

US Army Corps of Engineers®
Buffalo District
BUILDING STRONG®



- 1, CG-219, Akron Environmental Infrastructure
- 2, O&M, Cleveland Harbor
- 3, CG-CAP 204, Cleveland Harbor Beneficial Use of Dredged Material
- 4, CG-CAP 206, Little Cuyahoga River



**US Army Corps
of Engineers**
Buffalo District

FACT SHEET

February 2015

WASTEWATER IMPROVEMENTS - AKRON, OH

Section 219 of the 1992 Water Resources Development Act (WRDA), as Amended
WRDA 2007 Sec. 5158 (204)
Environmental Infrastructure Program

Location

- The Town of Akron, OH about 40 miles south of Cleveland, OH

Project Description

- Wastewater infrastructure project to eliminate combined sewer overflows (CSO) to the Little Cuyahoga River
- Authorization - WRDA 2007 Sec. 5158 (204) - \$5,000,000 for wastewater infrastructure, Akron, OH
- Design and/or Construction are cost-shared 75% Federal and 25% non-Federal

Importance

- Project will improve water quality and reduce the bacteria loading by eliminating annual CSO from three existing locations

Consequences

- System failure without upgrade or replacement
- Increased risk of partially treated/untreated waste water being discharged
- Continued impacts to water quality within the Little Cuyahoga River, a National Heritage River that is classified as a warm water habitat stream

Project Phase	Est. Fed. Cost of Phase	Federal Funding through FY14	FY15 Requirement	FY15 Budget	FY16 Requirement	FY16 Budget
Design & Construction	\$5M	\$0	\$5M	\$0	\$5M	\$0

Project Sponsor/Customer

- Sponsor - To be determined
- Customer - Akron, OH

Congressional Interests

- Representative Marcia Fudge D-OH-11
- Representative Tim Ryan D-OH-13
- Senator Rob Portman R-OH
- Senator Sherrod Brown D-OH

Current Status

- Not funded, not initiated

Issues

- Project requires additional funding to move forward



Project Manager: Ron Kozlowski (716) 879-4348, Ronald.J.Kozlowski@usace.army.mil



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FACT SHEET

February 2015

CLEVELAND REGIONAL SEDIMENT MANAGEMENT, OH **Regional Sediment Management - Beneficial Use of Dredged Material** Section 204 of the 1992 Water Resources Development Act, as amended Construction General (Continuing Authorities Program)

Location

- Located on Lake Erie in the City of Cleveland, Cuyahoga County, Ohio

Project Description

- This authority evaluates the use of dredged material from new or existing Federal projects to protect, restore, or create aquatic and ecologically related habitats, including wetlands; to reduce storm damage to property, in connection with dredging for construction, operation, or maintenance of an authorized navigation project
- Feasibility phase is performed at 100% Federal expense

- Design and Implementation is cost-shared 65% Federal and 35% non-Federal

Importance

- Provides an opportunity to beneficially use dredge material for ecosystem restoration and, in addition, extends the useful capacity of existing Confined Disposal Facilities

Consequence

- Without the study, the viability of alternative uses of dredged material for ecosystem restoration will be uncertain

Project Phase	Est. Fed. Cost of Phase	Federal Funding through FY14	FY15 Requirement	FY15 Budget	FY16 Requirement	FY16 Budget
Feasibility	\$850k	\$271*	\$200k	\$200k	\$200k	\$0

*\$125k funded through Great Lakes Restoration Initiative (GLRI) Program

Project Sponsor/Customer

- City of Cleveland provided a letter of intent dated March 17, 2011

Congressional Interests

- Representative Marcia Fudge D-OH-11
- Senator Sherrod Brown D-OH
- Senator Rob Portman R-OH

Current Status

- A Determination of Federal Interest was completed, and approved in April 2011
- Most recently, through coordination with the city of Cleveland, conceptual alternatives have been developed for

five potential project sites; Edgewater Park East, Edgewater Park West, Wendy Park, Cleveland Lakefront State Park, and the foot of East 72nd Street adjacent to CDF14

- Development of a recommended plan is ongoing

Issues

- Feasibility study on hold awaiting confirmation from the City of Cleveland that they are willing to continue as the non-Federal sponsor



