure of the existing CDF; eventual closure of the new CDF; and for clean fill for the benefit of various projects in the area to be determined over the life of the project. Major project features include: dock area and crane pads for offloading sediment; access roads; clay liner and segregation barrier; graded and bermed cells to dewater and contain the sediment; sediment dewatering, runoff and leachate collection and filtration systems; and facility capping and topsoil cover.

AUTHORIZATION: River and Harbor Acts of 1899, 1902, 1919, 1935, 1960 (P.L. 86-645), 1962 (P.L. 87-874), and 1965 (P.L. 89-298)

REMAINING BENEFIT-REMAINING COST RATIO: The remaining benefit-cost ratio for the entire project is not applicable because the project was not funded on the basis of its benefit-cost ratio (BCR). This project was funded on the basis of Dredged Material Disposal Facilities (DMDFs).

TOTAL BENEFIT-COST RATIO: The total benefit-cost ratio for the entire project is not applicable because the project was not funded on the basis of its BCR. This project was funded on the basis of DMDFs.

INITIAL BENEFIT-COST RATIO: The initial benefit-cost ratio for the entire project is not applicable because the project was not funded on the basis of its BCR. This project was funded on the basis of DMDFs.

BASIS OF BENEFIT-COST RATIO: N/A

waterway network provides an environmentally sustainable, safe, efficient mode of transportation for agricultural commodities and raw materials. About 10.2 million tons were shipped at Calumet Harbor and River in 2018, with about 52 percent shipped on deep draft vessels (Waterborne Commerce Statistics Center).

FISCAL YEAR 2020: The project is not budgeted in FY 2020. Carryover amount of \$1,550,000 is being applied as follows:

Complete Engineering and Design	<u>\$1,550,000</u>
Total	<u>\$1,550,000</u>

FISCAL YEAR 2021: The Budget amount will be applied as follows:

Initiate construction of new vertical expansion of current CDF	<u>\$ 16,000,000</u>
Total	<u>\$ 16,000,000</u>

NON-FEDERAL COST: Non-Federal cost share is: 25% of construction and 10% over a period not to exceed 30 years; Lands, easements, rights-of-way, and relocations can be credited toward the 10%.

NON-FEDERAL COST (continued):

Requirements of Local Cooperation	Payment During Construction and Reimbursements	Annual Operation, Maintenance, Repair Rehabilitation, and Replacement Costs
Provide lands, easements, rights of way, and relocations.	\$0	
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities, where necessary for the construction of the project.	N/A	
Pay 25% of construction and 10% over a period not to exceed 30 years to bring the total non-Federal share of project costs to 35 percent and bear all costs of operation, maintenance, repair, rehabilitation and replacement of dredged material disposal facilities. Lands, easements, rights-of-way, and relocations can be credited toward the 10%.	\$14,079,000	N/A
Total Non-Federal Costs	\$14,079,000	N/A

The non-Federal sponsor has agreed to make all required payments concurrently with project construction.
Great Lakes and Ohio River Division

Chicago District

Calumet Harbor and River, IL and IN
– Dredged Material Disposal Facility

STATUS OF LOCAL COOPERATION: The non-Federal sponsor is the City of Chicago, affirmed in a letter dated 24 August 2017.

STATUS OF ENVIRONMENTAL IMPACT STATEMENT COMPLIANCE: The draft Dredged Material Management Plan and integrated Environmental Impact Statement was submitted to the MSC for review in January 2020. Final draft is expected to be submitted by April 2020 and approved by July 2020. After approval, a Record of Decision will be released by Great Lakes and Ohio River Division.

COMPARISON OF FEDERAL COST ESTIMATE: N/A

OTHER INFORMATION: FY 2018 and FY 2019 funds were provided for engineering and design.

LOUISIANA

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APPROPRIATION TITLE: Construction, Channels and Harbors (Navigation), Fiscal Year 2021

PROJECT: Calcasieu River and Pass, LA – Dredged Material Disposal Facility (Continuing)

LOCATION: 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.

DESCRIPTION: Funds will be used to perform major rehabilitation of existing confined placement facilities and construct new dredged material placement facilities and beneficial use placement areas to create additional capacity in accordance with the approved 2010 Dredged Material Management Plan (DMMP). The approved DMMP for the Calcasieu River and Pass, Louisiana, project provides documentation in support of a management plan for the placement of material dredged for the maintenance and operation of the Calcasieu Ship Channel and berthing areas for a minimum of 20-years. The DMMP recommends plans that consist of confined disposal facilities (CDF) and beneficial use of dredged material. The plans will create new and re-nourish degraded marsh and habitat for various fish and bird species, and expand upon and rehabilitate existing Dredged Material Disposal Areas. Approximately 100 million cubic yards of disposal capacity will be created by implementing these plans.

AUTHORIZATION: River and Harbor Act of 1937, as modified by River and Harbor Act of 1946, PL 79- 525, and River and Harbor Act of 1960, PL86-645.

REMAINING BENEFIT - REMAINING COST RATIO: The remaining-benefit cost ratio for the entire project is not applicable because the project was not funded on the basis of its benefit-cost ratio (BCR). This project was funded on the basis of Dredged Material Disposal Facilities (DMDFs).

TOTAL BENEFIT - COST RATIO: The total benefit-cost ratio for the entire project is not applicable because the project was not funded on the basis of its BCR. This project was funded on the basis of DMDFs.

INITIAL BENEFIT - COST RATIO: The initial benefit-cost ratio for the entire project is not applicable because the project was not funded on the basis of its BCR. This project was funded on the basis of DMDFs.

BASIS OF BENEFIT: Not applicable.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2020)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	\$174,476,000		Vertical Expansion of Existing DMDFs	13	TBD
Estimated Non-Federal Cost	\$58,159,000				
Cash Contributions	\$42,910,000				
Other Cost	\$15,249,000				
Total Estimated Project Cost	\$232,635,000				
Authorized Cost (plus inflation)	\$232,635,000				
Maximum Cost Limit (Section 902)	N/A				
Allocation to 30 September 2017	\$18,556,000				
Allocation for FY 2018	\$0				
Allocation for FY 2019	\$10,000,000				
Allocation for FY 2020	\$18,000,000				
Allocation through FY 2020	\$46,556,000	<u>1/2/3/5/</u>	27		
Estimated Unobligated Carry-in Funds	\$ 4,500,000	<u>4/</u>			
President's Budget for FY 2021	\$ 9,000,000		32		
Programmed Balance to Complete After FY 2021	\$118,920,000				
Unprogrammed Balance to Complete After FY 2021	\$0				

1/ \$0 reprogrammed to (from) the project.

2/ \$1,855,000 rescinded from the project in FY 2011.

3/ \$300,000 transferred for the Mississippi River Flood in FY 2011.

4/ Estimated Unobligated Carry-In Funding: The actual unobligated balance from FY 2019 into FY 2020 for this project is \$10,300,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this project effort is \$4,500,000. This amount will be used to perform work on the project as follows: Continue construction of the Dredged Material Placement Sites.

5/ PED costs of \$0 are included in this amount.

Division: Mississippi Valley

District: New Orleans

Calcasieu River and Pass, LA
– Dredged Material Disposal Facility

PHYSICAL DATA: The project will include new dredged material placement facilities; perform major rehabilitation of existing confined placement facilities or construct new dredged material placement facilities and beneficial use placement areas to create additional capacity in accordance with the approved 2010 Dredged Material Management Plan.

JUSTIFICATION: Currently, the project does not have the adequate dredged material placement capacity needed to maintain the channel to authorized dimensions. The gross 20-year dredging capacity required to maintain the channel is approximately 97 million cubic yards, while the existing confined placement capacity is only five million cubic yards. Existing discharge sites are at or near capacity, and past maintenance has resulted in substantial erosion of discharge facilities into adjacent water bodies. As a result, it has become necessary to reduce channel widths in some reaches.

The Calcasieu Ship Channel supports a thriving commercial navigation industry. The tonnage of commodities handled at the ship channel's docks makes the Port of Lake Charles the 11th largest seaport in the United States and the 3rd largest Strategic Petroleum Reserve facility. The Port of Lake Charles is also the 3rd largest export port in the country. Calcasieu River is very important to the nation's energy resources. It services two major refineries, 2 Liquefied Natural Gas facilities plus many other facilities requiring the deep draft channel.

Since 1932, Louisiana has lost 1,200,000 million acres of coastal wetlands from the combined impact of natural processes and human intervention. In Southwestern Louisiana, a primary resource for restoring coastal wetlands is dredged material. The Calcasieu DMMP designates 9,550 acres of eroded and subsided coastal wetlands for the beneficial use of material.

FISCAL YEAR 2020: The total appropriated amount, plus carry-in funds, are being applied as follows:

Continue construction of the Dredged Material Placement Sites	\$23,800,000
Total	\$23,800,000

FISCAL YEAR 2021: The budget amount will be applied as follows:

Continue construction of the Dredged Material Placement Sites	\$13,500,000
Total	\$13,500,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, rights-of-way, and borrow and excavated or dredged material placement area.	\$15,249,000	
Provide during the period of construction a cash contribution equal to 25 percent of total project cost allocated to building navigation features.	\$42,910,000	
Modify or relocate utilities, roads, bridges (except railroad bridges) where necessary for the construction of the project.	N/A	
Pay all cost allocated to operation, maintenance, repair, rehabilitation, and replacement of the project features.		
Total Non-Federal Cost	\$58,159,000	

Non-Federal cost share for construction of navigation features will be 25 percent of total construction cost plus LERRD's.

STATUS OF LOCAL COOPERATION: The Lake Charles Harbor and Terminal District is the Local Sponsor for this project. The Project Partnership Agreement (PPA) was executed on 20 April 2015.

COMPARISON OF FEDERAL COST ESTIMATE: Not applicable.

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The Final Environmental Impact Statement was filed with Environmental Protection Agency on 15 December 2010. A letter was prepared in March of 2015 and sent to all resource agencies notifying them that the PPA for the Calcasieu River and Pass DMMP was to be executed. The letter described that work to be performed will be in accordance with the December 2010 report.

OTHER INFORMATION: The Calcasieu River and Pass Dredged Material Management Plan was approved on 16 December 2010.

Division: Mississippi Valley

District: New Orleans

Calcasieu River and Pass, LA
– Dredged Material Disposal Facility

MARYLAND

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund – Navigation, Fiscal Year 2021

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.

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 2020)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		1,011,202,000	Entire Project	28	TBD
Programmed Construction	1,010,984,000		Wetlands	48	TBD
Un-programmed Construction	218,000		Uplands	0	TBD
			Open Water	100	Sep 2018
Estimated Non-Federal Cost		337,213,000			
Programmed Construction	336,995,000				
Cash Contributions	71,785,000				
Other Costs	265,210,000				
Estimated Non-Federal Cost					
Unprogrammed Construction	218,000				
Cash Contributions	218,000				
Other Costs	0				
Total Estimated Project Cost		1,348,415,000			
Authorized Cost (plus inflation)		1,494,813,000			
Maximum Cost Limit (Section 902)		1,741,595,000			
Allocations to 30 September 2017		367,427,000			
Allocation for FY 2018		67,225,000			
Allocation for FY 2019		21,000,000			
Allocation for FY 2020		17,300,000			
Allocations through FY 2020		472,952,000	1/ 2/ 3/ 5	47	
Estimated Unobligated Carry-in Funds		13,688,000	4/		
President's Budget for FY 2021		14,500,000		48	
Programmed Balance to Complete after FY 2021		523,532,000			
Un-programmed balance to Complete after FY 2021		218,000	6/		

1/ \$6,260,016 reprogrammed to the project.

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

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

4/ Unobligated Carry-in Funding. The actual unobligated carry-in from FY 2019 to FY 2020 was \$10,698,000. As of the date this budget justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2021 from prior appropriations for use on this effort is \$13,688,000. This amount will be used to perform work on the project in FY2021.

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

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

Division: North Atlantic

District: Baltimore

Poplar Island, MD

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

JUSTIFICATION: Poplar Island was eroding at more than 13 feet per year before this restoration began and would have disappeared without this effort. The plan to restore the island using uncontaminated dredged material from maintenance dredging of the Baltimore Harbor and Channels navigation project was developed through the cooperative efforts of many state and Federal agencies, as well as private organizations. Total inflow of dredged material through FY 2019 was 34.7 million cubic yards (MCY) with 2.7 MCY in FY 2019, 2.2 MCY expected in FY 2020, and another 2.4 MCY expected in FY 2021. 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 2020: The TOTAL unobligated dollars are being applied as follows:

Inflow of dredged material for wetlands and island cell development.	\$ 14,310,000
Total	\$ 14,310,000

FISCAL YEAR 2021: The budget amount plus carry-in funds will be applied as follows:

Inflow of dredged material for wetlands and island cell development.	\$ 28,188,000
Total	\$ 28,188,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, as amended, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	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.	218,000	0
Pay 25 percent of the cost allocated to fish & wildlife restoration (including \$265,210,000 in credits for in-kind services and materials) and bear all costs of operation, maintenance, repair, rehabilitation and replacement of fish and wildlife facilities.	336,995,000	750,000
Total Non-Federal Costs	\$337,213,000	750,000

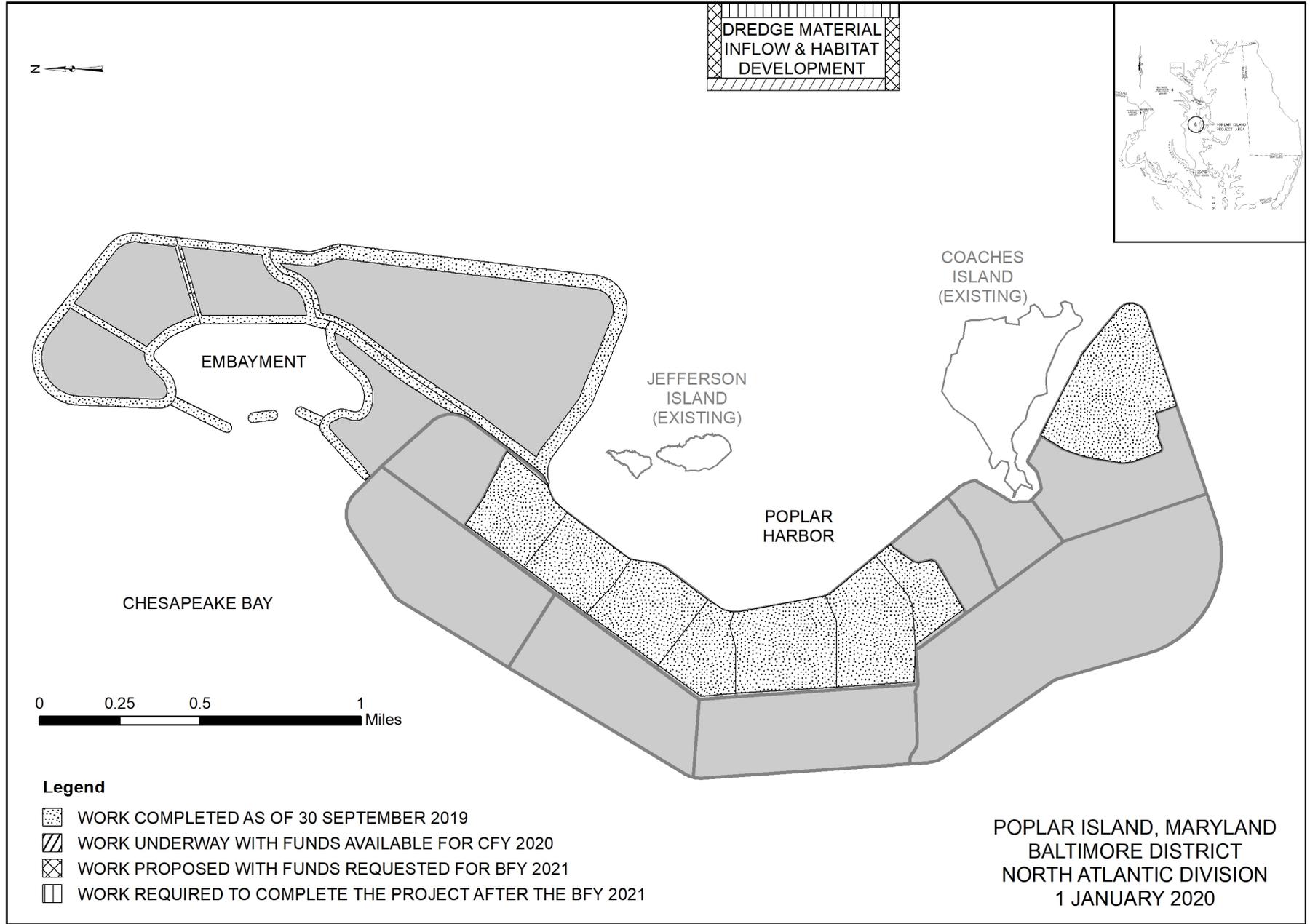
STATUS OF LOCAL COOPERATION: The State of Maryland is the non-Federal sponsor. By letter dated 16 May 1996, the State of Maryland stated its intent to be the non-Federal sponsor and participate in project cost sharing in accordance with the Water Resources Development Act of 1986. The Project Cooperation 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 \$1,011,202,000 is a decrease of \$27,250,000 from the last estimate presented to Congress (FY 2020). This change includes the following items.

