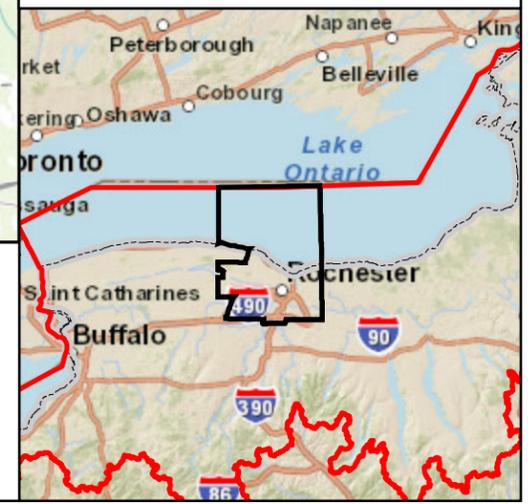


**US Army Corps
of Engineers®**
Buffalo District
BUILDING STRONG®

- 1, O&M, Irondequoit Harbor
- 2, O&M, Rochester Harbor
- 3, GI, Lake Ontario Coastal Resiliency
- 4, IIS, Braddock Bay





Irondequoit Harbor, NY

Harbor Features

- Located on Lake Ontario, 5 miles east of Rochester, in the town of Irondequoit, Monroe County, New York
- Authorization: River & Harbor Act (RHA) of 1958
- Shallow draft recreational harbor
- Authorized depths are 9 feet in the entrance channel and 8 feet in the harbor basin
- The harbor is protected by the west breakwater and east jetty with a total length of 2,100 feet
- Major stakeholders include charter fishing interests, private marina and the recreational boating community

Project Requirements

- The harbor typically requires dredging every five to ten years. On average, approximately 15,000 cubic yards (CY) of sediment is dredged per event. It was last dredged in 2008 when approximately 21,000 CY of material was removed
- Sandy supplemental funded dredging of 15,000 CY of material from storm impacted harbor areas was completed in Summer 2014.
- Additional maintenance dredging is scheduled for 2015



Consequences of Not Maintaining the Project

- Potential safety issues for recreational boating community
- Potential functional loss of Harbor of Refuge
- Negative economic impacts, locally and regionally

Transportation Importance

- Harbor of Refuge
- Home to 1670 slips, 6 boat launch lanes and 5 charter boats.
- Generates economic benefits totaling \$12,892,632 and supports 158 jobs.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2014, 2015 and 2016
Irondequoit Harbor, New York - Project Requirements and President's Budget (\$1,000)**

Work Package	FY14 Requirement	FY14 Appropriation	FY15 Requirement	FY15 Appropriation	FY16 Requirement	FY16 President's Budget
Project Condition Surveys						
Maintenance Dredging	350	350				
Sandy Supplemental Maintenance Dredging	410*	410*				
TOTALS	760	760	0	0	0	0

*Funds allocated through Public Law 113-2 Disaster Relief Appropriations Act, 2013

Congressional Interests

- Representative Louise Slaughter D-NY-25
- Senator Kirsten Gillibrand D-NY
- Senator Charles Schumer D-NY



FACT SHEET

February 2015

Lake Ontario Coastal Resiliency Study

Section 102 (a) of WRDA of 1966
General Investigations

Location

- The study area encompasses approximately 250 miles of the New York Shoreline of Lake Ontario

Project Description

- The objective of the overall study will be to identify actions required to strengthen and improve the resilience of critical coastal infrastructure systems consistent with the NYS 2100 Commission report through the production of a Section 905(b) Reconnaissance Report to investigate opportunities for coastal storm damage reduction, erosion, and ecosystem restoration on Lake Ontario. In the wake of Superstorm Sandy, Hurricane Irene, and Tropical Storm Lee, numerous vulnerabilities have been exposed in New York State's critical coastal infrastructure systems

Importance

- On Lake Ontario, many natural features that afforded some degree of protection have been degraded over time by human

activities placing aging infrastructure at higher risk to damages from more frequent and severe weather patterns

- It is estimated that 50-90% of Lake Ontario coastal wetlands have been destroyed
- The percentage of the population that lives near coastal areas continues to increase, placing more people, assets, and a larger portion of the economy at risk
- Average annual damages from coastal flooding and erosion issues are estimated at \$3,600,000

Consequences

- In the absence of this study the USACE will be unable to participate with a non-Federal sponsor to determine the most appropriate course of action(s) that will reduce economic and ecological damages to the Lake Ontario coastal area

Project Phase	Est. Cost of Phase	Federal Funding Thru FY14	FY15 Requirement	FY15 Budget	FY16 Requirement	FY16 Budget
Reconnaissance	\$150k	\$0	\$150k	\$0	\$150k	\$0