Project Manager: Ken Podsiadlo, (716) 879-4217, kenneth.e.podsiadlo@usace.army.mil



US Army Corps
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Buffalo District



Great Lakes
Navigation System

Cleveland Harbor, OH

Harbor Features

- Located on Lake Erie in the city of Cleveland, Cuyahoga County, Ohio
- Authorization: River & Harbor Acts of 1875, 1886, 1888, 1896, 1899, 1902, 1907, 1910, 1916, 1917, 1935, 1937, 1945, 1946, 1958, 1960, 1962, Water Resources Development Acts of 1976 and 1986, Supplemental Appropriations Act of 1987 and the Energy & Water Appropriations Act of 1988
- Deep draft commercial harbor
- Authorized depths are 25-29 feet in the outer harbor and 18-27 feet in the river
- Five year average (2008-2012) tonnage of 10.1M tons of material shipped and received
- Ranked 7th among the Great Lakes Harbors based on five year average (2008-2012) tonnage
- 50th leading U.S. port in 2012
- Interconnected with 54 commercial ports: ships to 25 ports, and receives from 29 ports.
- Over 5.5 miles of breakwater structures
- 5.8 miles of Federal channel on the Cuyahoga River and 1 mile of Federal channel on the Old River
- Confined disposal facilities (CDFs) are located to the east of the harbor entrance
- Major stakeholders include Cleveland-Cuyahoga County Port Authority, Burke Lakefront Airport, ArcelorMittal, U.S. Coast Guard, Lake Carriers' Association, and Cargill

Project Requirements

- Approximately, 225,000 cubic yards (CY) of material from the Federal Channel must be dredged each year. Dredging was last completed in Fall 2014 and is scheduled for Spring 2015



-
- The sediment backlog within the Cuyahoga River channel was approximately 600,000 CY in 2012
- Severely deteriorated sections of the east and west breakwaters, arrowheads and finger pier must be repaired. Additional damage/deterioration was observed following Superstorm Sandy
- Sandy supplemental funded repairs to storm damaged sections of the East Breakwater, and the East and West Arrowhead Breakwaters are scheduled to be completed in 2014-15
- USACE is required to manage dredged sediment in accordance with the Federal Standard (33 CFR Parts 335-337), which requires implementation of the least costly alternative consistent with sound engineering practices and selected through the Section 404(b)(1) Guidelines - including compliance with applicable Ohio water quality standards.

➤ The 2013 evaluation of sediment quality indicated most of the dredged sediment is suitable for placement in the open lake and no longer requires confinement in a CDF. An operational placement site nine miles offshore in the open-lake was proposed in the 2015 application to the state for a water quality certification .

- It is critical that limited remaining CDF capacity be reserved for placement of contaminated sediment in the future
- USACE recently approved a Short-Term Decision Document recommending an alternative proposed by the Port of Cleveland in which the Port would create additional confinement capacity at its existing CDF and take over disposal operations under a Section 217 tipping fee arrangement. If an agreement can be reached with the Port for 2016 and beyond, costs could be recouped for construction, operations and maintenance through a tipping fee for confinement of any material not suitable for placement in the open lake. A tipping fee agreement with the Port must be approved by the ASA(CW).
- Local stakeholders have been working diligently in 2014/15 to identify a feasible alternative to open lake placement and a local sponsor to pay for any increased costs.
- The Buffalo District continues to support beneficial use of dredged sediment at Cleveland Harbor.

Consequences of Not Maintaining the Project

- Reduction of bulk commodities that pass through the harbor and generate \$1.7B annually in direct revenue while supporting 15,003 direct, indirect, and induced jobs that produce over \$1B per year in personal income
- If the harbor was closed to commercial traffic, commodities would have to be transported by rail and truck. This would increase annual emission rates by over 311,079

tons of harmful particulate matter (PM-10) and increase costs by \$4,667,000 due to increased railroad related accidents, and \$7,643,000 due to increased trucking related accidents

- Light loading; losses of between 1 and 2 feet of channel depth would result in increased transportation costs of between \$1.6M and \$4.0M annually