Item	Amount
Reduced Price Escalation Factors on Construction Features, Contract Cost Savings, and Reduced Contingency (\$27,250,000)	
Total	(\$27,250,000)

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.

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.



NORTH CAROLINA

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APPROPRIATION TITLE: Construction - Channel and Harbors (Navigation)

PROJECT: Wilmington Harbor, North Carolina – Dredged Material Disposal Facility (Continuing)

LOCATION: The project is located on the peninsula between the Cape Fear and Brunswick Rivers south of Highway 17.

DESCRIPTION: Funds will be used to perform major rehabilitation of existing confined placement facility to create additional capacity for maintenance dredged material from Wilmington Harbor in accordance with the approved Dredged Material Management Plan (DMMP). The project consists of incrementally raising the dikes of three cells, which are located at Eagle Island dredged material disposal facility (DMDF), from their current elevations to an ultimate elevation of 50 feet. The dikes are raised in increments of approximately 3 to 6 feet for each dike raise event. The operating plan for the Eagle Island Disposal Area has been to pump dredged material into one of the three cells each year during the annual Wilmington Harbor maintenance dredging while the other two disposal cells are being prepared for dike raising. Major features of the project include construction of shoreline armor protection and raising the Cell 2 dikes. The Eagle Island DMDF has been the primary disposal site for dredged material from the upper portion of Wilmington Harbor. Mitigation associated with expanding the footprint of the Eagle Island DMDF was completed in September 2018 with the purchase of wetland mitigation credits.

AUTHORIZATION: Chapter 847 of the River and Harbor Act of 1930, P.L. 71-520; Chapter 19 of the River and Harbor Act of 1945, P.L. 79-14; Section 101 of the River and Harbor Act of 1950, P.L. 81-516; Section 107 of the River and Harbor Act of 1960, PL 86-645; Section 101 of the River and Harbor Act of 1962, PL 87-847; and Section 202 of the Water Resources Development Act of 1986, P.L. 99-662, and Section 101 of the Water Resources Development Act of 1996, P.L. 104-303, as modified by the Energy and Water Development Appropriations Act, 1998, P.L. 105-62.

REMAINING BENEFIT- REMAINING COST RATIO: The remaining benefit-cost ratio for the entire project is not applicable because the project was not funded on the basis of its benefit-cost ratio (BCR). This project was funded on the basis of Dredged Material Disposal Facilities (DMDFs).

TOTAL BENEFIT-COST RATIO: The total benefit-cost ratio for the entire project is not applicable because the project was not funded on the basis of its benefit-cost ratio (BCR). This project was funded on the basis of Dredged Material Disposal Facilities (DMDFs).

INITIAL BENEFIT - COST RATIO: The initial benefit-cost ratio for the entire project is not applicable because the project was not funded on the basis of its benefit-cost ratio (BCR). This project was funded on the basis of Dredged Material Disposal Facilities (DMDFs).

BASIS OF BENEFIT-COST RATIO: N/A

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2020)	PCT Cmpl	PHYSICAL COMPLETION SCHEDULE
Estimated Appropriation Requirement		\$103,197,000	CONSTRUCTION	35	
Future Non-Federal Reimbursement		\$13,760,000	Eagle Island DMDF	35	TBD
Estimated Federal Cost (Ultimate)		\$89,437,000	MITIGATION	100	Sep 2018
Estimated Non-Federal Cost		\$48,159,000			
Cash Contributions	\$34,399,000		Entire Project	37	TBD
Reimbursements	\$13,760,000				
Total Estimated Project Cost		\$137,596,000			
Authorized Cost (plus inflation)		\$137,596,000			
Maximum Cost Limit (Section 902)		N/A			

SUMMARIZED FINANCIAL DATA (continued)			ACCUM PCT OF EST FED COST	STATUS (1 Jan 2020)	PCT Cmpl	PHYSICAL COMPLETION SCHEDULE
Allocations to 30 September 2017	\$17,275,000					
Allocation for FY 2018	\$9,575,000					
Allocation for FY 2019	\$201,000					
Allocation for FY 2020	\$11,400,000	4/				
Allocations through FY 2020	\$38,451,000	1/3/	37			
Estimated Unobligated Carry-In Funds	\$5,900,000	2/				
President's Budget for FY 2021	\$6,600,000		44			
Programmed Balance to Complete after FY 2021	\$58,146,000					
Unprogrammed Balance to Complete after FY 2021	\$0					

1/ -\$1,482,351 reprogrammed from the project.

2/ Estimated Unobligated Carry-in Funding: The actual unobligated balance from FY 2019 into FY 2020 for this project is \$500,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for the use on this effort is \$5,900,000. This amount will be used to perform work on the project as follows: Continue Eagle Island Improvements including dike raise and toe-berm construction.

Division: South Atlantic

District: Wilmington

Wilmington Harbor, North Carolina
– Dredged Material Disposal Facility

3/ PED costs of \$0 are included in this amount.

4/ The amount shown includes the FY 2020 Work Plan amount (\$11,000,000) and \$400,000 of supplemental appropriations from the Further Continuing and Security Assistance Appropriations Act of 2017 (PL 114-254).

PHYSICAL DATA: The Eagle Island dredged material disposal facility consists of Cells 1, 2, and 3.

JUSTIFICATION: The Wilmington District conducted a Preliminary Assessment in 2016, to supplement the approved DMMP and to reassess if 20 years of capacity remained at the Eagle Island DMDF. The assessment determined that 16 years of capacity existed within the site if continued improvements occurred to raise the dikes to an elevation of 50 feet, and the remaining 4 years of maintenance dredging events would utilize the ocean dredged material disposal site. This demonstrates that there is a 20-year capacity for maintenance material disposal for the project. It should also be noted that additional capacity has been gained through improved maintenance (ditching, dewatering, etc.).

FISCAL YEAR 2020: The appropriated amount, supplemental funds, plus carry-in funds, are being applied as follows:

Continue Eagle Island Improvements	\$5,600,000
Eagle Island Dike Repairs due to Hurricane Florence	\$400,000
Total	\$6,000,000

FISCAL YEAR 2021: The budget amount, plus carry-in funds, will be applied as follows:

Continue Eagle Island Improvements including dike raise and toe-berm construction	\$12,500,000
Total	\$12,500,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, as amended, the non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Eagle Island DMDF:		
Pay 25 percent of the cost of construction of the facilities.	\$34,399,000	
Reimburse additional 10 percent of the costs of the facility within a period of 30 years following completion of construction.	\$13,760,000	
Total Non-Federal Costs (Eagle Island DMDF)	\$48,159,000	

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction and, for general navigation, reimburse its share of construction costs within a period of 30 years following completion of construction.

STATUS OF LOCAL COOPERATION: The state of North Carolina is the project sponsor. The PCA was executed on 26 March 1999. The sponsor has provided its share of the estimated costs to date and continues to be willing to provide the non-Federal funds necessary to complete the project, including all reimbursement cost.

COMPARISON OF FEDERAL COST ESTIMATES: N/A

STATUS OF ENVIRONMENTAL IMPACT STATEMENT COMPLIANCE: The final EIS for the DMDF portion was filed with the EPA in July 1996. A Record of Decision was signed in December 1996. A Finding of No Significant Impact for design changes was signed in June 2000. A Finding of No Significant Impact for dike raises at Eagle Island DMDF was signed in April 2017.

OTHER INFORMATION: FY 2019 funds were provided for Plans and Specifications to construct dike raise at Eagle Island Disposal Area.

Division: South Atlantic

District: Wilmington

Wilmington Harbor, North Carolina
– Dredged Material Disposal Facility

OPERATION AND MAINTENANCE ACTIVITIES

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ALABAMA

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Bayou La Batre, AL

AUTHORIZATION: River and Harbor Act of 1965 as amended by Public Law 96-367

LOCATION AND DESCRIPTION: Bayou La Batre is located in southern Mobile County, Alabama, approximately 30 miles southwest of Mobile, Alabama. This project provides for a continuous channel 12 feet deep, 150 feet wide and 23 miles long from the Gulf Intracoastal Waterway through Mississippi Sound east of Deer Island, Biloxi Bay, Back Bay, Cranes Neck, and a land cut to Gulfport Lake.

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$26,000 T: \$26,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$26,000 – 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 2019 to FY 2020 was \$5,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$42,968,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including dredging and energy transport work for dredging non-Federal sponsor's berthing areas.

FISCAL YEAR 2020 ALLOCATION: \$46,821,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging and for donor and energy transfer port work.

BUDGETED AMOUNT FOR FY 2021: M: \$23,491,000 O: \$1,477,000 T: \$24,968,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$24,968,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 2019 to FY 2020 was \$563,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

ALASKA

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$10,760,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used dredging, to remove 1.1 million cubic yards of glacial silts and sands between April and November.

FISCAL YEAR 2020 ALLOCATION: \$9,588,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for specific work activities including dredging and to prepare plans and specifications for a new 3-year dredging contract.

BUDGETED AMOUNT FOR FY 2021: M: \$11,300,000 O: \$0 T: \$11,300,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$11,300,000 – Funds will be used for specific work activities including dredging

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 2019 to FY 2020 was \$1,499,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$810,000

DESCRIPTIONS OF WORK FOR FY 2019: FY 2019 funds were used for dredging and to prepare plans and specifications and complete environmental coordination for a new 3-year dredging contract.

FISCAL YEAR 2020 ALLOCATION: \$866,000

DESCRIPTIONS OF WORK FOR FY 2020: FY 2020 funds are being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2021: M: \$815,000 O: \$0 T: \$815,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$815,000 – 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 2019 to FY 2020 was \$91,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$912,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used to perform dredging. Funds were also used for engineering and design efforts to perform environmental coordination and prepare plans and specifications for a new 3-year dredging contract

FISCAL YEAR 2020 ALLOCATION: \$609,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for specific work activities including dredging, and to solicit and award a new 3-year dredging contract.

BUDGETED AMOUNT FOR FY 2021: M: \$650,000 **O:** \$0 **T:** \$650,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$650,000 – 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 2019 to FY 2020 was \$190,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$594,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used to perform dredging. Funds were also used for engineering and design efforts to perform environmental coordination and prepare plans and specifications for a new 3-year dredging contract.

FISCAL YEAR 2020 ALLOCATION: \$644,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds will be used for specific work activities including dredging and maintenance of seawall environmental coordination.

BUDGETED AMOUNT FOR FY 2021: M: \$470,000 O: \$0 T: \$470,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$470,000 – 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 2019 to FY 2020 was \$160,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$2,284,000

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

FISCAL YEAR 2020 ALLOCATION: \$2,198,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for specific work activities including dredging and to prepare plans and specifications for a new 3-year dredging contract.

BUDGETED AMOUNT FOR FY 2021: M: \$2,305,000 O: \$12,000 T: \$2,317,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$2,317,000 – 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 2019 to FY 2020 was \$619,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Wrangell Harbor, AK

AUTHORIZATION: (1) Rivers and Harbors Act, 22 September 1922 (House Doc. 161, 67th Congress, 2nd Session) as adopted, (2) Rivers and Harbors Act, 30 August 1935 (House Doc. 202, 72nd Congress, 1st Session) as adopted and (3) Rivers and Harbors Act, 2 March 1945 (House Doc. 284, 76th Congress, 1st Session) as adopted.

LOCATION AND DESCRIPTION: Wrangell Harbor is located on the west side of the northern end of Wrangell Island approximately 150 miles southeast of Juneau, Alaska. Access to this region is by water or air only. This project is a low-use, shallow draft harbor consisting of an outer mooring basin 600 feet long by 400 feet wide an inner mooring basin 550 feet long by 325 feet wide and a connecting channel 120 feet wide by 530 feet long all with an authorized depth of -10 feet mean lower low water. Access is by air and water only.

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$150,000 O: \$0 T: \$150,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$150,000 – Funds will be used for specific work activities including preparing plans and specifications and environmental coordination for dredging.

OTHER INFORMATION: The interconnected mooring basins provide protected moorage for about 300 vessels and are an operating base for commercial fishing. The community of Wrangell has a dual economy based on commercial fishing and timber. This harbor is also an important harbor-of-refuge in southeast Alaska.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

ARKANSAS

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 maintenance of this project's navigation channel supports year-round access to barge transportation for the existing facilities. The authorized 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 2019 ALLOCATION: \$515,000

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

FISCAL YEAR 2020 ALLOCATION: \$15,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$15,000 O: \$0 T: \$15,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

OTHER INFORMATION: None.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$715,000

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

FISCAL YEAR 2020 ALLOCATION: \$540,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2021: M: \$525,000 O: \$15,000 T: \$540,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$615,000

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

FISCAL YEAR 2020 ALLOCATION: \$15,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$15,000 O: \$0 T: \$15,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

OTHER INFORMATION: Five-year average commercial tonnage is 397 thousand tons.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Yellow Bend Port, AR

AUTHORIZATION: Rivers and Harbors Act of 1960

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

FISCAL YEAR 2019 ALLOCATION: \$114,000

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

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$110,000 O: \$15,000 T: \$125,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$125,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

CALIFORNIA

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$17,665,000

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

FISCAL YEAR 2020 ALLOCATION: \$10,852,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$4,250,000 O: \$60,000 T: \$4,310,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$4,310,000 – Funds will be used for commonly performed O&M work.

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 2019 to FY 2020 was \$10,900,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$2,856,000

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

FISCAL YEAR 2020 ALLOCATION: \$2,723,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$2,800,000 O: \$0 T: \$2,800,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$2,800,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: The harbor is a harbor of refuge and includes a US Coast Guard station.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$844,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Moss Landing Harbor, CA

AUTHORIZATION: Rivers and Harbor Act of 1945

LOCATION AND DESCRIPTION: Moss Landing Harbor is located at Monterey Bay about 95 miles south of San Francisco. The project consists of an entrance channel and lagoon channels, authorized to a depth of 15 feet Mean Lower Low Water, and two jetties that flank the entrance channel.