First \$150k is at 100% Federal expense as the 905(b) Reconnaissance Analysis

Project Sponsor/Customer

- The NYSDEC is the likely project sponsor

Congressional Interests

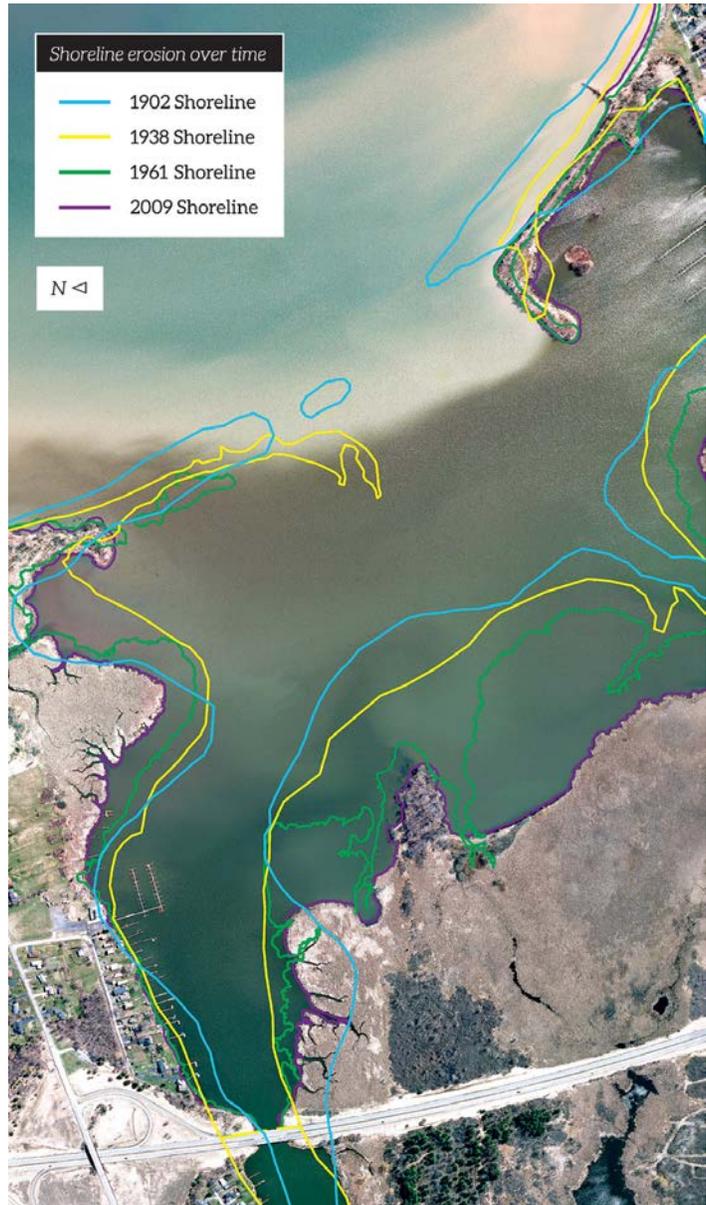
- Representative Louise Slaughter D-NY-25
- Senator Kirsten Gillibrand D-NY
- Senator Charles Schumer D-NY

Current Status

- Not funded – not initiated

Issues

- No funding has been appropriated to this project



Project Manager Michael Greer (716)-879-4229, michael.j.greer@usace.army.mil



**US Army Corps
of Engineers**
Buffalo District



New York Shallow Draft Harbors

Appropriation Category: Operations and Maintenance (O&M)

Congressional Interests:

Representative Tom Reed R-NY-23
 Representative Louise Slaughter D-NY-25
 Representative Chris Collins R-NY-27
 Senator Charles Schumer D-NY
 Senator Kirsten Gillibrand D-NY

Work Package	FY14 Requirement	FY14 Appropriation	FY15 Requirement	FY15 Appropriation	FY16 Requirement	FY16 President's Budget
Barcelona, West Breakwater Repair					500	
Barcelona, Dredging	250					
Cape Vincent Harbor, Sediment Sampling & Analysis**			170			
Cattaraugus Creek Harbor, Maintenance Dredging			590			
Cattaraugus Creek Harbor, E&D S&W Breakwater Repair			205		205	
Great Sodus Harbor, Dredging**	830				830	
Great Sodus Harbor, E. Breakwater Repair**	250		250		250	
Irondequoit Bay, Dredging	350	350				
Little River Harbor, Dredging					700	
Little Sodus Harbor, Dredging**	600					
Little Sodus E&D/Const W. Pier Repair**	250		250		250	
Oak Orchard, Dredging	100					
Ogdensburg, Sediment Sampling & Analysis			70		70	
Olcott, Dredging	790					
Port Ontario, E&D, Construction Sand Bypass	1,300				1,300	
Port Ontario, Sediment Sampling and Analysis			70			
Sturgeon Point, Annual Sand Bypass***	20				20	
Wilson, E&D/Constr. West Pier Repair					300	
Wilson, Dredging	300		785		725	
TOTALS	5,040	350	2,390	0	5,150	0