Transportation Importance

- Major receiving and shipping port on the Great Lakes; and Critical Harbor of Refuge
- Commodities shipped or received include iron ore, limestone, sand and gravel, salt, cement and concrete, general cargo and liquid bulk
- Major iron ore transshipment facility located at Cleveland's Outer Harbor. This facility provides iron ore to inland steel mills at lower delivery costs when compared to truck or direct rail delivery

The Way Ahead

- The Cleveland Harbor Dredged Material Management Task Force is the primary means for Cleveland Harbor stakeholders to collaborate to create long term sustainable solutions for disposal of dredged material
- The Task Force membership includes USACE, the Port Authority of Cleveland and Ohio EPA , plus other stakeholders representing community and economic interests
- USACE is committed to partnering with the Cleveland Harbor stakeholders to ensure navigation is maintained to support economic activity in balance with environmental concerns.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2014, 2015 and 2016
Cleveland Harbor, Ohio - 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	4,775	4,702	2,230	2,230	6,700	6,700
DMMP/CDF Beneficial Use Activities						
E&D Long Term Management Plan	400	400			600	600
E&D, Wharf and Utility Repair	300					
Interim CDF Operation (formerly Maint.)	365	365			375	375
Snagging & Clearing Floating Plant (F/P)		50				
Critical Maintenance of Coastal Navigation Structures and Obstruction Removal	1,040	990			1,070	1,070
Structure Repair. – E & W Arrowhead Breakwaters (Stone)	450					
Structure Repair – Dike 10B (F/P)	300					
Structure Repair – West Spur Breakwater (F/P)					500	
E&D, West Breakwater Repair					300	
Project Condition Surveys	515	515			545	545
Regional Economic Data Collection	250	250			250	250
Sandy Supplemental East Breakwater Repair			7,100*	7,100*		
Sandy Supplemental East Breakwater Repair – Dolosse					36,847*	36,847*
Sandy Supplemental E&W Arrowhead Repair	6,160*	6,160*				
TOTALS	14,555	13,432	9,330	9,330	47,187	46,387

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

Congressional Interests

- Representative Marcia Fudge D-OH-11
- Senator Rob Portman R-OH
- Senator Sherrod Brown D-OH



**Cleveland-Cuyahoga Port Authority, Department of the Army Permit Processing
No. 1999-01471(4)**

Section 10 of the Rivers and Harbors Act
Regulatory

Location

- Cleveland Harbor, City of Cleveland, Cuyahoga County, Ohio

Project Description

- Proposed dredging of 15,000 cubic yards of material for access to the Cleveland Bulk Terminal

Congressional Interests

- Representative Marcia Fudge D-OH-11
- Senator Rob Portman R-OH
- Senator Sherrod Brown D-OH

Project Sponsor/Customer

- Cleveland-Cuyahoga Port Authority

Project Manager

- Mark Scalabrino, (716) 879-4327

Current Status

The Cleveland-Cuyahoga County Port Authority (CCPA) is considering locations along the Cuyahoga River to implement a public display of a bucket and leg of the Hulett ore unloaders. The CCPA proposed to place the bucket and leg on the federal breakwall at the mouth of the Cuyahoga River; however, this proposal did not receive approval from the Buffalo District Operations Branch.

Issues

The CCPA has objected to the terms of the numerous draft Memorandum of Agreement (MOA), particularly due to the lack of a financial cap on the cost to administer the stipulations of the MOA. The CCPA and consulting parties also objected to the sequencing of the mitigation options, preferring that the working group be allowed to determine and implement a public display of the bucket and leg of both Hulett's first, then donate a bucket and leg to the GLSC as fallback option should the efforts of the working group not be successful.

Path Forward

The Corps is amenable to the sequencing of mitigation options preferred by the CCPA and consulting parties provided a framework can be developed to add certainty to the working group process. The Corps will continue to work with the CCPA and consulting parties to incorporate acceptable language regarding the framework of the working group into the MOA, and to evaluate potential locations for the public display of a bucket and leg of the Hulett ore unloader. The Section 106 consultation process will conclude when the Corps, OHPO, and the ACHP sign the MOA. After the MOA is signed, the Corps can complete its environmental assessment and make a final permit decision. The MOA will be made part of any permit that the Corps may issue to the Port Authority for the proposed dredging.