FISCAL YEAR 2019 ALLOCATION: \$709,000

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

FISCAL YEAR 2020 ALLOCATION: \$7,050,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging and repairs to the North Jetty.

BUDGETED AMOUNT FOR FY 2021: M: \$4,100,000 O: \$0 T: \$4,100,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$4,100,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$672,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Noyo River and Harbor, CA

AUTHORIZATION: River and Harbor Acts of 1930, 1945, 1960, and 1962, the Water and Resources Development Acts of 1976 and 1986

LOCATION AND DESCRIPTION: The low-use, shallow-draft harbor is located 140 miles north of San Francisco at Fort Bragg in Mendocino County, California. The project includes jetties, an entrance channel, and a river channel.

FISCAL YEAR 2019 ALLOCATION: \$989,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including a dredge material management plan.

FISCAL YEAR 2020 ALLOCATION: \$4,235,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$3,600,000 O: \$0 T: \$3,600,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$3,600,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: The project is a harbor of refuge, and supports a Coast Guard Search and Rescue Base as well as recreational and commercial fishing.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$1,204,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$23,330,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed O&M work. Funds were also used for specific work activities including dredging, Sonoma Baylands monitoring, and real estate management and disposal of the Oakland side of the Oakland Inner Harbor Tidal Canal.

FISCAL YEAR 2020 ALLOCATION: \$20,357,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$21,595,000 O: \$380,000 T: \$21,975,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$21,975,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: The Port of Oakland is the major container facility in San Francisco Bay area and is a National Strategic Port. Deepening of the project from -42-foot Mean Lower Low Water (MLLW) to -50-foot MLLW was completed in 2010.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$12,802,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$2,745,000

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

FISCAL YEAR 2020 ALLOCATION: \$2,624,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$2,470,000 O: \$0 T: \$2,470,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$2,470,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: The harbor supports search and rescue vessels, US Navy vessels, US Coast Guard Auxiliary, and local marine vessels. The harbor is also a 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 2019 to FY 2020 was \$690,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$500,000.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 authorized project depth is 30 feet.

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

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

FISCAL YEAR 2020 ALLOCATION: \$470,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$8,400,000 O: \$60,000 T: \$8,460,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$8,460,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: The project is the only commercial deep-draft harbor in southern San Francisco Bay.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$4,739,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$10,044,000

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

FISCAL YEAR 2020 ALLOCATION: \$14,374,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$6,090,000 O: \$120,000 T: \$6,210,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$6,210,000 – Funds will be used for commonly performed O&M work.

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 2019 to FY 2020 was \$2,422,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$2,786,000

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

FISCAL YEAR 2020 ALLOCATION: \$6,510,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$1,560,000 O: \$50,000 T: \$1,610,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,610,000 – Funds will be used for commonly performed O&M work.

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 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 2019 to FY 2020 was \$167,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$710,000

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

FISCAL YEAR 2020 ALLOCATION: \$705,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including Hydraulic Steel Structure Inspection - Englebright and North Fork Dams.

BUDGETED AMOUNT FOR FY 2021: M: \$114,000 O: \$691,000 T: \$805,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$805,000 – 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 letter of concurrence that the proposed project is not likely to adversely affect the listed species.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$60,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 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 2021

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 2019 ALLOCATION: \$208,000

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

FISCAL YEAR 2020 ALLOCATION: \$173,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for replacement of the wing dam buoys.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$190,000 T: \$190,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$190,000 – Funds will be used for commonly performed O&M work.

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

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$18,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$150,000

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

FISCAL YEAR 2020 ALLOCATION: \$1,601,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including development of the regional dredge material management plan.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$450,000 T: \$450,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$450,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: The Dredged Material Management Office (DMMO) is a critical component of the San Francisco Bay LTMS for management of unconfined aquatic placement and beneficial use of dredged material. Corps 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 2019 to FY 2020 was \$157,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$9,634,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including replacement of 120-ft of the debris dock and repair designs for shore power and lighting at the debris dock/yard.

FISCAL YEAR 2020 ALLOCATION: \$3,503,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for the commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$3,508,000 O: \$85,000 T: \$3,593,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$3,593,000 – 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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$7,723,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$4,292,000

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

FISCAL YEAR 2020 ALLOCATION: \$4,485,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$4,640,000 O: \$60,000 T: \$4,700,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$4,700,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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. Over 60 million tons of waterborne commerce traverse the San Francisco Bar entrance channel annually.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$1,986,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$4,496,000

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

FISCAL YEAR 2020 ALLOCATION: \$7,235,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds will be used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2021: M: \$4,560,000 O: \$50,000 T: \$4,610,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$4,610,000 – Funds 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 Stockton, which is the fifth busiest port in California. Port of Stockton shipped or received 5.2 million tons of material in 2018. 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 2019 to FY 2020 was \$5,328,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$1,413,000

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

FISCAL YEAR 2020 ALLOCATION: \$2,851,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$2,945,000 O: \$60,000 T: \$3,005,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$3,005,000 – Funds will be used for commonly performed O&M work. Funds will also 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 2019 to FY 2020 was \$6,821,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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.

FISCAL YEAR 2019 ALLOCATION: \$3,516,000

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

FISCAL YEAR 2020 ALLOCATION: \$3,584,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$2,900,000 O: \$0 T: \$2,900,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$2,900,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: The project supports a strategic United States Coast Guard (USCG) station, is a harbor of refuge, and provides safe navigation for various types of commercial and recreational vessels. The USCG cutter vessel BLACKFIN is stationed in the harbor, along with a USCG Marine Safety Detachment. Commercial users of the harbor include the 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 2019 to FY 2020 was \$1,481,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$3,948,000

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

FISCAL YEAR 2020 ALLOCATION: \$5,742,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$5,699,000 O: \$75,000 T: \$5,774,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$5,774,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 2019 to FY 2020 was \$6,939,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Ventura Harbor, CA

AUTHORIZATION: River and Harbor Act of 1968

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

FISCAL YEAR 2019 ALLOCATION: \$8,316,000

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

FISCAL YEAR 2020 ALLOCATION: \$1,625,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2021: M: \$4,795,000 O: \$0 T: \$4,795,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$4,795,000 – Funds will be used for commonly performed O&M work.

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

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$3,821,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$1,484,000.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$1,501,000

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

FISCAL YEAR 2020 ALLOCATION: \$1,403,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$1,360,000 T: \$1,360,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,360,000 – 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 2019 to FY 2020 was \$46,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 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.

DELAWARE

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$18,511,000

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

FISCAL YEAR 2020 ALLOCATION: \$22,282,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging, electrical grounding and repair of radio towers, repair substructure concrete on Reedy Point Bridge, substructure concrete and miscellaneous steel repairs on Summit Bridge, and roof repair and rehabilitation on the C&D facility.

BUDGETED AMOUNT FOR FY 2021: M: \$10,925,000 O: \$7,595,000 T: \$18,520,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$18,520,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging and repair substructure concrete on St. George's Bridge.

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 2019 to FY 2020 was \$171,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$30,000

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

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$30,000 T: \$30,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$30,000 – 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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$620,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2,050-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 2019 ALLOCATION: \$11,236,000

DESCRIPTIONS OF WORK FOR FY 2019: 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 2020 ALLOCATION: \$10,263,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging and maintenance of the dredge material disposal facilities.

BUDGETED AMOUNT FOR FY 2021: M: \$7,780,000 **O:** \$190,000 **T:** \$7,970,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$7,970,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$2,216,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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DISTRICT OF COLUMBIA

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$1,021,000

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

FISCAL YEAR 2020 ALLOCATION: \$1,304,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$50,000 O: \$1,200,000 T: \$1,250,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,250,000 – 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 2019 to FY 2020 was \$32,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

FISCAL YEAR 2020 ALLOCATION: \$25,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$25,000 **O:** \$0 **T:** \$25,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$25,000 – Funds will be used for 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 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

FLORIDA

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$9,728,000

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

FISCAL YEAR 2020 ALLOCATION: \$7,992,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities to include dredging and inspection and repairs of the Canaveral Lock Western and Eastern sector gates.

BUDGETED AMOUNT FOR FY 2021: M: \$7,135,000 **O:** \$1,220,000 **T:** \$8,355,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$8,355,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: Over 5 million tons of cargo passes through Canaveral Harbor on an annual basis. 1/ *Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$5,292,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.*

Division: South Atlantic

District: Jacksonville

Canaveral Harbor, FL

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$1,546,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M). Funds were also used for specific work activities to include replacing windows and installing building insulation in walls and ceiling for Buildings SF-1 and SF-2, and at W.P. Franklin Building S-31.

FISCAL YEAR 2020 ALLOCATION: \$1,807,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including replacement of the septic system at Buildings SF-1 and SF-2 with municipal sanitary sewer connections and to meet hurricane standards for the W.P. Franklin Lock control building.

BUDGETED AMOUNT FOR FY 2021: M: \$612,000 O: \$982,000 T: \$1,594,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,594,000 – 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 2019 to FY 2020 was \$539,000. There was an additional \$124,000 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2020. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 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 2021

PROJECT NAME: Fernandina Harbor, FL

AUTHORIZATION: River and Harbors Act of 1950

LOCATION AND DESCRIPTION: The authorized civil works project coincides with the authorized military project, Kings Bay Entrance Channel. The project provides for two stone jetties at the harbor entrance, a north jetty 19,150 feet long and south jetty 11,200 feet long and a channel 46 feet deep 500 feet wide from the ocean to the entrance of Amelia River where the channel transitions to 36 feet deep and 400 feet wide. The channel then continues to the port facilities where there is a 1,000 feet wide by 35 feet deep turning basin adjacent to the channel. Just beyond the port facilities the channel transitions to 28 feet deep and 300 feet wide and continues to the split of Amelia River south of Little Tiger Island.

FISCAL YEAR 2019 ALLOCATION: \$300,000

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

FISCAL YEAR 2020 ALLOCATION: \$6,550,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$36,000 T: \$36,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$36,000 – 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 2019 to FY 2020 was \$1,290,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Intracoastal Waterway, Caloosahatchee River to Anclote River, FL

AUTHORIZATION: House Document 371,76,1, Dated 2 March 1945

LOCATION AND DESCRIPTION: Project consists of a channel 9 feet deep by 100 feet wide from Caloosahatchee River to Anclote River; deepening existing 100-foot-wide entrance channel at Casey's Pass (Venice Inlet) to 9 feet; maintenance of bulkheads, revetments, and two jetties built at Casey's Pass under a previous project; and improvement and maintenance of the existing Sunshine Skyway borrow channel to 9 feet deep by 100 feet wide. Waterway includes existing improved channels in Pine Island Sound from Punta Rossa to Charlotte Harbor, in the entrance to Roberts Bay at Casey's Pass, in Little Sarasota Bay and Sarasota Bay from Nokomis to Tampa Bay, and in Boca Ciega Bay from Tampa Bay to Clearwater Harbor; a channel 6 feet deep by 80 feet wide along the southeastern side of Boca Ciega Bay and across Cats Point Shoal. Length of project waterway is approximately 160 miles. The project traverses the west coast of Florida.

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$110,000 T: \$110,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$110,000 – 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 2019 to FY 2020 was \$991,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$10,507,000

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

FISCAL YEAR 2020 ALLOCATION: \$13,227,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$7,450,000 O: \$400,000 T: \$7,850,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$7,850,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 CON plans to meet other combatant commander requirements.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$500,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$4,307,000

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

FISCAL YEAR 2020 ALLOCATION: \$2,728,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$75,000 T: \$75,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

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

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$2,296,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$8,358,000

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

FISCAL YEAR 2020 ALLOCATION: \$2,599,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M. Funds are also being used for specific work activities including energy and donor port work.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$230,000 T: \$230,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

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

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$5,425,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$1,300,000

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

FISCAL YEAR 2020 ALLOCATION: \$1,809,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including formal periodic inspection of St. Lucie Lock and Dam, replace toilets with incinerating toilets at Moore Haven Lock, and to develop the plans and specifications for the St. Lucie Gate Repairs.

BUDGETED AMOUNT FOR FY 2021: M: \$622,000 O: \$1,133,000 T: \$1,755,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,755,000 – 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 2019 to FY 2020 was \$225,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 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 2021

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 2019 ALLOCATION: \$2,982,000

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

FISCAL YEAR 2020 ALLOCATION: \$3,930,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$0 O: \$320,000 T: \$320,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$320,000 – Funds will be used for commonly performed O&M work.

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 2019 to FY 2020 was \$936,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Panama City Harbor, FL

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

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

FISCAL YEAR 2019 ALLOCATION: \$54,000

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

FISCAL YEAR 2020 ALLOCATION: \$3,850,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including jetty rehabilitation.

BUDGETED AMOUNT FOR FY 2021: M: \$1,803,000 O: \$0 T: \$1,803,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,803,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work including dredging.

OTHER INFORMATION: The project has a five-year average of over 2.4 million tons in commodities.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$279,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Pensacola Harbor, FL

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

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

FISCAL YEAR 2019 ALLOCATION: \$1,376,000

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

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$1,160,000 O: \$130,000 T: \$1,290,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,290,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: The project serves as the entrance channel to the Pensacola Naval Air Station.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$161,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Ponce de Leon Inlet, FL

AUTHORIZATION: Section 101 (b) (8) of the Water Resources Development Act of 1999 (WRDA 1999), Public Law 106-53

LOCATION AND DESCRIPTION: The Ponce de Leon Inlet, FL project consists of an entrance channel which is 15 feet deep and 200 feet wide across the ocean bar; 12 feet deep by 200 feet wide and 12 deep by 100 feet wide to Indian River North; 12 deep by 100 feet wide southward to the Intracoastal Waterway (IWW); 7 feet deep by 100 feet wide in the Halifax River northward to the IWW; and ocean jetties 4,200 feet long and 2,700 feet long on the north and south sides of the inlet, respectively.

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$36,000 T: \$36,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$36,000 – 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 2019 to FY 2020 was \$4,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$14,326,000

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

FISCAL YEAR 2020 ALLOCATION: \$583,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including energy and donor port work.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$380,000 T: \$380,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$380,000 – 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 2019 to FY 2020 was \$12,535,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$4,007,000

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

FISCAL YEAR 2020 ALLOCATION: \$3,376,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$3,432,000 O: \$0 T: \$3,432,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$3,432,000 – 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 2019 to FY 2020 was \$10,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$3,540,000

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

FISCAL YEAR 2020 ALLOCATION: \$8,445,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$9,257,000 O: \$430,000 T: \$9,687,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$9,687,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: Over 33.1 million tons of cargo enters Tampa Harbor on an annual basis.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$172,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$6,825,000

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

FISCAL YEAR 2020 ALLOCATION: \$10,852,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging and dredge material disposal facility construction.

BUDGETED AMOUNT FOR FY 2021: M: \$3,337,000 O: \$748,000 T: \$4,085,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$4,085,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 2019 to FY 2020 was \$4,625,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$91,000

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

FISCAL YEAR 2020 ALLOCATION: \$35,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$3,095 O: \$34,050 T: \$37,145 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$37,145, of which \$37,145 is allocated for Joint activities – 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 shared between business lines as follows: NAV – 4%.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$50,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 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 2021

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 2019 ALLOCATION: \$59,000

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

FISCAL YEAR 2020 ALLOCATION: \$69,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$11,664 O: \$60,691 T: \$72,355 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$72,355, of which \$72,355 is allocated for Joint activities – Funds will be used commonly performed O&M work.