- ** These harbors were authorized as deep draft commercial harbors but are currently maintained as shallow draft recreational harbors.
- *** This project was Federally constructed and is locally operated and maintained.

Current Condition: The New York shallow draft harbors are in serious need of maintenance dredging, navigation structure repair or sand bypassing. Funding for recreational “low-use” harbors is a low priority in the budgetary process. Lack of maintenance at these harbors will lead to increased shoaling, structure deterioration and sand accretion; resulting in limited usage and/or unsafe navigation conditions within the harbor and navigation channels and potential shoreline erosion.

Background: Shallow draft harbors within NY include: Barcelona, Cape Vincent, Cattaraugus Creek, Irondequoit, Little River, Morristown, Oak Orchard, Olcott, Port Ontario, Sackets, Sturgeon Point and Wilson. Shallow draft harbors are utilized for recreational purposes, with no defined commercial traffic. These projects generally consist of a shallow channel (4–14 feet deep), and relatively small system of breakwaters and/or piers.



Significance: The NY shallow draft harbors help to support the regional economy by providing an additional source of revenue, jobs and income to the area. The harbors support recreational interests and numerous regionally significant businesses interests. Major business interests include marinas, charter fishing, tourism, gasoline and marine product sales. In addition, most of the harbors serve as designated harbors of refuge; with the purpose of providing refuge to water crafts during severe lake storms.



Oswego River Watershed Assessment, NY

Section 729 of the Water Resources Development Act (WRDA) of 1986, as amended
General Investigations

Location

- The Oswego River is located in central NY and covers over 5,000 square miles, including the Finger Lakes

Project Description

- The study would involve a comprehensive investigation of the Oswego River watershed and the New York State Barge Canal, aimed at evaluating water level management and its effects on water resources including water supply, hydropower, fish and wildlife habitat, navigation, flood damage reduction, recreation, and water quality
- A Final Watershed Assessment would be cost-shared 75% Federal and 25% non-Federal

Importance

- The watershed study will result in a strategic plan to guide sustainable water resource management in the watershed. The plan will evaluate alternatives and measures to address basin-wide water management for the purpose of restoring aquatic ecosystems while balancing the needs for flood risk management, navigation, and the other uses of the water resource

Consequences

- Without the assessment, water level management in Oswego River Basin will continue to be difficult and unpredictable
- Operators will continue to manage water levels on a lake by lake basis without knowing how decisions will affect conditions in the entire watershed

Project Phase	Est. Fed. Cost of Phase	Federal Funding Thru FY14	FY15 Requirement	FY15 Budget	FY16 Requirement	FY16 Budget
Initial Watershed Assessment (COMPLETE)	\$92k	\$92k*	\$0	\$0	\$0	\$0
Final Watershed Assessment	\$1,000k	\$115k*	\$100k	\$0	\$200k	\$0

* Funded through the Great Lakes Restoration Initiative Program

Project Sponsor/Customer

- The New York State Thruway Authority/ Canal Corporation
- Finger Lakes Regional Watershed Alliance
- Finger Lakes Institute
- Central New York Waterways