Background

The CCPA submitted an application to dredge approximately 15,000 cubic yards of material from an area adjacent to the Cleveland Bulk Terminal dock face in Cleveland Harbor. The Cleveland Bulk Terminal is a property listed in the National Register of Historic Places. The Buffalo District issued a permit for this project in 1999; however, the permit was subsequently revoked as a result of the U.S. District Court's decision which found procedural errors in the evaluation of impacts to historic properties. Historic properties include the Hulett cargo unloaders, the power house, the machine shop and the shunt engines. All items were destroyed or removed from the property except for two of the four Hulett's which were dismantled and stored. The "Save the Hulett's" organization is dedicated to the preservation and reassembling of the Hulett cargo unloaders and has been very active in this matter. The current

application is a re-submittal of the previous dredging proposal. A public notice for this application was published on 3 March 2006, and expired on 1 April 2006. The Buffalo District determined that the proposed dredging is part of a larger expansion project at the Cleveland Bulk Terminal and that the expansion has had an adverse effect on historic properties. Several historic preservation societies responded to the public notice and requested consulting party status pursuant to Section 106 of the National Historic Preservation Act (NHPA). As a result, the project is being coordinated with the consulting parties in order to resolve adverse effects to historic properties before a final permit decision is made. The ACHP determined that it will participate in the consultation process, and further recommended that the Corps determine if Section 110(k) NHPA applies to this undertaking. Section 110(k) prohibits a Federal agency from granting a permit to an applicant who has significantly adversely affected a historic property with the intent to avoid Section 106 NHPA consultation. A meeting was held with the applicant on 18 December 2006 to discuss the consultation process and possible mitigation measures for the historic properties. Another meeting was held on 21 February 2007 to further discuss mitigation possibilities with the applicant and the consulting parties. On 8 June 2007, the Corps determined that Section 110(k) applies to this undertaking; however, the Corps recommended that Section 106 consultation continue with the development of a MOA to resolve adverse effects to the historic properties. This determination was sent to the ACHP for their concurrence. In a letter dated 6 August 2007, ACHP responded that they concur with the Corps' 110(k) NHPA determination; however, the ACHP did not necessarily agree with, but respected, the Corps' decision to continue with the historic properties consultation process. An additional consulting party meeting was held on 12 October 2007 to further discuss mitigation measures for the historic properties and several proposed Memoranda of Agreement. The applicant did not submit the draft MOA, which they had agreed to do during a 12 October 2007 meeting, until 15 June 2010. The Corps forwarded the draft MOA to consulting parties on 15 July 2010 and requested comments by 20 August 2010. The Corps conducted a consulting parties meeting on 4 November 2010 to discuss the historic properties mitigation options outlined in the CCPA's 15 June 2010 submittal. Of the options discussed, the CCPA's proposal to permanently display the leg and bucket from one Hulett in the cargo hold of the Great Lakes Science Center's steamship William G. Mather appears to hold the greatest potential for implementation. The Corps completed a draft Section 106 consultation summary document and distributed it to the consulting parties on 22 July 2011. The summary document recommended that the proposal to incorporate a "bucket" and "leg" from one of the Hulett's ore unloaders at the Great Lakes Science Center be included in the MOA. The Corps circulated a draft MOA on 8 February 2012, conducted a consulting party meeting on 22 March 2012, and circulated additional draft MOA on 27 April 2012, 3 August 2012, 16 November 2012, and 12 July 2013 to further evaluate this option.