OTHER INFORMATION: As a multiple purpose project with power, the project's budget includes Joint activities shared between business lines as follows: NAV – 8%.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$35,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 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 2021

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 2019 ALLOCATION: \$59,242,000

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

FISCAL YEAR 2020 ALLOCATION: \$49,654,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging and dredge material disposal facility maintenance.

BUDGETED AMOUNT FOR FY 20202021: M: \$23,474,000 O: \$5,944,000 T: \$29,418,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$29,418,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$16,249,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$235,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including a periodic bridge inspection.

FISCAL YEAR 2020 ALLOCATION: \$167,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$60,000 O: \$101,000 T: \$161,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$161,000 – Funds will be used for commonly performed O&M work.

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 2019 to FY 2020 was \$53,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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HAWAII

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

FISCAL YEAR 2020 ALLOCATION: \$576,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used to complete the design report (design analysis) and to initiate design package, including plans and specifications and environmental analysis for repair of the Hilo Harbor breakwater structure.

BUDGETED AMOUNT FOR FY 2021: M: \$200,000 O: \$0 T: \$200,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$200,000 – Funds will be used to continue the design package and prepare for construction contract award for repair of the Hilo Harbor breakwater structure.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$489,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Calumet Harbor and River, IL and 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 sheet pile 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 2019 ALLOCATION: \$5,170,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were being used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including completion of the DMMP study; sediment management within the DMDF; dredging; and repair to a 750-foot section of harbor shore-arm.

FISCAL YEAR 2020 ALLOCATION: \$2,604,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including sediment management within the DMDF; repair to a 500-foot section of the harbor shore-arm; stabilization of the degraded timber crib with grout fill; and an environmental permit update.

BUDGETED AMOUNT FOR FY 2021: M: \$5,833,000 O: \$403,000 T: \$6,236,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$6,236,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including shore-arm breakwater repair, dredged material management within the DMDF; and dredging.

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 2019 to FY 2020 was \$789,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Chicago Harbor, IL

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

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

FISCAL YEAR 2019 ALLOCATION: \$14,947,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were used for specific work activities including relocation of utilities at the north pier, 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, and security fence improvement at the main access gate.

FISCAL YEAR 2020 ALLOCATION: \$8,914,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including multi-beam survey of the lock chamber, emergency action plan update, a sector gate reliability study, and lock chamber wall resurfacing.

BUDGETED AMOUNT FOR FY 2021: M: \$882,000 O: \$2,918,000 T: \$3,800,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$3,800,000 – 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 bulkhead relocation.

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 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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$2,343,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

Division: Great Lakes and Ohio River

District: Chicago

Chicago Harbor, IL

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$916,000

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

FISCAL YEAR 2020 ALLOCATION: \$851,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$1,170,000 T: \$1,170,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,170,000 – 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 2019 to FY 2020 was \$12,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$1,311,000

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

FISCAL YEAR 2020 ALLOCATION: \$1,474,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$11,000 T: \$11,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$11,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: In December 2018, four Illinois coastal communities were selected for one of ten pilot projects nationwide for the beneficial use of dredged material established under Section 1122 of the Water Resources Development Act of 2016. Dredged material from Waukegan Harbor would be the source of material for this pilot project.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$281,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

INDIANA

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$4,573,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. In addition, funds are being used for specific work activities including dredging and repairs to the channel scour hole.

FISCAL YEAR 2020 ALLOCATION: \$4,292,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging and riprap placement in the harbor arms.

BUDGETED AMOUNT FOR FY 2021: M: \$4,268,000 **O:** \$199,000 **T:** \$4,467,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$4,467,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging and riprap placement in the harbor arms.

OTHER INFORMATION: Sand naturally moves to the west into the Federal channel limits. This condition narrows the harbor approach channel and hinders commercial vessels' ability to make the turn into the harbor, especially during adverse wind conditions.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$44,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$11,163,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including repair of 800 feet of failing laid-up stone in east breakwater via rubblemound encapsulation; dredging; and development of plans and specifications for the phase II dike raise at the Indiana Harbor dredge material disposal facility.

FISCAL YEAR 2020 ALLOCATION: \$8,268,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$3,017,000 **O:** \$4,559,000 **T:** \$7,576,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$7,576,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 2019 to FY 2020 was \$329,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Michigan City Harbor, IN

AUTHORIZATION: Rivers and Harbors Acts of 1836, 1870, 1899, 1905, 1927 and 1935. Section 107 of the Rivers and Harbors Act of 1960. Section 123 of the Rivers and Harbors Act of 1970, Water Resources Development Act 1986 and 1996.

LOCATION AND DESCRIPTION: The project consists of east and west piers (2,276 and 835 feet respectively of concrete capped timber cribs encased in sheet pile), a detached breakwater (1,304 feet of concrete capped timber cribs surrounded by riprap), an entrance channel 425 feet wide at -18.0 feet Low Water Datum (LWD), an outer channel of 150 feet wide at -12.0 feet LWD, and the Trail Creek channel 50 feet wide at -8.0 and -6.0 feet LWD.

FISCAL YEAR 2019 ALLOCATION: \$150,000

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

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$10,000 T: \$10,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

OTHER INFORMATION: Michigan City Harbor is a deep-draft port that accepts very little commercial tonnage. The Port hosts a U.S. Coast Guard search and rescue station.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$178,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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.

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

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

FISCAL YEAR 2020 ALLOCATION: \$2,033,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$1,918,000 O: \$9,000 T: \$1,927,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,927,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: The five-year average of commodities transported on this waterway exceeds 11,000,000 tons. This is a critical waterway for the region, primarily supporting energy related cargo.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$141,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$5,000.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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. 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 authorized 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.

FISCAL YEAR 2019 ALLOCATION: \$906,000

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

FISCAL YEAR 2020 ALLOCATION: \$926,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$920,000 O: \$15,000 T: \$935,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

OTHER INFORMATION: 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. The five-year average commercial tonnage is 920 thousand tons.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Atchafalaya River and Bayous Chene, Boeuf and 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 2019 ALLOCATION: \$15,573,000

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

FISCAL YEAR 2020 ALLOCATION: \$18,399,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$4,000,000 O: \$430,000 T: \$4,430,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$4,430,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$1,059,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Barataria Bay Waterway, LA

AUTHORIZATION: River and Harbor Act 2 March 1919

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

FISCAL YEAR 2019 ALLOCATION: \$2,599,000

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

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$100,000 T: \$100,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

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

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$137,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$555,000

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

FISCAL YEAR 2020 ALLOCATION: \$2,555,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2021: M: \$500,000 O: \$60,000 T: \$560,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$560,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$13,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$99,000

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

FISCAL YEAR 2020 ALLOCATION: \$842,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$150,000 O: \$100,000 T: \$250,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

OTHER INFORMATION: Port Fourchon is a multi-use facility serving the Gulf of Mexico's deepwater oil production and is the land base for the Louisiana Offshore Oil Port. The facility is connected to the U.S. refining capacity which furnishes the U.S. oil supply. It is equipped to serve companies involved with offshore oil production, container/break-bulk shipping, trucking, commercial fishing, and recreational industries.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$21,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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).

FISCAL YEAR 2019 ALLOCATION: \$10,000

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

FISCAL YEAR 2020 ALLOCATION: \$10,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$10,000 T: \$10,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$240,000

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

FISCAL YEAR 2020 ALLOCATION: \$30,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$30,000 T: \$30,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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 2019 to FY 2020 was \$202,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$50,000

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

FISCAL YEAR 2020 ALLOCATION: \$59,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$50,000 T: \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$50,000 – 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 2019 to FY 2020 was \$14,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$27,399,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also provided to the port for donor and energy transfer port work.

FISCAL YEAR 2020 ALLOCATION: \$28,322,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M. Funds are also being used for specific work activities including dredging and for donor and energy transfer port work.

BUDGETED AMOUNT FOR FY 2021: M: \$6,000,000 O: \$1,400,000 T: \$7,400,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$7,400,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$6,733,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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. The project also includes Freshwater Bayou Lock, which prevents saltwater intrusion into the Mermentau Basin.

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

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

FISCAL YEAR 2020 ALLOCATION: \$1,782,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$5,697,000 O: \$1,880,000 T: \$7,577,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$7,577,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: The project 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 services the offshore petroleum industry supply boats and the commercial fishing industry.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$314,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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.

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

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

FISCAL YEAR 2020 ALLOCATION: \$5,040,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$2,650,000 O: \$100,000 T: \$2,750,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$2,750,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: The project 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. 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 2019 to FY 2020 was \$5,565,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$1,302,000

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

FISCAL YEAR 2020 ALLOCATION: \$30,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$1,300,000 O: \$30,000 T: \$1,330,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,330,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$1,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Madison Parish Port, LA

AUTHORIZATION: Rivers and Harbors Act of 1960

LOCATION AND DESCRIPTION: Madison Parish Port is a fast-water, shallow draft port, located on the Mississippi River in Madison Parish, Louisiana. This is a low use shallow draft harbor.

FISCAL YEAR 2019 ALLOCATION: \$207,000

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

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$200,000 O: \$7,000 T: \$207,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$207,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: This project serves the transportation needs for water-oriented industry for many small communities and farmers in and around Madison Parish, LA.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$12,825,000

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

FISCAL YEAR 2020 ALLOCATION: \$11,382,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$0 O: \$1,880,000 T: \$1,880,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,880,000 – 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 2019 to FY 2020 was \$11,962,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Mississippi River Outlets at Venice, LA

AUTHORIZATION: River and Harbor Act of 1968, Section 101

LOCATION AND DESCRIPTION: The project is located in southeastern Louisiana and provides for two outlet channels (Baptiste Collette and Grand/Tiger Pass) from the Mississippi River in the vicinity of Venice, Louisiana. Both shallow draft navigation channels have authorized channel dimensions of 14-foot deep by 150-foot wide (inland reach) and 16-foot deep by 250-foot wide (bar channel reach).

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

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

FISCAL YEAR 2020 ALLOCATION: \$1,337,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$2,650,000 O: \$100,000 T: \$2,750,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$2,750,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 2019 to FY 2020 was \$9,806,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$150,791,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including donor and energy transfer port work.

FISCAL YEAR 2020 ALLOCATION: \$248,992,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging, jetty repairs, and donor and energy transfer port work.

BUDGETED AMOUNT FOR FY 2021: M: \$60,000,000 O: \$4,000,000 T: \$64,000,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$64,000,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 2019 to FY 2020 was \$30,234,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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.

FISCAL YEAR 2019 ALLOCATION: \$248,000

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

FISCAL YEAR 2020 ALLOCATION: \$198,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$200,000 T: \$200,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

OTHER INFORMATION: 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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$3,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Tangipahoa River, LA

AUTHORIZATION: River and Harbor Acts of 10 June 1872 and 14 June 1880

LOCATION AND DESCRIPTION: The project is located in southeastern Louisiana on the north shore of Lake Pontchartrain in Tangipahoa Parish. The primary use of the waterway is for recreation.

FISCAL YEAR 2019 ALLOCATION: \$20,000

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

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$20,000 T: \$20,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$20,000 – 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 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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.

FISCAL YEAR 2019 ALLOCATION: \$14,000

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

FISCAL YEAR 2020 ALLOCATION: \$20,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$10,000 T: \$10,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$10,000 – 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. 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 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$30,000

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

FISCAL YEAR 2020 ALLOCATION: \$10,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$15,000 T: \$15,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$15,000 – 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 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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MAINE

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$1,040,000

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

FISCAL YEAR 2020 ALLOCATION: \$1,040,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$1,050,000 T: \$1,050,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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 2019 to FY 2020 was \$70,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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MARYLAND

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$28,359,000

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

FISCAL YEAR 2020 ALLOCATION: \$25,146,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 port activities.

BUDGETED AMOUNT FOR FY 2021: M: \$18,980,000 O: \$1,105,000 T: \$20,085,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$20,085,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 2019 to FY 2020 was \$14,341,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$511,000

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

FISCAL YEAR 2020 ALLOCATION: \$559,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$50,000 O: \$550,000 T: \$600,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$600,000 – 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 2019 to FY 2020 was \$19,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Ocean City Harbor and Inlet and 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 lower 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 lower 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 2019 ALLOCATION: \$255,000

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

FISCAL YEAR 2020 ALLOCATION: \$495,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$500,000 O: \$615,000 T: \$1,115,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,115,000 — Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging and sand by-pass operations.

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 2019 to FY 2020 was \$513,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$3,960,000

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

FISCAL YEAR 2020 ALLOCATION: \$3,985,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$4,400,000 **O:** \$ **T:** \$4,400,000 ^{1/}

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$4,400,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: The Wicomico River navigation project serves the Port of Salisbury and provides 10 facilities for grain exports and petroleum imports, which are important to the economies of Delaware, Maryland, and Virginia.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$1,975,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 jetties in the East Boat Basin and Onset Bay, two high-level highway bridges, and a vertical lift railroad bridge which cross the canal.

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

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including conducting a required inspection of Sagamore Highway Bridge.

FISCAL YEAR 2020 ALLOCATION: \$9,736,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including conducting required inspections of the Bourne Highway Bridge and the Railroad Bridge, underwater inspection of the Sagamore Highway Bridge, light pole rehabilitation on the Bourne and Sagamore Highway Bridges, and acquiring diesel marine engines to replace existing engines.

BUDGETED AMOUNT FOR FY 2021: M: \$2,205,000 O: \$8,220,000 T: \$10,425,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$10,425,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including mechanical adjustments and steel repairs to the Buzzards Bay vertical lift railroad bridge and replacement of remote sensor buildings.

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 2019 to FY 2020 was \$2,319,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 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 2021

PROJECT NAME: Chatham (Stage) Harbor, MA

AUTHORIZATION: Authorized by the Rivers and Harbors Act of 1945

LOCATION AND DESCRIPTION: Chatham Harbor is located at the northeastern corner of Nantucket Sound about 16 miles east of Hyannis Harbor, Massachusetts and 70 miles southeast of Boston Harbor, Massachusetts. The project provides for a channel 10 feet deep, 150 feet wide and 2.1 miles in length extending from Chatham Roads in Nantucket Sound through Harding Beach to the upper harbor. The project also involved construction of a sand dike across the original mouth of the harbor and construction of the west jetty.

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$400,000 O: \$0 T: \$400,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$400,000 – Funds will be used for commonly performed operation and maintenance work. Funds will be used for specific work activities including dredging.

OTHER INFORMATION: Two U.S. Coast Guard (USCG) vessels are stationed in Chatham (Stage) Harbor.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$1,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Green Harbor, MA

AUTHORIZATION: Authorized by Section 107 of the Rivers and Harbors Act of 1960, as amended, and as modified by Sections 365(a)(11) and (d) of the Water Resources Development Act of 1999.

LOCATION AND DESCRIPTION: Green Harbor is a small tidal estuary located in Marshfield, Massachusetts at the extreme northwestern end of Cape Cod Bay and about 23 miles northwest of the Cape Cod Canal. The harbor is located at the mouth of the Green Harbor River, a small stream draining marshlands to the northwest. The project provides for an 8-foot channel, 100 feet wide, extending from deep water in Massachusetts Bay to just inside the jetties, then 6 feet deep to the head of navigation. The project also provides for a small 6-foot turning basin at the upstream limit, a 6-foot anchorage area adjacent to the town pier, partially rebuilding the existing west jetty and extending it 200-feet, and raising the east jetty.