Congressional Interests

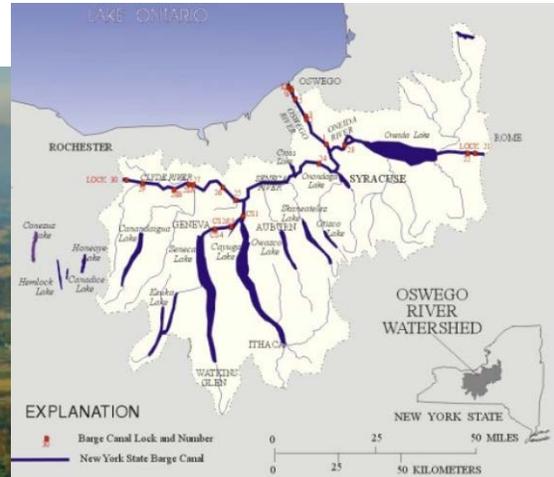
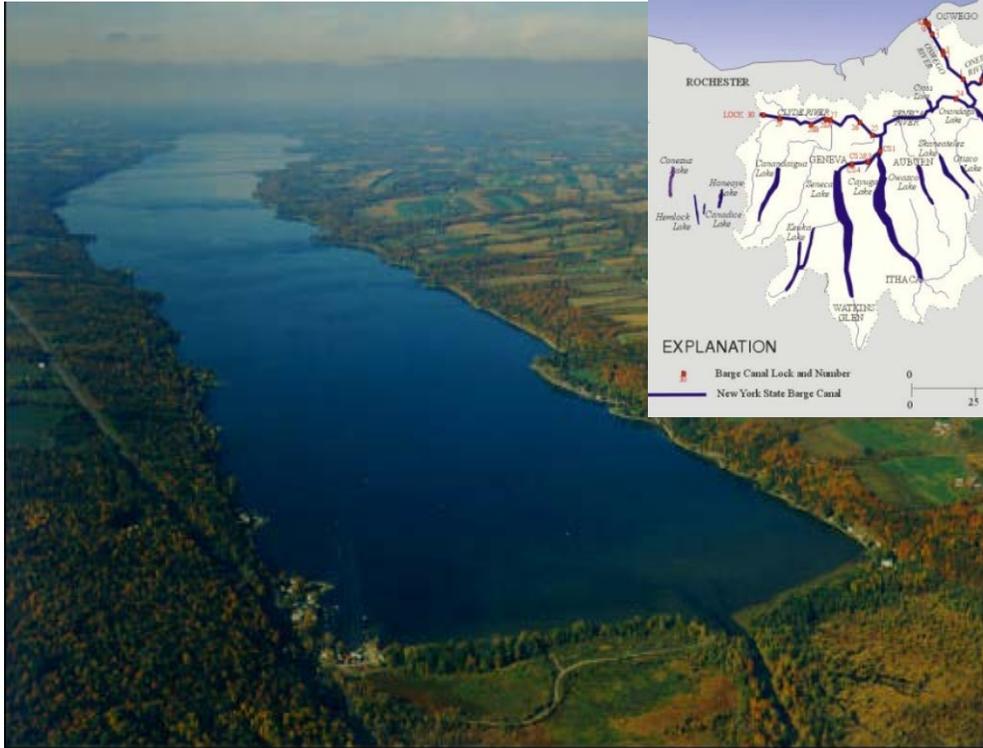
- Representative Richard Hanna R-NY-22
- Representative Tom Reed R-NY-23
- Representative John Katko R-NY-24
- Representative Louise Slaughter D-NY-25
- Senator Kirsten Gillibrand D-NY
- Senator Charles Schumer D-N

Current Status

- The Initial Watershed Assessment has been completed
- Currently on hold awaiting non-Federal sponsor

Issues

- Stakeholder capability to provide cost share uncertain



Project Manager: David A. Schulenberg (716) 879-4263, david.a.schulenberg@usace.army.mil



FACT SHEET

February 2015

Oswego River Basin, NY Flood Forecasting New York State (NYS) Canal Corporation

Water Resources Development Act of 1999, Section 436
General Investigations

Location

- Central New York State, comprising over 5,000 square miles, including the Finger Lakes

Project Description

- In the December 2005 *Report on the Future of New York State Canals*, the NYS Canal Corporation discussed the need for “more coherent and comprehensive system of water management in the Basin” and recommended a “canal system-wide real-time monitoring system with the forecasting tools necessary to project flood estimates, allowing lake managers and the Canal Corporation to make decisions based upon an accurate assessment of basin-wide conditions

Importance

- The area has quite a number of water resource related issues. However, Flooding is a primary issue of the basin and affects numerous communities, businesses, and people. Flooding related issues would be a focus of this study

Consequences

- Without funding; evaluation of water related resource issues and needs will remain unknown

Project Phase	Est. Cost of Phase	Federal Funding Thru FY14	FY15 Requirement	FY15 Budget	FY16 Requirement	FY16 Budget
Feasibility	TBD	\$0	\$100k	\$0	\$150k	\$0

(1) PAS Studies are cost-shared 50% Federal, 50% non-Federal.