The Corps circulated a final Memorandum of Agreement (MOA) to the consulting parties on 21 August 2013 for signature. The Cleveland-Cuyahoga County Port Authority (CCPA) and several consulting parties objected to the terms of the MOA and refused to sign. As a result of these concerns, the Ohio Historic Preservation Office (OHPO) and the Advisory Council on Historic Preservation (ACHP) also declined to sign the MOA. The MOA would require the Cleveland-Cuyahoga County Port Authority to relocate a bucket and leg from a Hulett ore unloader to the Great Lakes Science Center (GLSC) and incorporate it into a museum display in the steamship William G. Mather. The MOA also requires the Port Authority to convene a working group for the purpose of formulating a plan for public display of elements of a Hulett ore unloader along the Cuyahoga River



Photo Credit: Jerry Mann





FACT SHEET

February 2015

HARSHAW CHEMICAL - CLEVELAND, OH Formerly Utilized Sites Remedial Action Program (FUSRAP)

Location

- 1000 Harvard Avenue, approximately three miles south of downtown Cleveland and adjacent to the Cuyahoga River and Big Creek

Site History and Project Description

- From 1944 to 1959, the Harshaw Chemical Company processed various forms of uranium under contract to the Atomic Energy Commission and the Manhattan Engineer District. This 55 acre site is within an industrialized area of Cleveland and includes the former uranium process area and redeveloped privately-owned commercial properties
- The Corps completed a Remedial Investigation to characterize the nature and extent of radiological contamination and a Feasibility Study to evaluate viable remedial alternatives to address contamination.

Importance

- There is no immediate risk to human health or the environment. Elevated levels of radionuclides exist that exceed Federal environmental requirement criteria and limitations promulgated under Federal environmental laws. If contamination remains, it may pose a future risk to human health and the environment
- The contaminated former uranium processing building (G-1) has been safely removed
- Soils and groundwater beneath and surrounding G-1 are contaminated with FUSRAP-related radionuclides and are media of concern

Consequences

- Potential for long term, adverse human health effects
- Contamination currently on site could migrate offsite and impact additional human and animal populations
- Beneficial reuse of the site cannot occur until the site is remediated to a risk level commensurate with projected future use of the site

Project Phase	Estimated Federal Cost	Funding through FY14	FY15 Requirement	FY15 Appropriation	FY16 Requirement	FY16 Budget
Investigation*	\$30.4M	\$21.2M	\$1.1M	\$1.1M	\$500K	\$500K

*Investigation Phase includes Remedial Investigation, Feasibility Study, Proposed Plan, and Record of Decision

Project Sponsor/Customer

- Project Sponsor/Customer: The project sponsor is the US Congress. Customers include property owners, interested stakeholders (Ohio Canal Corridor), affected communities and elected leaders, and local, state, and

Federal environmental and health agencies

Congressional Interests

- Representative Marcia Fudge D-OH-11
- Senator Sherrod Brown D-OH
- Senator Rob Portman R-OH

Current Status:

- The revised Remedial Investigation Report was completed in December 2009 and released to the public
- A Record of Decision for an undeveloped parcel (Investigative Area # 06) was released to the public in FY11, documenting that No Action was required under FUSRAP for that parcel
- The site-wide Feasibility Study for the remainder of the site was complete in

FY12 and released to the public in December 2012

- Former uranium process building (G-1) was removed in early 2015 to enable subsurface investigation and data collection required for remedial action remedy selection
- A Feasibility Study Addendum to address the long-term regulatory compliance of groundwater and the Proposed Plan for the remediation of the site are progressing

Issues:

- No Issues

Project Manager: Duane Lenhardt (716) 879-4419, Duane.R.Lenhardt@usace.army.mil

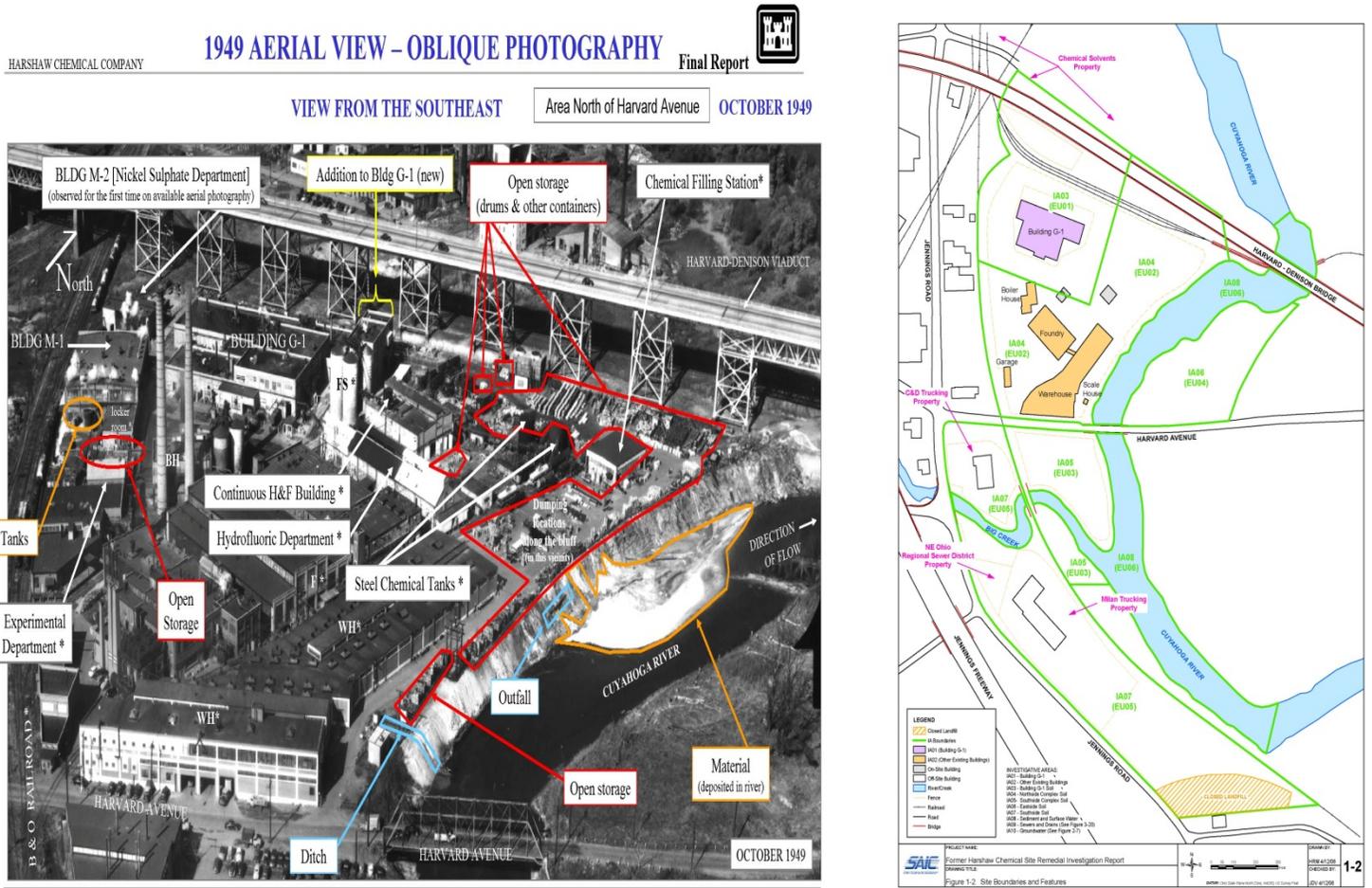


Image Source: Western Reserve Historical Society, Cleveland, Ohio * Sanborn Fire Insurance Map Data BH = boiler house F = foundry FS = fluorospar storage (tile tanks)* WH = warehouse



FACT SHEET

February 2015

Power Generation at Lake Erie CDFs, OH

Section 4069 of WRDA of 2007
General Investigations

Location

- The study area includes all USACE Confined Disposal Facilities (CDFs) along Lake Erie in the state of Ohio

Project Description

- A Reconnaissance Study would be conducted to determine if a Federal interest exists in power generation projects on CDF land adjacent to Lake Erie
- Wind energy along the shoreline of Lake Erie has been seen as a potential source of sustainable power and a means to make use of otherwise underutilized land. The Steel Winds project in Lackawanna, NY constructed eight wind turbines on former industrial land, adjacent to Lake Erie and

could offer lessons-learned to similar future projects along the shoreline

Importance

- The recommendations of this study could result in sustainable energy sources for OH and a positive economic impact
- Many confined disposal sites along Lake Erie offer considerable shoreline acreage when filled that could possibly be used to locate wind turbines