FISCAL YEAR 2019 ALLOCATION: \$150,000

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

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$400,000 O: \$0 T: \$400,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

OTHER INFORMATION: Green Harbor is second among Massachusetts harbors for lobster landings.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$146,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Plymouth Harbor and Long Beach Dike, MA

AUTHORIZATION: Rivers and Harbors Acts of 1899 (21 Stat. 180), 1913 (P.L. 61-264) and 1962 (P.L. 79-14); Section 1002 of the Water Resources Development Act of 1986 (P.L. 99-662) and Section 116(3) of the Water Resources Development Act of 1992 (P.L. 102-580).

LOCATION AND DESCRIPTION: Plymouth Harbor is located in the Town of Plymouth, about 30 miles south of Boston, Massachusetts. The project consists of an 18-foot entrance channel, a 15-foot inner channel, a 3,500 linear foot rubble stone breakwater, a 360 linear foot causeway used for recreational fishing, an 8-foot anchorage area and placement of approximately 2.5 miles of stone riprap along Plymouth Long Beach, a barrier beach which protects Plymouth Harbor from severe weather in Cape Cod Bay. The Plymouth Harbor Federal navigation project was completed in 1967.

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$100,000 **O:** \$0 **T:** \$100,000 ^{1/}

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$100,000 – Funds will be used for specific work activities including footbridge repairs.

OTHER INFORMATION: The allowable dredging window extends from 1 October through 31 January.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$3,458,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Alpena Harbor, MI

AUTHORIZATION: Authorization: Rivers & Harbors Acts of 1890, 1919, 1922, 1935, and 1965

LOCATION AND DESCRIPTION: Alpena Harbor is a moderate-use, deep-draft commercial harbor, located in Alpena County, MI at the mouth of Thunder Bay River, which empties into Thunder Bay, Lake Huron. It is authorized at depths of 25 feet from deep water in Thunder Bay to 18.5 feet to the upstream limit of the federal project. Alpena is designated as a Harbor of Refuge.

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$5,000 T: \$5,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$5,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: This project ranked 24th in tonnage among the Great Lakes harbors in 2017 with 2.3 million tons of material shipped and received in 2017.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$188,000

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

FISCAL YEAR 2020 ALLOCATION: \$190,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$0 **O:** \$201,000 **T:** \$201,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$201,000 – 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 2019 to FY 2020 was \$4,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Cheboygan Harbor, MI

AUTHORIZATION: River and Harbor Act of 1896

LOCATION AND DESCRIPTION: Located at the mouth of the Cheboygan River and empties into western Lake Huron approximately 16 miles southeast of the Straits of Mackinac.

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$6,000 T: \$6,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$6,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: Cheboygan Harbor is a deep draft commercial harbor. Two hundred twenty-one thousand tons of material were shipped and received in 2017.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Detroit River, MI

AUTHORIZATION: Rivers and Harbors Act of 1902 (PL57-154), as amended by the Rivers and Harbors Acts of 1905 (PL 58-215), 1907 (PL 59-168), 1910 (PL 61-264), 1913 (PL 62-429), 1919 (65-323), 1930 (PL 71-520), 1935 (PL 74-409), 1937 (PL 75-392), 1945 (PL 79-14), 1946 (PL 79-525), 1950 (PL 81-519), 1956 (PL 84-434), 1960 (PL 86-645), and 1968 (PL 90-483); 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.

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

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

FISCAL YEAR 2020 ALLOCATION: \$5,909,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$5,986,000 **O:** \$1,242,000 **T:** \$7,228,000 ^{1/}

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$7,228,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: Dredged material is disposed of at the Pointe Mouillee Confined Disposal Facility. 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 2019 to FY 2020 was \$109,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$80,000.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Grand Haven Harbor and Grand River, MI

AUTHORIZATION: Rivers and Harbors Act of 1866, as amended by the Rivers and Harbors Acts of 1880, 1890, 1892, 1930 (PL 71-520), 1937 (PL 75-392), and 1945 (PL 79-14); and the Water Resources Development Act of 1986 (PL 99-662).

LOCATION AND DESCRIPTION: The harbor is located on the east shore of Lake Michigan, 108 miles northeast of Chicago, IL and 23 miles north of Holland, MI at the mouth of the Grand River.

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

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including dredging and engineering and design for repairs to the north breakwater.

FISCAL YEAR 2020 ALLOCATION: \$594,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$0 **O:** \$48,000 **T:** \$48,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$48,000 – Funds will be used for commonly performed O&M work.

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 2019 to FY 2020 was \$129,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$40,000.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Holland Harbor, MI

AUTHORIZATION: Rivers and Harbors Act of 1852, as amended by the Rivers and Harbors Acts of 1867, 1899, 1905 (PL 58-215), 1930 (PL 71-520), 1935 (PL 74-409), and 1954 (PL 83-780); and the Water Resources Development Act of 1986 (PL 99-662).

LOCATION AND DESCRIPTION: Holland Harbor is located on the east shore of Lake Michigan 95 miles northeast of Chicago, IL and 23 miles south of Grand Haven, MI. It is a low-use, deep-draft commercial harbor with project depths of 23 feet in the entrance and 21 feet in the inner channel and Lake Macatawa. There are approximately 5,500 feet of structures including breakwaters, piers, and revetments and approximately six miles of maintained channel.

FISCAL YEAR 2019 ALLOCATION: \$594,000

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

FISCAL YEAR 2020 ALLOCATION: \$700,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used commonly performed O&M work. Funds are also being for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2021: M: \$0 **O:** \$16,000 **T:** \$16,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$16,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: Dredged material from the outer harbor is used for shoreline nourishment.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$42,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Keweenaw Waterway, MI 2/

AUTHORIZATION: Rivers and Harbors Act of 1890, as amended by the Rivers and Harbors Acts of 1910 (PL 61-264), 1919 (PL 65-323), and 1935 (PL 74-409); and the Water Resources Development Act of 1986 (PL 99-662).

LOCATION AND DESCRIPTION: The Keweenaw Waterway is located in the Keweenaw Peninsula of the upper peninsula of Michigan between Keweenaw Bay and Lake Superior. The west, upper entrance is 169 miles east of Duluth, MN and the east, lower entrance is approximately 60 miles west of Marquette, MI. It is a low-use, deep-draft commercial waterway with an authorized depth of 32 feet in the upper entrance channel, 28 feet in the lower entrance channel, and 25 feet in the interior channel. There are over 18 miles of maintained channels and approximately 24,300 feet of structures including breakwaters, piers, and revetments.

FISCAL YEAR 2019 ALLOCATION: \$235,000

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

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$850,000 **O:** \$113,000 **T:** \$963,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$963,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: Portions of the project are leased to State and local entities for recreational uses.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$204,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 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 2021

PROJECT NAME: Ludington Harbor, MI

AUTHORIZATION: River and Harbor Act of 1881

LOCATION AND DESCRIPTION: Ludington Harbor is a low-use, deep-draft commercial harbor located on the east shore of Lake Michigan, 156 miles northeast of Chicago, IL and 67 miles north of Grand Haven, MI. The project provides for commercial navigation with 6,170 feet of maintained channels and includes 5,250 feet of navigation structures, including breakwaters and piers.

FISCAL YEAR 2019 ALLOCATION: \$495,000

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

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$7,000 T: \$7,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$7,000 – 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 2019 to FY 2020 was \$16,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Manistee Harbor, MI

AUTHORIZATION: River and Harbor Act of 1867

LOCATION AND DESCRIPTION: Manistee Harbor is located on the east shore of Lake Michigan, 179 miles northeast of Chicago and 26 miles north of Ludington, MI. It is a low-use, deep-draft commercial harbor with project depths of 25 feet in the entrance and 23 feet in the river channel. It has over 6,000 feet of structures including breakwaters, piers, and revetments and includes about 2 miles of maintained channel.

FISCAL YEAR 2019 ALLOCATION: \$200,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for specific work activities including to initiate design for repairs to south breakwater connector.

FISCAL YEAR 2020 ALLOCATION: \$500,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for specific work activities to include repair of the South Breakwater Connector.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$11,000 T: \$11,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$11,000 – 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 2019 to FY 2020 was \$95,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Manistique Harbor, MI

AUTHORIZATION: Authorized by the Rivers and Harbors Act of 1905, as amended.

LOCATION AND DESCRIPTION: Manistique Harbor is located on the north shore of Lake Michigan, 135 miles northeast of Green Bay, Wisconsin and 220 miles north of Milwaukee, Wisconsin. It is a deep draft commercial harbor that is used primarily for recreational purposes. Project depth is 19 feet in the entrance channel and 18 feet in the inner channel with a maintained depth of 12 feet. The harbor contains nearly 3,000 feet of breakwater and pier structures as well as approximately 4,000 feet of maintained channel.

FISCAL YEAR 2019 ALLOCATION: \$200,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for specific work activities including to initiate the engineering and design of repairs to the west breakwater.

FISCAL YEAR 2020 ALLOCATION: \$1,300,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$7,000 T: \$7,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$7,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: The harbor serves as a harbor of refuge and supports a variety of sport and charter fishing interests and public/private recreational boating facilities. The harbor also supports two commercial fishing companies and is a subsistence harbor supporting tug-barge company providing gasoline, diesel and home heating fuels to Beaver Island.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$196,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Marquette Harbor, MI

AUTHORIZATION: Rivers and Harbors Act of 1867, as amended

LOCATION AND DESCRIPTION: Marquette Harbor is located in Marquette Bay on the south shore of Lake Superior, 160 miles west of Sault Ste. Marie, MI and 265 miles east of Duluth, MN. It is a deep draft commercial harbor with a project depth of 27 feet in the entrance channel and inner basins. It has over 4,500 feet of breakwater structure and over one-half mile of navigation channel.

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$5,000 T: \$5,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$5,000 – Fundis 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 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Menominee Harbor, MI and WI

AUTHORIZATION: River and Harbor Act of 1871

LOCATION AND DESCRIPTION: Menominee Harbor is located on Lake Michigan at the mouth of the Menominee River on the western shore of Green Bay, 16 miles northwest of the mouth of Sturgeon Bay and 49 miles northeast of Green Bay Harbor, about 155 miles from Milwaukee via Sturgeon Bay Harbor and the Lake Michigan Ship Canal. Menominee is a deep draft commercial harbor with a project depth is 26 feet in the entrance channel, 12 feet to 24 feet in the Menominee River, and the turning basin has a project depth of 21 feet. The harbor contains over 3,300 feet of concrete breakwater structures and over 10,000 feet of maintained channel.

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$5,000 T: \$5,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$5,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: 176,000 tons of materials were shipped and received in 2017.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Monroe Harbor, MI

AUTHORIZATION: Act of 24 Feb 1835, as amended by the Rivers and Harbors Acts of 1844, 1872, 1875, 1886, 1930 (PL 71-520), and 1932 (PL 72-286); and the Water Resources Development Act of 1986 (PL 99-662).

LOCATION AND DESCRIPTION: Monroe Harbor is located on the lower reach of the Raisin River, which empties into Lake Erie, 36 miles south of Detroit, MI. It is a deep draft commercial harbor with authorized depths of 21 feet in Lake Erie to the turning basin, which has an 18 foot depth. It has approximately 28,000 feet of maintained Federal channel.

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

FISCAL YEAR 2020 ALLOCATION: \$1,330,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed operation and maintenance (O&M) work. Funds are also being used for specific work to include dredging.

BUDGETED AMOUNT FOR FY 2021: M: \$0 **O:** \$6,000 **T:** \$6,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$6,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: Dredged material is placed in the Sterling State Park Confined Disposal Facility.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Muskegon Harbor, MI

AUTHORIZATION: River and Harbor Act of 1902 (PL57-154), as amended

LOCATION AND DESCRIPTION: Muskegon Harbor is a moderate-use, deep-draft commercial harbor located on the east shore of Lake Michigan, 114 miles northeast of Chicago. It has approximately 6,500 feet of maintained Federal channel with depths of 28 to 29 feet. Muskegon Harbor also has approximately 6,200 feet of maintained structures, including breakwaters, piers, and revetments.

FISCAL YEAR 2019 ALLOCATION: \$2,900,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including repairs to the portions of the south breakwater connector.

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$10,000 T: \$10,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

OTHER INFORMATION: The dredged material is used for shoreline nourishment.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$997,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Ontonagon Harbor, MI

AUTHORIZATION: Rivers and Harbors Act of 1867, as amended

LOCATION AND DESCRIPTION: Ontonagon Harbor is 140 miles east of Duluth, Minnesota, on the south shore of Lake Superior, at mouth of the Ontonagon River. It is a low-use, deep-draft commercial harbor with project depths of 23 feet in the entrance channel, 22 feet in the inner harbor channel, 30 feet in the sedimentation basin, and 21 feet at the western upstream portion of the channel. It has over 4,800 feet of structures including piers and revetments, and includes 0.75 miles of maintained channel.

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

FISCAL YEAR 2020 ALLOCATION: \$1,100,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds will be used for commonly performed operation and maintenance (O&M) work. Funds will be used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$11,000 T: \$11,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$11,000 – 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 2019 to FY 2020 was \$16,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Presque Isle Harbor, MI

AUTHORIZATION: River and Harbor Act of 1902 (PL57-154), as amended

LOCATION AND DESCRIPTION: Presque Isle Harbor is located on the southern shore of Lake Superior at Marquette, MI. It is a moderate-use, deep-draft commercial harbor with 2,800 feet of maintained Federal channel and authorized depths of 28 to 30 feet. Presque Isle Harbor also has approximately 2,850 feet of maintained structures, including breakwaters, piers, and revetments.

FISCAL YEAR 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$5,000 T: \$5,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$5,000 – Funds will be used for commonly performed operation and maintenance work.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Rouge River, MI

AUTHORIZATION: Rivers and Harbors Acts of 1917, 1935, 1958, and 1962

LOCATION AND DESCRIPTION: The Rouge River originates in Oakland and Washtenaw Counties in southeast Michigan. The river is 30 miles long and flows southeast through Wayne County before it joins the Detroit River at the westerly limit of the city of Detroit. The Federal navigation channel is located on the lower two-and-one-half miles of the river. The project provides a navigation channel with depths varying from 21 feet in the cut-off channel and 18 to 15 feet in the old Rouge channel.

FISCAL YEAR 2019 ALLOCATION: \$396,000

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

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$1,130,000 O: \$2,000 T: \$1,132,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,132,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: Dredged material is placed in the Pointe Mouillee Disposal Facility.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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. 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.

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

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including incremental dike raising and engineering and design for the rehabilitation of the Upper Saginaw Dredged Material Disposal Facility weir and outfall.

FISCAL YEAR 2020 ALLOCATION: \$2,720,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$2,630,000 **O:** \$427,000 **T:** \$3,057,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$3,057,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: The dredged material from the channels in the bay is 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).

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$93,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$80,000.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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), 1946 (PL 79-525); and 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.

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

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

FISCAL YEAR 2020 ALLOCATION: \$1,556,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$580,000 **O:** \$206,000 **T:** \$786,000 ^{1/}

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$786,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: Dickinson Island confined disposal facility has provided a suitable placement site for all material dredged from the St. Clair River.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$431,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$80,000.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: St. Joseph Harbor, MI

AUTHORIZATION: Rivers and Harbors Act of 1875, as amended by the Rivers and Harbors Acts of 1880, 1899, 1935 (PL 74-409), 1937 (PL 75-130), 1945 (PL 79-14), and 1958 (PL 85-500), and 1963 (PL 88-88).