Project Sponsor/Customer

- New York State Canal Corporation (NYS Thruway Authority)

Congressional Interests

- Representative Louise Slaughter D-NY-25
- Representative John Katko R-NY-24
- Representative Chris Collins R-NY-27
- Representative Tom Reed R-NY-23
- Senator Kirsten Gillibrand D-NY
- Senator Charles Schumer D-NY

Current Status

- Not funded, not initiated

Issues

- No funding has been appropriated to this project recently



FACT SHEET

February 2015

Rochester, NY Waterfront Revitalization

Section 5112 of WRDA of 2007
General Investigations

Location

- Port of Rochester, New York is located on Lake Ontario in the city of Rochester, Monroe County, NY

Project Description

- A reconnaissance study would be conducted to determine if a Federal interest exists in improvements related to ecosystem restoration, navigation, flood damage reduction, and recreation components of the Port of Rochester waterfront revitalization project

Importance

- The results of this study could benefit Rochester's waterfront through improvements to the ecosystem, navigation, flood risk management and/or recreation

Consequences

- Without funding, the nature and opportunities of participation in the Rochester waterfront revitalization project will remain unknown

Project Phase	Est. Cost of Phase	Federal Funding Thru FY14	FY15 Requirement	FY15 Budget	FY16 Requirement	FY16 Budget
Reconnaissance	\$100k	\$0	\$100k	\$0	\$100k	\$0

(1) First \$100k is at 100% Federal expense as the 905(b) Reconnaissance Analysis.

Project Sponsor/Customer

- The city of Rochester or Monroe County, NY is the likely cost share sponsor

Congressional Interests

- Representative Louise Slaughter D-NY-25
- Senator Kirsten Gillibrand D-NY
- Senator Charles Schumer D-NY

Current Status

- Not funded, not initiated

Issues

- No funding has been appropriated to this project



Project Manager: David A. Schulenberg (716) 879-4263, david.a.schulenberg@usace.army.mil



Rochester Harbor, NY

Harbor Features

- Located on Lake Ontario in the city of Rochester, Monroe County, New York
- Authorization: River & Harbor Acts of 1829, 1882, 1910, 1935, 1945 and 1960
- Deep draft commercial harbor
- Authorized depths are 24 feet in the approach channel, 23 feet in the entrance channel and 21 feet in the Genesee River
- Five year average (2008-2012) tonnage of 95k tons of material shipped and received
- Ranked 42nd among the Great Lakes Harbors based on five year average (2008-2012) tonnage
- Protective structures include the East and West Piers that total approximately 1.1 miles in length
- Lake Approach, Entrance, and Genesee River Federal channels total approximately 2.7 miles in length
- Major stakeholders include the Rochester-Monroe County Port Authority, Port of Rochester, U.S. Coast Guard, Essroc Cement Corporation and Shellet-Genesee Shipping Group

Project Requirements

- Approximately 220,000 cubic yards (CY) of material must be dredged every 2 years. The harbor was last dredged in 2009 when approximately 160,000 CY of material was removed. Maintenance dredging is scheduled to be completed in 2015
- Sandy supplemental funded dredging of approximately 200,000 CY of material from storm impacted harbor areas was completed in Summer 2014
- Approximately 1000 ft of the East Pier is severely deteriorated and in need of repairs



Consequences of Not Maintaining the Project

- Reduction of bulk commodities that pass through the harbor and generate \$1.2M annually in direct revenue while supporting 95 direct, indirect, and induced jobs that produce over \$6.2M per year in personal income
- If the harbor was closed to commercial traffic, commodities would have to be transported by truck. This would increase annual emission rates by over 9,696 tons of harmful particulate matter (PM-10) and increase costs by \$1,438,000 due to increased trucking related accidents
- Light loading; losses of between 2 and 3 feet of channel depth would result in increased transportation costs of between \$130,000 and \$288,000 annually

Transportation Importance

- Receiving and shipping port on the Great Lakes; and a Critical Harbor of Refuge
- Location of U.S. Coast Guard station
- Cement is the major commodity shipped and received
- Home to 1,034 recreational slips, 5 boat launch lanes, and 26 charter boats.
- Generates recreational economic benefits totaling \$9,961,798 and supports 141 jobs.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2014, 2015 and 2016
Rochester Harbor, New York - Project Requirements and President's Budget (\$1,000)**

Work Package	FY14 Requirement	FY14 Appropriation	FY15 Requirement	FY15 Appropriation	FY16 Requirement	FY16 President's Budget
Maintenance Dredging – Primary	2,200	2,200			2,320	2,320
Constr., East Pier Repair	4,750		4,750		4,750	
Maintenance Dredging-Backlog	500					
Sandy Supplemental Maintenance Dredging	749*	749*				
TOTALS	8,199	2,949	4,750	0	7,070	2,320

*Funds allocated through Public Law 113-2 Disaster Relief Appropriations Act, 2013

Congressional Interests

- Representative Louise Slaughter D-NY-25
- Senator Kirsten Gillibrand D-NY
- Senator Charles Schumer D-NY