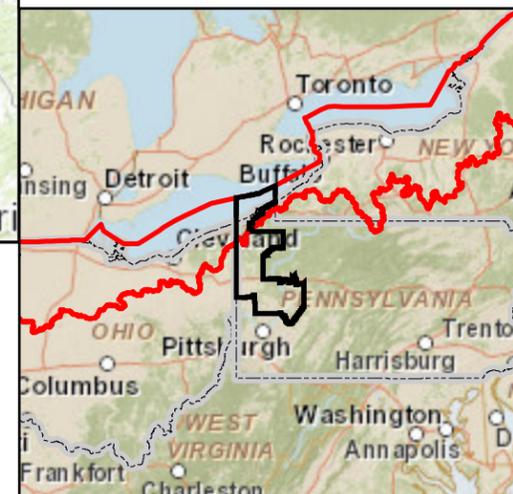


US Army Corps of Engineers®
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BUILDING STRONG®



- 1, O&M, Erie Harbor
- 2, CG-CAP 204, Presque Isle Regional Sediment Management
- 3, CG, Presque Isle Shoreline Erosion Control Project



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FACT SHEET

February 2015

ASHTABULA 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 Ashtabula, Ashtabula 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
- Creation of 7 acres of submerged aquatic habitat
- The creation of aquatic habitat using anchored logs and log tangles will increase the density and diversity of aquatic species
- Feasibility phase is 100% Federal. Design and Implementation is cost-

shared 65% Federal and 35% non-Federal

Importance

- Project is a companion project of an on-going operations and maintenance (O&M) project
- Ohio Environmental Protection Agency is not in favor of open lake placement and considers progress on beneficial use projects in issuing Section 401 Water Quality Certification required for dredging Ashtabula Harbor and River

Consequence

- Without a study, there will be a lack of identified alternative uses of dredged material for ecosystem restoration

Project Phase	Est. Fed. Cost of Phase	Federal Funding through FY14	FY15 Requirement	FY15 Budget	FY16 Requirement	FY16 Budget
Feasibility	\$925k	\$685k	\$100k	\$75k	\$100k	\$0

Project Sponsor/Customer

- Ashtabula City Port Authority in a letter dated June 2, 2008

Congressional Interests

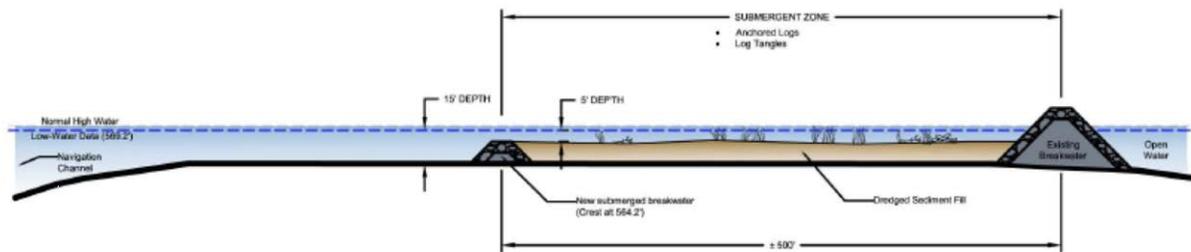
- Representative David Joyce R-OH-14
- Senator Rob Portman R-OH
- Senator Sherrod Brown D-OH

Current Status

- Feasibility study is approximately 75% complete

Issues

- Feasibility study is on hold until a non-Federal cost-share sponsor is identified



Alternative Cross Section

Project Manager: Ken Podsiadlo, P.E. (716) 879-4217, Kenneth.E.Podsiadlo@usace.army.mil



Erie Harbor, PA

Harbor Features

- Located on Lake Erie in the city of Erie, Erie County, Pennsylvania
- Authorization: River & Harbor Acts of 1824, 1899, 1910, 1922, 1935, 1954, 1960 and 1962
- Deep draft commercial harbor
- Authorized depths are 29 feet in the entrance channel and 18-28 feet in the harbor
- Five year average (2008-2012) tonnage of 643k tons of material shipped and received
- Ranked 28th among the Great Lakes Harbors based on five year average (2008-2012) tonnage
- Interconnected with 6 commercial ports: receives from 6 ports
- The North and South Piers total approximately 1.0 mile in length
- Harbor basin and 2.4 miles Federal entrance channel
- A confined disposal facility (CDF) is located adjacent to the South Pier
- Major stakeholders include the Erie-Western Pennsylvania Port Authority, U.S. Coast Guard, the Erie Sand and Gravel Company and private marinas

Project Requirements

- The harbor was last dredged in 2011 when approximately 220,000 CY of material was removed. FY14 funded dredging is scheduled to be completed in FY15.
- Backlog material remains in the functional harbor areas. Additional dredging is required.
- Initiation of a Dredged Material Management Plan (DMMP) is required to determine future sediment placement needs.
- Damage to the South Pier was observed during post-Superstorm Sandy inspections. Sandy Supplemental funded repairs are scheduled for 2014-15.



