



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