LOCATION AND DESCRIPTION: St. Joseph Harbor is located on the east shore of Lake Michigan, 60 miles east of Chicago, Illinois, and 24 miles south of South Haven, Michigan. It is a deep draft commercial project with project depths ranging from 18 to 21 feet. St. Joseph Harbor includes approximately 2 miles of Federal channels. St. Joseph Harbor also has approximately 3,750 feet of maintained structures, including breakwaters, piers, and revetments.

FISCAL YEAR 2019 ALLOCATION: \$1,485,000

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

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$0 **O:** \$17,000 **T:** \$17,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$17,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: St. Joseph Harbor is a harbor of refuge and is home to the U.S. Coast Guard Station St. Joseph which provides search and rescue, ice rescue, and homeland security missions.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$81,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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), 1942 (PL 77-490), 1945 (PL 79-14), 1946 (PL 79-525), 1956 (PL 84-434 and 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 2019 ALLOCATION: \$40,644,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including dewatering and repairs to the Poe Lock Gate 1.

FISCAL YEAR 2020 ALLOCATION: \$42,748,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including repairs to the Poe Lock Gate 1, acquisition of the Aquadigger to replace the derrick barge Nicolet, replacement of the crane barge Harvey, removal of derrick cranes, and roof replacement at Soo Locks Davis building and boat house.

BUDGETED AMOUNT FOR FY 2021: M: \$14,393,000 **O:** \$13,436,500 **T:** \$27,829,500 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$27,829,500, of which \$2,803,500 is allocated for Joint activities – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dewatering.

OTHER INFORMATION: As a multiple purpose project with power, the project's budget includes Joint activities shared between business lines as follows: NAV – 89%.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$939,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$800,000.

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.

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Duluth-Superior Harbor, MN and 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), 1908 (PL 60-153), 1916 (PL 64-108), 1919 (PL 65-323), 1927 (PL 69-560), 1930 (PL 71-520), 1952 (PL 82-568), 1960 (PL 86-645) and 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. 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 2019 ALLOCATION: \$17,721,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including dredging, navigation structure repairs, and repairs of the North Pier.

FISCAL YEAR 2020 ALLOCATION: \$15,233,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging, completion of north revetment steel sheet pile repairs and the North Pier repairs, and Government Vessel Yard slip repairs.

BUDGETED AMOUNT FOR FY 2021: M: \$4,015,000 **O:** \$1,085,000 **T:** \$5,100,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$5,100,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: The visitor center and park has annual visitation in excess of 600,000.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$2,944,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$80,000.

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 2021

PROJECT NAME: Minnesota River, MN

AUTHORIZATION: Rivers and Harbors Acts of 1892, 1909 and 1958

LOCATION AND DESCRIPTION: The Minnesota River begins in Big Stone Lake, Minnesota and South Dakota, and flows southeasterly about 224 miles to Mankato, Minnesota, thence northeasterly about 106 miles to join the Mississippi River opposite of St. Paul, Minnesota. The project is a channel of 9-foot depth below the low control pool from the mouth at the Mississippi River confluence to river mile 14.7, one-half mile above the railway bridge at Savage, MN, and 4-foot depth from river mile 14.7 to 25.6 at Shakopee, Minnesota.

FISCAL YEAR 2019 ALLOCATION: \$257,000

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

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$260,000 O: \$0 T: \$260,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$260,000 – 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 2019 to FY 2020 was \$154,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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.

FISCAL YEAR 2019 ALLOCATION: \$1,000

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

FISCAL YEAR 2020 ALLOCATION: \$990,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for specific work activities including repairs to concrete cap joints and ice plates.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$16,000 T: \$16,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$16,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: The primary commercial commodity handled is iron ore, with the harbor handling 12-million tons per year.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$73,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Biloxi Harbor, MS

AUTHORIZATION: Section 107 of River and Harbor Act of 1960 and River and Harbor Act of 1966

LOCATION AND DESCRIPTION: The project is a high use, shallow draft harbor located on Biloxi Bay bordering Harrison and Jackson Counties, Mississippi. The project consists of a 12 x 150 foot main channel from the Gulf Intracoastal Waterway leading northward to, and including several small commercial channels and turning basins on Mississippi Sound and Biloxi Bay. The project supports commercial fisheries and heavy industrial manufacturing facilities.

FISCAL YEAR 2019 ALLOCATION: \$1,580,000

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

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$1,983,000 O: \$10,000 T: \$1,993,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,993,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: Over 1 million tons of commodities are transported annually.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$239,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$1,230,000

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

FISCAL YEAR 2020 ALLOCATION: \$930,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M. Funds are also being used for specific work activities including dredging.

BUDGETED AMOUNT FOR FY 2021: M: \$900,000 O: \$30,000 T: \$930,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$7,183,000

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

FISCAL YEAR 2020 ALLOCATION: \$9,441,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$4,380,000 O: \$146,000 T: \$4,526,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$4,526,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: The project supports major import/exports of poultry products, fruit, wood products, metals and minerals for manufacturing processes. This project was widened to fully authorized dimensions in FY 2011. In November 2015, Gulfport was designated as a Strategic Seaport.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$208,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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.

FISCAL YEAR 2019 ALLOCATION: \$30,000

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

FISCAL YEAR 2020 ALLOCATION: \$327,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$0 O: \$30,000 T: \$30,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

OTHER INFORMATION: The project provides access to the Yazoo River, the Upper Vicksburg Harbor, and the Vicksburg Harbor. This access channel services many small communities and farmers in Mississippi.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$7,839,000

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

FISCAL YEAR 2020 ALLOCATION: \$5,521,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$6,057,000 O: \$230,000 T: \$6,287,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$6,287,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: This project supports a major Gulf refinery, a liquefied natural gas plant, and numerous major shipbuilding industries. The project averages more than 28.8 million tons of cargo annually.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$386,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 is a moderate use shallow draft harbor.

FISCAL YEAR 2019 ALLOCATION: \$926,000

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

FISCAL YEAR 2020 ALLOCATION: \$35,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$35,000 T: \$35,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

OTHER INFORMATION: This project's purpose is to meet a transportation need for water-oriented industry in Bolivar, Coahoma, and Sunflower Counties in Mississippi.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$50,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$1,242,000

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

FISCAL YEAR 2020 ALLOCATION: \$942,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$900,000 O: \$40,000 T: \$940,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$30,000

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

FISCAL YEAR 2020 ALLOCATION: \$149,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$20,000 T: \$20,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$20,000 – 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 2019 to FY 2020 was \$25,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 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.

FISCAL YEAR 2019 ALLOCATION: \$609,000

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

FISCAL YEAR 2020 ALLOCATION: \$15,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M.

BUDGETED AMOUNT FOR FY 2021: M: \$15,000 O: \$0 T: \$15,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

OTHER INFORMATION: 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 Pemiscot County Port Authority.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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.

FISCAL YEAR 2019 ALLOCATION: \$525,000

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

FISCAL YEAR 2020 ALLOCATION: \$10,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$10,000 O: \$0 T: \$10,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

OTHER INFORMATION: The project provides for maintenance of the navigation channel for year-round access to barge transportation for the existing facilities. It is used primarily for the export of agricultural goods. The local interest is the New Madrid County Port Authority.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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. The project consists of a 9-foot depth by 150 feet wide by 9,400 feet long channel with a 250-foot radius turning basin at the lower end.

FISCAL YEAR 2019 ALLOCATION: \$15,000

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

FISCAL YEAR 2020 ALLOCATION: \$15,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$15,000 O: \$0 T: \$15,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

OTHER INFORMATION: 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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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.

FISCAL YEAR 2019 ALLOCATION: \$405,000

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

FISCAL YEAR 2020 ALLOCATION: \$9,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$1,000 T: \$1,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

OTHER INFORMATION: The project docking facilities, barge-rail-truck transfers, bagging, warehousing, outdoor storage, and nearby fleeting.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$14,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$699,000

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

FISCAL YEAR 2020 ALLOCATION: \$479,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$0 **O:** \$9,000 **T:** \$9,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

OTHER INFORMATION: 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 2019 to FY 2020 was \$721,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$3,353,000

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

FISCAL YEAR 2020 ALLOCATION: \$20,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$12,900,000 O: \$400,000 T: \$13,300,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$13,300,000 – Funds will be used for commonly performed O&M work. Funds will be used for specific work activities including dredging and sand placement at Cape May Inlet to Lower Township, NJ.

OTHER INFORMATION: Cold Spring Inlet serves the U.S. Coast Guard Station Cape May and the U.S. Coast Guard enlisted training base. 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 2019 to FY 2020 was \$2,736,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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. The project is a 40-foot, high-use, deep-draft project

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

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

FISCAL YEAR 2020 ALLOCATION: \$40,759,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$21,201,000 O: \$1,345,000 T: \$22,546,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$22,546,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: The project provides 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 2019 to FY 2020 was \$318,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$657,000

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

FISCAL YEAR 2020 ALLOCATION: \$428,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$0 O: \$2,000 T: \$2,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$2,000 - Funds will be used for commonly performed O&M work.

OTHER INFORMATION: The US Coast Guard Station, Manasquan, is located on the waterway. 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 2019 to FY 2020 was \$409,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$2,630,000

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

FISCAL YEAR 2020 ALLOCATION: \$886,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$1,245,000 O: \$0 T: \$1,245,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,245,000 – Funds will be used for commonly performed O&M work. Funds will be used for specific work activities including dredging.

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 2019 to FY 2020 was \$1,288,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$2,920,000

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

FISCAL YEAR 2020 ALLOCATION: \$16,434,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$13,200,000 **O:** \$75,000 **T:** \$13,275,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$13,275,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$4,055,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

FISCAL YEAR 2020 ALLOCATION: \$437,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$0 O: \$100,000 T: \$100,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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 2019 to FY 2020 was \$24,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Shark River, NJ

AUTHORIZATION: River and Harbor Act of 1945

LOCATION AND DESCRIPTION: Project is the inlet located between Avon-by-the-Sea and Belmar, New Jersey. Project consists of a coastal inlet and back-bay channel, comprised of a channel 18-foot deep and 150-foot wide across the bar at the ocean inlet; then decreasing in depth to 12-foot deep and width of 100 feet between the ocean and the bay and then 8 feet deep to the upper limits of the Bay to the Belmar Boat Basin. The project is classified as a low-use channel.

FISCAL YEAR 2019 ALLOCATION: \$734,000

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

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$1,100,000 O: \$0 T: \$1,100,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

OTHER INFORMATION: Project provides navigation access for commercial fishing vessels and a U.S. Coast Guard Station. Project is a harbor of refuge. Dredged sand is placed in the near shore area creating a temporary berm that provides some erosion and shore protection to the beach.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$554,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Black Rock Channel and Tonawanda Harbor, NY

AUTHORIZATION: River and Harbor Acts of 1888, 1916 (P.L. 63-291), 1919 (P.L. 65-200), 1922 (P.L. 67-362), 1925 (P.L. 68-585), 1935 (P.L. 74-409), 1945 (P.L. 79-14) and the Flood Control Act of 1954 (P.L. 83-780)

LOCATION AND DESCRIPTION: Black Rock Channel and Tonawanda Harbor is a low-use, deep draft harbor located on Niagara River in the city of Buffalo, Erie County, NY. It provides vessels of all types a protected waterway around the reefs and swift currents that exist in the upstream portions of the Niagara River. The lock and channel permit commercial vessels and pleasure crafts to travel between Buffalo Harbor and Tonawanda Harbor, and enables further transit to the Hudson River and Atlantic Ocean through the New York State Canal.

FISCAL YEAR 2019 ALLOCATION: \$7,918,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including repairs to the lower operating gates and replacement of the pintles.

FISCAL YEAR 2020 ALLOCATION: \$4,051,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including replacement of the gate diagonal and pintle.

BUDGETED AMOUNT FOR FY 2021: M: \$5,221,000 O: \$1,326,000 T: \$6,547,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$6,547,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including fabrication of replacement lower miter gates.

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 2018, 2,416 lockages were performed, consisting of 167 commercial vessels (carrying 165 thousand tons of commerce).

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$1,569,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$64,500.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Buffalo Harbor, NY

AUTHORIZATION: River and Harbor Acts of 1826, 1866, 1874, 1900, 1910 (P.L. 60-317), 1912 (P.L. 61-425), 1919 (P.L. 65-200), 1930 (P.L. 71-520), 1935 (P.L. 74-409), 1945 (P.L. 79-14), 1960 (P.L. 86-645) and 1962 (P.L. 87-874). WRDA of 1986 (P.L. 99-662), 1988 (P.L. 100-676) and 2007 (P.L. 110-114)

LOCATION AND DESCRIPTION: Buffalo Harbor is a moderate-use, deep-draft commercial harbor, located on Lake Erie in the city of Buffalo, Erie County, NY, whose authorized depths are 23 to 30 feet in the outer harbor, and 22 feet in the river.

FISCAL YEAR 2019 ALLOCATION: \$14,279,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including confined disposal facility #4 dike repair, South Breakwater repair, North Breakwater repair, structure repair, development of the dredged material management plan (DMMP), and dredging.

FISCAL YEAR 2020 ALLOCATION: \$3,948,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are being used for specific work activities including development of the DMMP, repairing the confined disposal facility #4 exterior dike, preparing the Times Beach confined disposal facility report, and evaluating the South and Old Breakwaters.

BUDGETED AMOUNT FOR FY 2021: M: \$1,200,000 O: \$8,000 T: \$1,208,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,208,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including repairs to the confined disposal facility exterior dike.

OTHER INFORMATION: The project provides deep-draft navigation channels that facilitate the movement of goods and materials to and from commercial docks and is ranked 38th among the Great Lakes ports. Primary commodities include aggregates, limestone, sand, salt, grain, and cement.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$2,787,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$341,000.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$50,000

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

FISCAL YEAR 2020 ALLOCATION: \$50,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$0 **O:** \$25,000 **T:** \$25,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$25,000 – 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 2019 to FY 2020 was \$95,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$8,929,000

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

FISCAL YEAR 2020 ALLOCATION: \$9,207,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$8,860,000 **O:** \$1,350,000 **T:** \$10,210,000 ^{1/}

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$10,210,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$6,981,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Hudson River, NY (O and 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 2019 ALLOCATION: \$3,303,000

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

FISCAL YEAR 2020 ALLOCATION: \$2,437,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$700,000 O: \$2,250,000 T: \$2,950,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$2,950,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including an assessment of the hydraulic steel structures.

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 2019 to FY 2020 was \$2,812,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$7,625,000

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

FISCAL YEAR 2020 ALLOCATION: \$13,959,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$13,450,000 O: \$50,000 T: \$13,500,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$13,500,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 2019 to FY 2020 was \$10,140,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: New York and New Jersey Harbor, NY and 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 2019 ALLOCATION: \$26,340,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including dredging and donor and energy transfer ports activities.

FISCAL YEAR 2020 ALLOCATION: \$27,538,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 port activities.