Consequences of Not Maintaining the Project

- Reduction of bulk commodities that pass through the harbor and generate \$54M annually in direct revenue while supporting 854 direct, indirect, and induced jobs that produce over \$66M 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 almost 34,539 tons of harmful particulate matter (PM-10) and increase costs by \$1,119,000 due to increased railroad related accidents, and \$4,067,000 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 \$369,000 and \$859,000 annually

Transportation Importance

- Major receiving and shipping port on the Great Lakes; and a Critical Harbor of Refuge
- Commodities shipped or received include aggregates, sand products, limestone and miscellaneous products

**U.S. Army Corps of Engineers Fiscal Year (FY) 2014, 2015 and 2016
Erie Harbor, Pennsylvania - 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	1,415	1,415			1,500	1,500
Dredged Material Maintenance Plan					200	
Sediment Sampling and Analysis	105	105				
Sandy Supplemental South Pier Repair			1,184*	1,184*		
TOTALS	1,520	1,520	1,184	1,184	1,700	1,500

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

Congressional Interests

- Representative Mike Kelly R-PA-3
- Senator Pat Toomey R-PA
- Senator Robert P. Casey D-PA



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FACT SHEET

February 2015

PRESQUE ISLE REGIONAL SEDIMENT MANAGEMENT, PA

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

- Presque Isle Peninsula is located on the southern shore of Lake Erie in the City of Erie, Pennsylvania. The Peninsula acts as a natural breakwater to form and protect Erie Harbor, PA, and is home to Presque Isle State Park

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 of an authorized Federal navigation project
- An additional benefit of using dredged material for ecosystem restoration on Presque Isle is reduced shoreline erosion
- Design and Implementation is cost-shared 65% Federal and 35% non-Federal

Importance

- Project would address ecosystem restoration at Presque Isle using dredged material

Consequence

- Continued erosion will potentially lead to breaching of the Peninsula, increasing the wave climate in Presque Isle Bay, and impacting the navigation users of Erie Harbor
- Continued loss of habitat critical to the recovery of Great Lakes breeding population of piping plover and other species
- Potential damage to park infrastructure leading to loss of roadways and a handicapped access area

Project Phase	Est. Fed. Cost of Phase	Federal Funding through FY14	FY15 Requirement	FY15 Budget	FY16 Requirement	FY16 Budget
Feasibility	\$1,287k	\$837k	\$200k	\$200k	\$150k	\$0

Project Sponsor/Customer

- Pennsylvania Department of Conservation and Natural Resources (DCNR) signed letter of intent on May 16, 2008

Congressional Interests

- Representative Mike Kelly R-PA-03
- Senator Robert Casey D-PA
- Senator Pat Toomey R-PA

Current Status

- Funds are being used to continue working on the feasibility study which includes coordinating with Pennsylvania DCNR and Stakeholders to develop project alternatives
- 50% Draft feasibility study is scheduled for completion by October 30, 2015

Issues

- None



Project Manager: Craig M. Forgette, P.E. (716) 879-4187, Craig.M.Forgette@usace.army.mil



FACT SHEET

Presque Isle Shoreline Erosion Control Project, Erie, PA

Authorized by Section 501(a) the 1986 Water Resources Development Act (WRDA)
Construction General (CG)

Location

- Presque Isle Peninsula is located on the southern shore of Lake Erie in the City of Erie, Pennsylvania. The Peninsula is a natural breakwater that forms and protects Erie Harbor, PA, and is home to Presque Isle State Park

Project Description

- The project at Presque Isle Peninsula was initiated with construction of 55 offshore rubblemound breakwaters along the western shore and placement of approximately 560,000 tons of sand fill. Each year approximately 55,000 tons of additional sand is needed to offset impacts of annual erosion. Annual nourishment requirements have been reduced to 25% of what was required before the breakwaters were constructed. The project is cost-shared 50-50 with a non-Federal sponsor