Consequences

- The feasibility and economic potential of generation wind driven power along the Lake Erie shoreline at Federal CDF's would not be known without funding of this study

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

Project Sponsor/Customer

- Potential cost share sponsors would be identified during the Reconnaissance phase

Congressional Interests

- Representative Marcy Kaptur D-OH-9
- Representative Marcia Fudge D-OH-11
- Representative Timothy Ryan D-OH-13
- Representative David Joyce R-OH-14
- Senator Rob Portman R-OH
- Senator Sherrod Brown D-OH

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



FACT SHEET

February 2015

Lake Erie Dredged Material Disposal Sites Botulism Study

Section 4002 of WRDA of 2007
General Investigations

Location

- The study area includes all USACE dredged material disposal sites along the shores of Lake Erie in OH, PA and NY

Project Description

- A Reconnaissance Study would be conducted to determine the nature and frequency of avian botulism problems in the vicinity of Lake Erie associated with dredged material disposal sites and to make recommendations to eliminate the conditions that result in such problems
- Starting in 1999 dead fish and birds were washing up on the shores of Lake Erie in elevated numbers. Type E botulism (*Clostridium botulinum*) has been blamed for these increased deaths, and poses a risk to human and ecological health. Avian

botulism has been a problem in some Lake Erie Combined Disposal Facilities (CDFs) (e.g. Toledo, OH) in the late summer of previous years

Importance

- Identification of level of occurrence and threat of avian botulism in the vicinity of Lake Erie dredged material disposal sites will potentially result in recommendations to mitigate or eliminate risks

Consequences

- Without funding, the nature and frequency of avian botulism problems in the vicinity of Lake Erie associated with dredged material disposal sites 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

Project Sponsor/Customer

- Potential cost share sponsors will be identified during the Reconnaissance phase

Congressional Interests

- Representative Marcy Kaptur D-OH-9
- Representative Marcia Fudge D-OH-11
- Representative Timothy Ryan D-OH-13
- Representative David Joyce R-OH-14
- Senator Rob Portman R-OH

- Senator Sherrod Brown D-OH

Current Status

- Not funded, not initiated

Issues

- No funding has been appropriated to this project



Typical Lake Erie Confined Disposal Facility

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



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FACT SHEET

February 2015

LITTLE CUYAHOGA RIVER - AKRON OH

Aquatic Ecosystem Restoration

Section 206 of the 1996 Water Resources Development Act, as amended
Construction General (Continuing Authorities Program)

Location

- The project is located between River Miles 2 and 10 in the city of Akron, Summit County, Ohio

Project Description

- Ecosystem restoration feasibility study which will address restoring an eight-mile section of degraded riverside habitat along the Little Cuyahoga River
- Several possible measures including streambank erosion control measures and restoration measures have been identified. Possible alternatives could include the expansion of the riparian buffer, the removal of understory growth, and placement of structures in portions of the river which would provide fish refuge and spawning areas

- Design and implementation costs would be cost-shared 65% Federal and 35% non-Federal

Importance

- Current riparian habitat in this area of the river is scarce and only provides limited suitable habitat for fish and terrestrial animals
- This project would amplify efforts already underway by the local sponsor to restore ecosystems in other nearby areas

Consequences

- If restoration is not accomplished, the river will continue to degrade and riparian habitat will continue to diminish

Project Phase	Est. Fed. Cost of Phase	Federal Funding through FY14	FY15 Requirement	FY15 Budget	FY16 Requirement	FY16 Budget
Feasibility ¹	TBD	\$851k*	\$100k	\$100k**	\$194k***	\$0

(1) First \$100k is at 100% Federal expense.