BUDGETED AMOUNT FOR FY 2021: M: \$18,300,000 O: \$0 T: \$18,300,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$18,300,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 2019 to FY 2020 was \$15,092,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$8,013,000

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

FISCAL YEAR 2020 ALLOCATION: \$6,895,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$5,000,000 O: \$2,425,000 T: \$7,425,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$7,425,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 2019 to FY 2020 was \$12,795,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: New York Harbor, NY and 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 2019 ALLOCATION: \$10,270,000

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

FISCAL YEAR 2020 ALLOCATION: \$11,059,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$4,216,000 O: \$7,713,000 T: \$11,929,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$11,929,000 – 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 2019 to FY 2020 was \$691,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$1,403,000

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

FISCAL YEAR 2020 ALLOCATION: \$1,731,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$116,000 O: \$1,580,000 T: \$1,696,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,696,000 – 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 2019 to FY 2020 was \$95,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Oswego Harbor, NY

AUTHORIZATION: River & Harbor Acts of 1870, 1907, 1930 (P.L. 71-520), 1935 (P.L. 74-409), 1940 (P.L. 76-868), 1948 (P.L. 80-858), 1954 (P.L. 83-780) and 1962 (P.L. 87-874)

LOCATION AND DESCRIPTION: Oswego Harbor is a low-use, deep-draft commercial harbor, located on Lake Ontario in the city of Oswego, Oswego County, New York. The project authorized depths are 21 to 25 feet in the outer harbor, 27 feet in the lake approach channel and 21 to 24 feet in the Oswego River channel.

FISCAL YEAR 2019 ALLOCATION: \$5,774,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including dredging and repairs to the West Arrowhead Breakwater.

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$6,000 T: \$6,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$6,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: Oswego Harbor is ranked 46th among Great Lakes ports with 259,000 tons of material shipped or received in 2017. Primary commodities include cement and concrete, aluminum, salt, and corn.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$268,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$1,000.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Rochester Harbor, NY

AUTHORIZATION: River & Harbor Acts of 1829, 1882 (22 Stat. 191), 1910 (P.L. 60-317), 1935 (P.L. 74-409), 1945 (P.L. 79-14) and 1960 (P.L. 86-645)

LOCATION AND DESCRIPTION: Rochester Harbor is a low-use, deep-draft commercial harbor, located on Lake Ontario in the city of Rochester, Monroe County, New York. The project's authorized depths are 24 feet in the approach channel, 23 feet in the entrance channel, and 21 feet in the Genesee River.

FISCAL YEAR 2019 ALLOCATION: \$6,028,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including dredging and repairs to the East Pier.

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$1,200,000 O: \$100,000 T: \$1,300,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,300,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: Rochester Harbor is ranked 52nd among Great Lakes Ports with 83,000 tons of material shipped or received in 2017.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$1,257,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$350,000.

NORTH CAROLINA

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$376,000

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

FISCAL YEAR 2020 ALLOCATION: \$351,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$205,000 O: \$120,000 T: \$325,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$325,000 – Funds will be used for commonly performed O&M work.

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 2019 to FY 2020 was \$475,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 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 2021

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 2019 ALLOCATION: \$1,535,000

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

FISCAL YEAR 2020 ALLOCATION: \$798,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$530,000 O: \$756,000 T: \$1,286,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,286,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: The project supports a 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. The 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 2019 to FY 2020 was \$220,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$10,534,000

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

FISCAL YEAR 2020 ALLOCATION: \$20,860,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$6,330,000 O: \$725,000 T: \$7,055,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$7,055,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: The Morehead City Harbor is a deep draft navigation project with 2.7 million tons of material shipped or received in 2018. The 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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$16,164,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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-foot 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 2019 ALLOCATION: \$3,519,000

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

FISCAL YEAR 2020 ALLOCATION: \$30,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$30,000 T: \$30,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

OTHER INFORMATION: This project is a 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 2019 to FY 2020 was \$2,951,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$2,355,000

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

FISCAL YEAR 2020 ALLOCATION: \$644,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$300,000 O: \$80,000 T: \$380,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$380,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: Ocracoke Island relies on ferry transportation for subsistence supplies. The 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 2019 to FY 2020 was \$3,888,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$1,074,000

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

FISCAL YEAR 2020 ALLOCATION: \$59,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed operation and maintenance (O&M) work.

BUDGETED AMOUNT FOR FY 2021: M: \$500,000 O: \$60,000 T: \$560,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$560,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including maintenance dredging (\$500,000).

OTHER INFORMATION: The 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 the project to perform search and rescue and homeland security missions.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$347,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$16,616,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including dredging, completion of the dredge material management plan, clearing and snagging, and geospatial land data migration.

FISCAL YEAR 2020 ALLOCATION: \$32,119,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$14,120,000 O: \$960,000 T: \$15,080,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$15,080,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 2019 to FY 2020 was \$552,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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OHIO

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$2,335,000

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

FISCAL YEAR 2020 ALLOCATION: \$257,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work to include a dredge material management plan.

BUDGETED AMOUNT FOR FY 2021: M: \$2,286,000 O: \$7,000 T: \$2,293,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$2,293,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging and structure repair to portions of the East Breakwater.

OTHER INFORMATION: Ashtabula Harbor had 4.4 million tons of material shipped or received in 2017 and is ranked 15th among the Great Lakes Ports. Primary commodities include coal, iron ore, limestone, fabricated metal products, soybeans, ores, and minerals.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$111,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$10,008,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including dredging, confined disposal facility activities, and repairs to approximately 500 linear feet of the West Breakwater.

FISCAL YEAR 2020 ALLOCATION: \$11,985,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging, confined disposal facility activities, repairs to approximately 500 linear feet of the West Breakwater, and to construct the East Breakwater west end section.

BUDGETED AMOUNT FOR FY 2021: M: \$7,297,000 O: \$1,464,000 T: \$8,761,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$8,761,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging and repair of the West Breakwater.

OTHER INFORMATION: Cleveland is the 45th leading U.S. port with 11.8 million tons of material shipped or received in 2018 and is ranked 5th 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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$897,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$198,000.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$829,000

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

FISCAL YEAR 2020 ALLOCATION: \$1,331,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including structure repair and the dredge material management plan.

BUDGETED AMOUNT FOR FY 2021: M: \$906,000 O: \$5,000 T: \$911,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$911,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: Conneaut Harbor is the 85th leading U.S. port with 3.5 million tons of material shipped or received in 2018 and is ranked 18th among the Great Lakes ports.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$232,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$117,000.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$1,146,000

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

FISCAL YEAR 2020 ALLOCATION: \$1,269,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including structure repair of approximately 200 foot of deteriorated sections of the east breakwater and dredge material management plan.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$7,000 T: \$7,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

OTHER INFORMATION: Fairport Harbor is ranked 27th among the Great Lakes ports.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$346,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Huron Harbor, OH

AUTHORIZATION: River & Harbor Acts of 1905, 1919 (P.L. 65-200), 1935 (P.L. 74-409), and 1962 (P.L. 87-874)

LOCATION AND DESCRIPTION: Huron Harbor is a low-use, deep-draft commercial harbor, located on Lake Erie in the City of Huron, Erie County, Ohio. The harbor's authorized depths are 29 feet in the lake approach channel, 27 to 28 feet in the entrance channel, and 21 feet in the turning basin.

FISCAL YEAR 2019 ALLOCATION: \$245,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including development of a dredged material management plan (DMMP) and confined disposal facility five year external assessment.

FISCAL YEAR 2020 ALLOCATION: \$39,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for specific work activities including development of a DMMP.

BUDGETED AMOUNT FOR FY 2021: M: \$1,315,000 O: \$8,000 T: \$1,323,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,323,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: Huron Harbor is ranked 43rd among Great Lakes Ports with 394,000 tons of material shipped or received in 2017.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$135,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Lorain Harbor, OH

AUTHORIZATION: River and Harbor Acts of 1910 (P.L.60-317), 1917 (P.L. 64-108), 1930 (P.L. 71-520), 1935 (P.L. 74-409), 1945 (P.L. 79-14), 1960 (P.L. 86-645) and 1965 (P.L. 89-298). WRDA 1986 (P.L. 99-662)

LOCATION AND DESCRIPTION: Lorain Harbor is a deep draft commercial harbor located in the city of Lorain, Lorain County, Ohio whose authorized depths are 28 feet in the outer harbor and 27 feet in the river. There are over 2.5 miles of breakwater structures, a 60 acre outer harbor, and 2.6 miles of Federal channel on the Black River.

FISCAL YEAR 2019 ALLOCATION: \$2,934,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were used for specific work activities including dredging and a repair to the outer breakwater.

FISCAL YEAR 2020 ALLOCATION: \$240,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for specific work activities including development of a dredge material management plan.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$8,000 T: \$8,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$8,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: Lorain Harbor is ranked 34th 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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$1,314,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$979,000.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$1,300,000

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

FISCAL YEAR 2020 ALLOCATION: \$1,054,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging and development of a dredge material management plan.

BUDGETED AMOUNT FOR FY 2021: M: \$1,053,000 O: \$12,000 T: \$1,065,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,065,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: Sandusky Harbor is ranked 19th among the Great Lakes ports.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$65,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$139,000.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$3,433,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including dredging and preparation of the dredged material management plan.

FISCAL YEAR 2020 ALLOCATION: \$7,595,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging, pre-design assessment of Island 18, and development of the dredge material management plan.

BUDGETED AMOUNT FOR FY 2021: M: \$4,910,000 **O:** \$828,000 **T:** \$5,738,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$5,738,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: Toledo Harbor had 9.4 million tons of material shipped or received in 2017, and is ranked 7th among the Great Lakes ports. Toledo Harbor has direct access to inter-modal connections and also functions as a harbor of refuge.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$1,591,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$1,197,000.

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Bonneville Lock and Dam, OR and 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 2019 ALLOCATION: \$11,946,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including Old Navlock Bridge design requirements and Bradford Island remediation of contaminated sites plans and specifications.

FISCAL YEAR 2020 ALLOCATION: \$7,165,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including preparation of the Old Navlock Bridge design document report/major maintenance report and Bradford Island sand blast area analysis.

BUDGETED AMOUNT FOR FY 2021: M: \$2,617,000 O: \$3,030,000 T: \$5,647,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$5,647,000, of which \$4,081,000 is allocated for Joint activities – 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 shared between business lines as follows: NAV - 100.0%. The 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. 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 2019 to FY 2020 was \$4,693,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 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 2021

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 2019 ALLOCATION: \$822,000

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

FISCAL YEAR 2020 ALLOCATION: \$1,218,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$931,000 O: \$93,000 T: \$1,024,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,024,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 2019 to FY 2020 was \$284,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$20,358,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including dredging, plans and specifications for Sand Island pile dike system and south jetty dune repair.

FISCAL YEAR 2020 ALLOCATION: \$23,521,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$17,849,000 O: \$1,205,000 T: \$19,054,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$19,054,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 2019 to FY 2020 was \$2,343,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$16,457,000

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

FISCAL YEAR 2020 ALLOCATION: \$12,754,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$6,797,000 O: \$727,000 T: \$7,524,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$7,524,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 2019 to FY 2020 was \$4,188,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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-feet deep, 6,000-foot long channel entrance. Small boat access channel with a protective rubble mound structure.

FISCAL YEAR 2019 ALLOCATION: \$437,000

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

FISCAL YEAR 2020 ALLOCATION: \$1,216,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$485,000 O: \$78,000 T: \$563,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$563,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 2019 to FY 2020 was \$29,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$878,000

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

FISCAL YEAR 2020 ALLOCATION: \$295,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$0 O: \$51,000 T: \$51,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$51,000 – 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 2019 to FY 2020 was \$377,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Nehalem Bay, 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.

FISCAL YEAR 2019 ALLOCATION: \$5,000

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

FISCAL YEAR 2020 ALLOCATION: \$20,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$20,000 T: \$20,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$20,000 – 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 2019 to FY 2020 was \$4,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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-foot. 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-foot.

FISCAL YEAR 2019 ALLOCATION: \$1,127,000

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

FISCAL YEAR 2020 ALLOCATION: \$1,180,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are being used for specific work activities including dredging and development of navigation maintenance environmental site management and monitoring plan.

BUDGETED AMOUNT FOR FY 2021: M: \$0 **O:** \$116,000 **T:** \$116,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$116,000 – 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 2019 to FY 2020 was \$34,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Siuslaw River, OR

AUTHORIZATION: The Rivers and Harbors Act of 1890, as amended, and Section 107 Continuing Authority, 1890 (build jetties), 1925 (12' channel), 1958 (deepen to 16')

LOCATION AND DESCRIPTION: The project is located at the Siuslaw River, Oregon, approximately 130 miles south of the Columbia River. The project provides for navigation access to the Siuslaw River and consists of two high-tides, rubble-mound jetties 750-feet apart at the outer end: the north jetty 8,390-foot long, and the south jetty 4,200-foot long. The project also includes: an entrance channel 18-foot deep and 300-foot wide from the deep water in the ocean to a point 1,500-foot inside the outer end of the existing north jetty; a channel 16-foot deep, 200-foot wide with additional widening at bends, and about 5 miles long, to a turning basin which is 16-foot deep, 400-foot wide, and 600-foot long, opposite the Siuslaw dock at Florence; a channel 12-foot deep, 150-foot wide from Florence to mile 16.5; a turning basin 12-foot deep, 300-foot wide, and 500-foot long at RM 15.5.

FISCAL YEAR 2019 ALLOCATION: \$1,108,000

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

FISCAL YEAR 2020 ALLOCATION: \$3,414,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging and development of the Ocean Disposal Site Management and Monitoring Plan.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$15,000 T: \$15,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

OTHER INFORMATION: The project is a harbor of refuge and priority location for U.S. Coast Guard.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$207,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$1,884,000

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

FISCAL YEAR 2020 ALLOCATION: \$1,088,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$1,059,000 O: \$15,000 T: \$1,074,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,074,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: Harbor of refuge.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$570,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$4,024,000

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

FISCAL YEAR 2020 ALLOCATION: \$4,034,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$4,070,000 O: \$25,000 T: \$4,095,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$4,095,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: Yaquina Bay is a 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 2019 to FY 2020 was \$876,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Delaware River, Philadelphia to Trenton, PA and 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 2019 ALLOCATION: \$3,462,000

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

FISCAL YEAR 2020 ALLOCATION: \$9,964,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$3,750,000 O: \$900,000 T: \$4,650,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$4,650,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: Several major chemical companies 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 2019 to FY 2020 was \$1,714,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Erie Harbor, PA

AUTHORIZATION: River & Harbor Acts of 1824, 1899, 1910 (P.L. 60-317), 1922 (P.L. 67-362), 1935 (P.L. 74-409), 1954 (P.L. 83-780), 1960 (P.L. 86-645) and 1962 (P.L. 87-874)

LOCATION AND DESCRIPTION: Erie Harbor is a low-use, deep-draft commercial harbor, located on Lake Erie in the city of Erie, Erie County, Pennsylvania. The project authorized depths are 29 feet in the entrance channel and 18 to 28 feet in the harbor.

FISCAL YEAR 2019 ALLOCATION: \$299,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including the dredge material management plan.

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$1,600,000 O: \$18,000 T: \$1,618,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,618,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: Erie Harbor is ranked 39th among Great Lakes ports with 596,000 tons of material shipped or received in 2017. Major stakeholders include the Erie-Western Pennsylvania Port Authority, U.S. Coast Guard, the Erie Sand and Gravel Company and private marinas.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$123,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$99,000

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

FISCAL YEAR 2020 ALLOCATION: \$4,042,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$0 O: \$100,000 T: \$100,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

OTHER INFORMATION: This is a deep draft project, which provides safe navigation for large vessels that provide access to a very large petrochemical complex for distribution throughout the United States.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$320,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$624,000

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

FISCAL YEAR 2020 ALLOCATION: \$723,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$3,870,000 O: \$200,000 T: \$4,070,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$4,070,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: Over 10.3 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 2019 to FY 2020 was \$525,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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RHODE ISLAND

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Great Salt Pond, Block Island, RI

AUTHORIZATION: Authorized by the Rivers and Harbors Acts of 1896, 1902 and 1945 (P.L. 79-14; and as modified by Section 1002 of the Water Resources Development Act of 1986 (P.L. 99-662).