Importance

- To control erosion of the Peninsula, and to induce the continued growth of Gull Point, critical to the maintenance of habitat for an endangered species

Consequence

- When the need for annual sand nourishment is not met, erosion of the shoreline occurs. Continued erosion will lead to breaching of the Peninsula, damage to endangered species habitat and damage to park infrastructure. Recent erosion along the north face of the Peninsula has washed away a significant portion of a Park parking lot (at Beach #10), as well as complete loss of approx 1/3 mile of the Gull Point hiking trail. This necessitated the construction of a new access trail of approx 1/2 mile to provide public and emergency access. This loss also represents significant environmental degradation of shoreline habitats for migratory shorebirds

Project Phase	Est. Fed. Cost of Phase	Federal Funding through FY14	FY15 Requirement	FY15 Appropriation	FY16 Requirement	FY16 Budget
Design & Implementation	\$60.5M ¹	\$16.607M	\$500k	\$0	\$1M	\$0

(1) Total project cost is estimated to be \$121 million over 50 years, with the Federal costs anticipated to be \$60.5 million (50%) and the non-Federal share of \$60.5 million (50%).

Current Status

- Project was funded for annual re-nourishment in FY14. Recent funding provided in FY13 and FY14 has met annual needs, though continued sand nourishment is required to restore sand-starved shore areas at the Gull Point end of the Peninsula. Without funding in FY16, the Peninsula will continue to degrade with increased impacts to the shoreline, park, and wildlife
- A Designated Critical Habitat Area (DCHA) has been identified by the U.S. Fish and Wildlife Service (USFWS) in an attempt to re-establish nesting for migratory Piping Plover birds. This critical habitat for the Piping Plover has incurred damage, as have other areas that are home to many native animal and transient avian species. Sand placement in this DCHA has seasonal

time restrictions to accommodate nesting patterns, which requires placement of sand prior to April 1st annually

Project Sponsor/Customer

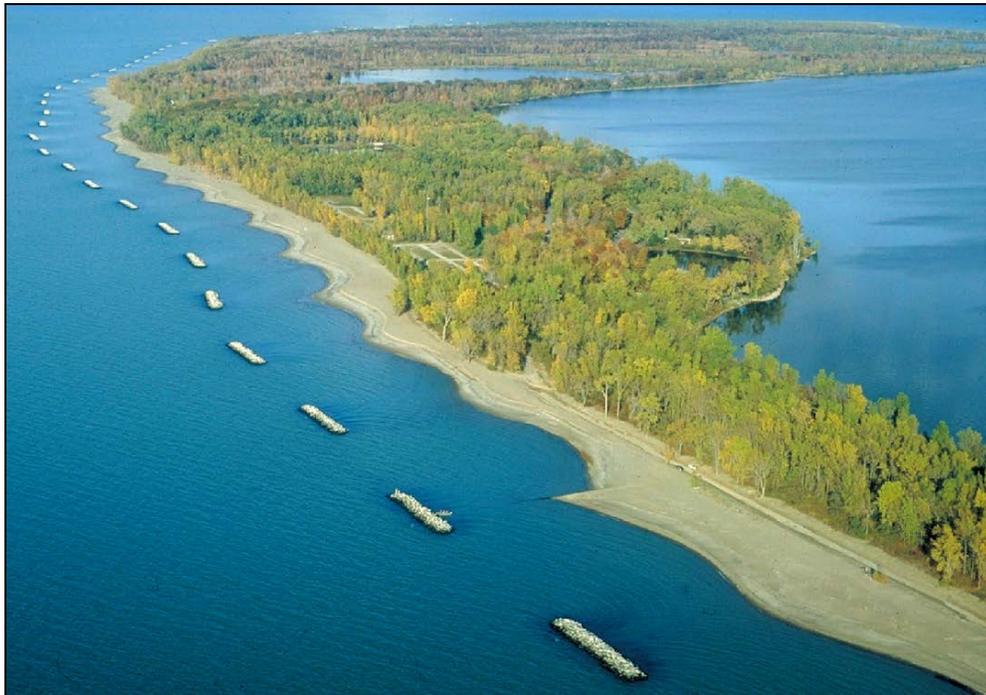
- PA Department of Conservation and Natural Resources (DCNR)

Congressional Interests

- Representative Mike Kelly R-PA-03
- Senator Robert Casey D-PA
- Senator Pat Toomey R-PA

Issues

- Continued funding is critical to ensure sufficient levels of sand nourishment continue annually without impacting local endangered species



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