*\$771k funded through Great Lakes Restoration Initiative (GLRI) Program

**\$31k funded through GLRI Program

***\$194k funds are expected through GLRI Program

Project Sponsor/Customer

- Sponsor - city of Akron, OH through a letter of request on August 27, 2009

Congressional Interests

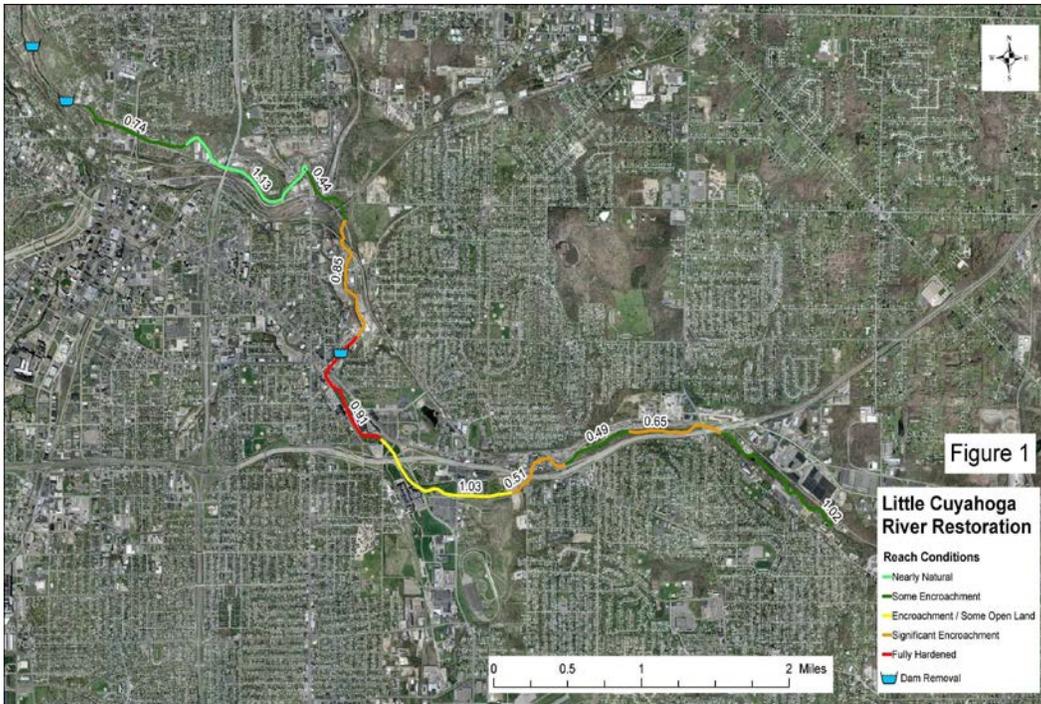
- Representative Marcia Fudge D-OH-11
- Senator Sherrod Brown D-OH
- Senator Rob Portman R-OH

Current Status

- The final Detailed Project Report/ Environmental Assessment (DPR/EA) is scheduled for completion in FY15
- A Feasibility Cost Sharing agreement has been executed for the completion of the Feasibility Study 14 October 2014.

Issues

- Awaiting receipt of non-Federal funds



Project Manager: Casey Brzozowiec, (716) 879-4232, Casimir.Brzozowiec@USACE.army.mil



**US Army Corps
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Buffalo District

FACT SHEET

February 2015

OHIO ENVIRONMENTAL INFRASTRUCTURE PROGRAM

Section 594 of the Water Resources Development Act (WRDA) of 1999

Appropriation Category: Construction General (CG)

Congressional Interests:

All OH Representatives
Senator Rob Portman R-OH
Senator Sherrod Brown D-OH

Project Description: Section 594 of the WRDA 1999 authorizes the Corps of Engineers to provide assistance to non-Federal interests in Ohio in the form of design and construction support or reimbursement for design and construction of water and wastewater treatment facilities, combined sewer overflows, water supply/storage treatment, mine drainage, environmental restoration and surface water protection.

Project Capabilities: Congress authorized up to \$240,000,000 for the implementation of this authority. Through FY14, approximately \$108,800,000 has been appropriated. Funding in the amount of \$7,500,000 is included in the FY15 Work Plan. The cost share for projects implemented under this authority is 75% Federal and 25% non-Federal. Huntington, Buffalo, Pittsburgh, and Louisville Districts are responsible for the implementation of the Section 594 Program.

Current Status: As of January 2015, the Buffalo District presently provides proactive and responsive project management for four individual projects in Ohio. The capability for future projects in Ohio is extensive.

Project Manager: Buffalo District, Ronald Kozlowski, (716) 879-4348
Huntington District, Stephen Porter, (304) 399-5062