LOCATION AND DESCRIPTION: Block Island is located about 13 miles off the south coast of Rhode Island. Great Salt Pond is located on the west side of Block Island. The project provides for an entrance channel 18 feet deep and 300 feet wide into Great Salt Pond, with two stone jetties, one on either side of the entrance channel. Maintenance dredging of the entrance channel is required about every 1-2 years depending largely on the severity of winter storms. The project was last dredged in June 2013 when the Government owned dredge, the CURRITUCK, removed shoaling from the entrance channel.

FISCAL YEAR 2019 ALLOCATION: \$346,000

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

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$350,000 O: \$0 T: \$350,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$350,000 – Funds will be used for specific work activities including dredging.

OTHER INFORMATION: Great Salt Pond is a subsistence harbor for the residents of Block Island. Regular dredging with the CURRITUCK has been found to be the most efficient and cost effective method to keep the entrance channel at safe depths.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$82,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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SOUTH CAROLINA

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$20,353,000

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

FISCAL YEAR 2020 ALLOCATION: \$29,081,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$18,593,000 O: \$1,107,000 T: \$19,700,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$19,700,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 2019 to FY 2020 was \$1,841,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$5,188,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also 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 performing generator re-wedge and brakes of Unit 1.

FISCAL YEAR 2020 ALLOCATION: \$5,429,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including upgrade the physical security system; replace the motor control center; and, purchase switchgear conversion equipment and services.

BUDGETED AMOUNT FOR FY 2021: M: \$2,077,000 O: \$1,854,000 T: \$3,931,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$3,931,000 – 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 2019 to FY 2020 was \$181,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$2,600,000

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

FISCAL YEAR 2020 ALLOCATION: \$2,163,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$2,125,000 O: \$38,000 T: \$2,163,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$2,163,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$1,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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.

FISCAL YEAR 2019 ALLOCATION: \$15,000

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

FISCAL YEAR 2020 ALLOCATION: \$15,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$15,000 O: \$0 T: \$15,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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 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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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.

FISCAL YEAR 2019 ALLOCATION: \$911,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for specific work activities including hydrographic surveys and harbor dredging to authorized channel dimensions.

FISCAL YEAR 2020 ALLOCATION: \$648,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$655,000 O: \$0 T: \$655,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$655,000 – Funds will be used for surveys and dredging.

OTHER INFORMATION: N/A

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$3,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$13,984,000

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

FISCAL YEAR 2020 ALLOCATION: \$5,570,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$2,675,000 **O:** \$325,000 **T:** \$3,000,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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.

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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$739,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$3,044,000

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

FISCAL YEAR 2020 ALLOCATION: \$50,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$1,050,000 O: \$50,000 T: \$1,100,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,100,000 – 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 2019 to FY 2020 was \$169,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$15,985,000

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

FISCAL YEAR 2020 ALLOCATION: \$14,502,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging and for donor and energy transfer port work.

BUDGETED AMOUNT FOR FY 2021: M: \$4,000,000 O: \$600,000 T: \$4,600,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$4,600,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: The CCSC is ranked seventh 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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$9,738,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$9,953,000

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

FISCAL YEAR 2020 ALLOCATION: \$9,953,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$8,100,000 O: \$400,000 T: \$8,500,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

OTHER INFORMATION: The Port of Freeport is ranked 32nd in the Nation with respect to commercial tonnage. The principle imports to the Port of Freeport are crude petroleum, 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 2019 to FY 2020 was \$1,853,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$11,523,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used to perform specific work activities including dredging and placement area maintenance.

FISCAL YEAR 2020 ALLOCATION: \$17,891,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$10,000,000 O: \$400,000 T: \$10,400,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$10,400,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: The Port of Galveston is ranked 52nd in the Nation with respect to commercial tonnage. The Galveston Entrance Channel is utilized by all vessels transiting to the Port of Houston, Port of Texas City, and the Port of Galveston, which are ranked the 2nd, 15th, and 52nd ports in the Nation, respectively. 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 2019 to FY 2020 was \$1,314,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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-foot deep by 200-foot 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 2019 ALLOCATION: \$480,000

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

FISCAL YEAR 2020 ALLOCATION: \$7,860,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging and placement area improvements.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$50,000 T: \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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

OTHER INFORMATION: Port of Victoria is ranked 78th in the Nation with respect to commercial tonnage.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$163,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$50,000

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

FISCAL YEAR 2020 ALLOCATION: \$50,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$50,000 T: \$50,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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, and pyrolytic gasoline. Chemical products transported to/from the Chocolate Bayou facilities are utilized in support of refineries at Freeport, Houston, and Corpus Christi. 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 2019 to FY 2020 was \$50,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$37,805,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were used for specific work activities to include dredging and placement area maintenance.

FISCAL YEAR 2020 ALLOCATION: \$70,168,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging, placement area dewatering and improvements, and donor and energy transfer port work.

BUDGETED AMOUNT FOR FY 2021: M: \$21,000,000 O: \$1,300,000 T: \$22,300,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$22,300,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$2,310,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$9,656,000

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

FISCAL YEAR 2020 ALLOCATION: \$6,406,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$4,100,000 O: \$350,000 T: \$4,450,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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.

OTHER INFORMATION: Port Lavaca is ranked 48th 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 2019 to FY 2020 was \$7,048,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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-foot deep and 500- to 800-foot wide from the Gulf of Mexico; a channel 40-foot deep and 400-foot wide to Beaumont via the Neches River; and a channel 30-foot deep and 200-foot 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 2019 ALLOCATION: \$18,672,000

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

FISCAL YEAR 2020 ALLOCATION: \$17,996,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging, placement area 11 improvements, and donor and energy transfer port work.

BUDGETED AMOUNT FOR FY 2021: M: \$9,400,000 O: \$1,225,000 T: \$10,625,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$10,625,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: The Ports of Beaumont, Arthur, and Orange are ranked fifth, 23rd and 146th in the Nation with respect to commercial tonnage. The Port of Beaumont and Port Arthur are designated as Strategic Harbors, as military personnel, equipment and supplies are deployed and redeployed through the port facilities.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$2,420,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$9,987,000

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

FISCAL YEAR 2020 ALLOCATION: \$1,733,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for donor and energy transfer port work.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$350,000 T: \$350,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$350,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: The Port of Texas City is ranked 11th 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 2019 to FY 2020 was \$8,009,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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VIRGINIA

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$3,085,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including repair and enhancements to the district pier.

FISCAL YEAR 2020 ALLOCATION: \$2,127,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$1,800,000 **O:** \$212,000 **T:** \$2,012,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$2,012,000 – 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 2019 to FY 2020 was \$1,077,000. There was an additional \$1,275,000 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2020. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$174,000

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

FISCAL YEAR 2020 ALLOCATION: \$119,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$280,000 T: \$280,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$280,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: The 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 2019 to FY 2020 was \$55,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$8,412,000

DESCRIPTIONS OF WORK FOR FY 2019: 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 the placement area.

FISCAL YEAR 2020 ALLOCATION: \$10,406,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$420,000 O: \$0 T: \$420,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$420,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 2019 to FY 2020 was \$5,852,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$34,316,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also 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 port activities.

FISCAL YEAR 2020 ALLOCATION: \$23,755,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging, raising the dikes, Craney Island disposal facility maintenance, and donor and energy transfer port activities.

BUDGETED AMOUNT FOR FY 2021: M: \$12,820,000 O: \$340,000 T: \$13,160,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$13,160,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 2019 to FY 2020 was \$13,832,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2019: N/A

FISCAL YEAR 2020 ALLOCATION: \$149,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed operation and maintenance (O&M) work.

BUDGETED AMOUNT FOR FY 2021: M: \$175,000 O: \$0 T: \$175,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$175,000 – Funds will be used for commonly performed O&M work.

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 2019 to FY 2020 was \$4,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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WASHINGTON

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$63,099,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed O&M work. Funds were also used for specific work activities including dredging; pile dikes, hydrographic surveys; dredged material and sediment management plans, and sediment quality sampling and evaluation.

FISCAL YEAR 2020 ALLOCATION: \$54,354,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work. Funds are also being used for specific work activities including dredging, navigation maintenance repairs to Cottonwood Island and Miller-Rice pile dike systems and to complete the dredge material management plan.

BUDGETED AMOUNT FOR FY 2021: M: \$50,142,000 O: \$2,520,000 T: \$52,662,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$52,662,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 2019 to FY 2020 was \$1,246,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$790,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including dredging and completion of an evaluation report for the pile dikes.

FISCAL YEAR 2020 ALLOCATION: \$1,810,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$906,000 **O:** \$0 **T:** \$906,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$906,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 2019 to FY 2020 was \$683,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$4,153,000

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

FISCAL YEAR 2020 ALLOCATION: \$1,046,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$906,000 O: \$95,000 T: \$1,001,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,001,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 2019 to FY 2020 was \$124,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$2,659,000

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

FISCAL YEAR 2020 ALLOCATION: \$1,324,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$2,033,000 O: \$195,000 T: \$2,228,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$2,228,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: The annual shipping tonnage for the waterway averages 1.6 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 2019 to FY 2020 was \$1,545,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$11,378,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including dredging, repair of the breach fill, preparation of environmental documents for north jetty repair, repair of breakwater A, engineering and design of the south jetty extension, sand spit and beach nourishment, and north jetty fish passages.

FISCAL YEAR 2020 ALLOCATION: \$7,750,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$10,723,000 O: \$1,066,000 T: \$11,789,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$11,789,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities to include dredging.

OTHER INFORMATION: Current annual shipping averages 2.3 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.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$6,772,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$13,946,000

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

FISCAL YEAR 2020 ALLOCATION: \$7,978,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$2,536,000 O: \$5,486,000 T: \$8,022,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$8,022,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: The recreation area of the Lake Washington Ship Canal project, which supports three public use areas, 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 2019 to FY 2020 was \$1,069,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 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 2021

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 2019 ALLOCATION: \$1,470,000

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

FISCAL YEAR 2020 ALLOCATION: \$1,708,000

DESCRIPTIONS OF WORK FOR FY 2020: 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.

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$1,070,000 T: \$1,070,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,070,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: As part of this project, 9,000 to 11,000 tons of debris is removed annually. The woody debris is available to municipalities and the State of Washington for restoration work at no charge while other debris is stockpiled and disposed of appropriately. In addition to debris cleanup, the 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 2019 to FY 2020 was \$1,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 U.S. 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 2019 ALLOCATION: \$1,956,000

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

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$1,723,000 O: \$257,000 T: \$1,980,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,980,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 2019 to FY 2020 was \$1,881,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 2019 ALLOCATION: \$2,498,000

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

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$1,628,000 O: \$290,000 T: \$1,918,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,918,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

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 2019 to FY 2020 was \$3,005,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

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APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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 with over 14 miles of maintained channel.

FISCAL YEAR 2019 ALLOCATION: \$3,881,000

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

FISCAL YEAR 2020 ALLOCATION: \$3,403,000

DESCRIPTIONS OF WORK FOR FY 2020: 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 2021: M: \$2,630,000 **O:** \$454,000 **T:** \$3,084,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$3,084,000 – Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including dredging.

OTHER INFORMATION: Dredged material is placed in the Bay Port Disposal Facility, under an agreement with the Brown County Port Authority, or the Cat Island Disposal Facility.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$172,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$80,000.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Kewaunee Harbor, WI

AUTHORIZATION: Rivers and Harbors Act of 1881, as amended by the Rivers and Harbors Acts of 1910 (PL 61-264), 1935 (PL 74-409), and 1960 (PL 86-645).

LOCATION AND DESCRIPTION: Kewaunee Harbor is a low-use, deep-draft commercial harbor located in Wisconsin on the western shore of Lake Michigan at the mouth of the Kewaunee River. It is about 100 miles north of Milwaukee, WI and 27 miles south of Sturgeon Bay. The project provides for commercial navigation with 5,500 feet of maintained channels and includes 6,500 feet of navigation structures, including breakwaters and piers.

FISCAL YEAR 2019 ALLOCATION: \$930,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including dredging and design of repairs to steel sheet pile structures.

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$0 O: \$25,000 T: \$25,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

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 2019 to FY 2020 was \$288,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Manitowoc Harbor, WI

AUTHORIZATION: River and Harbor Act of 1907

LOCATION AND DESCRIPTION: Manitowoc Harbor is located on the west shore of Lake Michigan, about 79 miles north of Milwaukee, Wisconsin. It is a low-use, deep-draft commercial harbor with project depths of 22 to 25 feet in the entrance and 12 feet in the river channel. It has over 4,100 feet of structures including breakwaters and piers, and includes about 2.5 miles of maintained channel.

FISCAL YEAR 2019 ALLOCATION: \$900,000

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

FISCAL YEAR 2020 ALLOCATION: \$640,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds were used for commonly performed O&M work.

BUDGETED AMOUNT FOR FY 2021: M: \$0 **O:** \$80,000 **T:** \$80,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$80,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: Dredged material is placed in the Manitowoc Harbor Confined Disposal Facility.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$40,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$0.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

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. The project also includes over 21,000 feet of structures, including breakwaters, piers and revetments.

FISCAL YEAR 2019 ALLOCATION: \$2,069,000

DESCRIPTIONS OF WORK FOR FY 2019: Funds were used for commonly performed operation and maintenance (O&M) work. Funds were also used for specific work activities including dredging and repairs to portions of the north breakwater.

FISCAL YEAR 2020 ALLOCATION: \$1,328,000

DESCRIPTIONS OF WORK FOR FY 2020: Funds are being used for specific work activities including repairs to portions of the north breakwater.

BUDGETED AMOUNT FOR FY 2021: M: \$0 **O:** \$11,000 **T:** \$11,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$11,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: Dredged material is placed in the Milwaukee Dredged Material Disposal Facility.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$181,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 from prior appropriations for use on this effort is \$40,000.

APPROPRIATION TITLE: Harbor Maintenance Trust Fund, Fiscal Year 2021

PROJECT NAME: Sturgeon Bay Harbor and Lake Michigan Ship Canal, WI 2/

AUTHORIZATION: Rivers and Harbors Act of 1873, as amended by the Rivers and Harbors Acts of 1892, 1902 (PL 57-154), 1935 (PL 74-409), and 1945 (PL 79-14).

LOCATION AND DESCRIPTION: Sturgeon Bay Harbor is located in Wisconsin on the west shore of Lake Michigan 52 miles northeast of Green Bay and 128 miles north of Milwaukee. The harbor is a low-use, deep-draft commercial harbor with 8.5 miles of maintained navigation channel. It has authorized depths of 22 to 23 feet and 20 feet within the turning basin. The project also includes 15,100 feet of navigation structures, including breakwaters and revetments.

FISCAL YEAR 2019 ALLOCATION: \$900,000

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

FISCAL YEAR 2020 ALLOCATION: \$0

DESCRIPTIONS OF WORK FOR FY 2020: N/A

BUDGETED AMOUNT FOR FY 2021: M: \$1,500,000 O: \$16,000 T: \$1,516,000 1/

DESCRIPTIONS OF WORK AND JUSTIFICATIONS FOR FY 2021:

N: \$1,516,000 – Funds will be used for commonly performed O&M work.

OTHER INFORMATION: Sturgeon Bay is home to two ship builders and a U.S. Coast Guard search and rescue operation.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 was \$72,000. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into Fiscal Year 2021 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.

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