

## STREAMBANK & SHORELINE PROTECTION

*Section 14 of the 1946 Flood Control Act, as amended*



BEFORE



AFTER

**Ottawa River (Toledo, Ohio):** Project consisted of 2,200 feet of streambank stabilization along Shoreland Avenue. Bank was cut and filled with rip rap and granular fill covered with seeded topsoil. Stone groins were installed every 100 feet to enhance fish habitat.

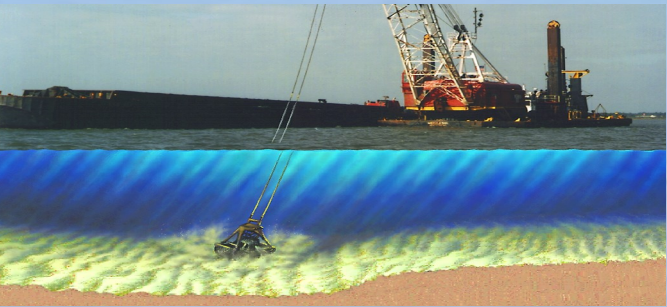
**SCOPE:** Provides for developing and constructing streambank and shoreline protection projects to protect endangered highways, highway bridge approaches, public works facilities such as water and sewer lines, churches, public and private nonprofit public facilities limited to a federal cost of \$10,000,000.

**STUDY COSTS:** The first \$100,000 of feasibility phase is a 100% federal cost, further study costs are 50% federal/50% nonfederal.

**DESIGN & CONSTRUCTION COSTS:** 65% federal/35% nonfederal

## NAVIGATION

*Section 107 of the 1960 River and Harbor Act, as amended*



**Harbor Deepening (Ogdensburg, New York)** Deepening the harbor from 19' to 27' would improve harbor operations efficiency for salt, fertilizer, grain, and cargo moved thru the port.

**SCOPE:** Provides for developing and constructing small navigation projects limited to a federal cost of \$10,000,000.

**STUDY COSTS:** First \$100,000 of feasibility phase is a 100% federal cost, further study costs are 50% federal/50% nonfederal.

**DESIGN & CONSTRUCTION:** Commercial navigation project nonfederal costs are depth dependent and may range from 10 to 50%. Recreational navigation projects are 50% federal/50% nonfederal.

## REGIONAL SEDIMENT MANAGEMENT

*Section 204 of the Water Resources Development Act of 1992, as amended*



**Dredged material** from the Buffalo River was used to create 10 acres of coastal wetland habitat along the Niagara River.

**SCOPE:** Provides for the protection, restoration and creation of aquatic and ecologically related habitats, including wetlands, or to reduce storm damage to property, in connection with dredging for the construction or operations and maintenance of a federal navigation project limited to a federal cost of \$10,000,000.

**STUDY COSTS:** Feasibility phase is a 100% federal cost.

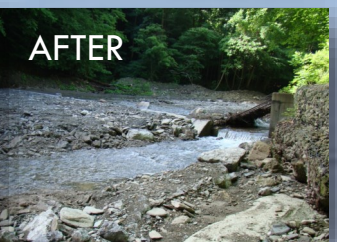
**DESIGN & CONSTRUCTION COSTS:** 65% federal/35% nonfederal

## AQUATIC ECOSYSTEM RESTORATION

*Section 206 of the Water Resources Development Act of 1996, as amended*



BEFORE



AFTER

**Chautauqua Creek Dam (Westfield, New York).** Provides access for native fish species to high-quality spawning areas within the upper reaches of Chautauqua Creek as well as increased habitat for fish species in the vicinity of the dam.

**SCOPE:** Provides for restoration of degraded aquatic ecosystems. Limited to a federal cost of \$10,000,000.

**STUDY COSTS:** First \$100,000 of feasibility phase is a 100% federal cost, further study costs are 50% federal/50% nonfederal.

**DESIGN & CONSTRUCTION COSTS:** 65% federal/35% nonfederal

## HURRICANE & STORM DAMAGE REDUCTION

*Section 103 of the 1962 River and Harbor Act, as amended*



**LaSalle Park (Buffalo, New York):** Restore 1,355 feet of concrete seawall, stone filled timber crib, and timber pile foundation protecting the pump station and park significantly deteriorated over the past 50 years requiring measures to protect the city's water supply pumping station, filtration plant, park and access road.

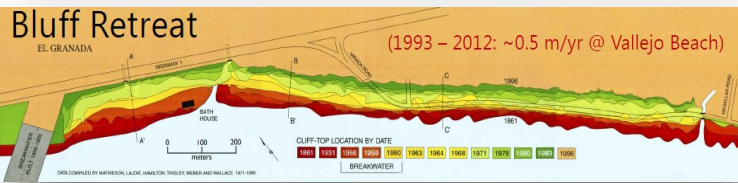
**SCOPE:** Provides for developing and constructing small projects for the purpose of shore protection and beach restoration limited to a federal cost of \$10,000,000.

**STUDY COSTS:** The first \$100,000 of feasibility phase is a 100% federal cost, further study costs are 50% federal/50% nonfederal.

**DESIGN & CONSTRUCTION COSTS:** 65% federal/35% nonfederal for hurricane and storm damage protection projects; 50% federal/50% nonfederal for recreational beach projects.

## MITIGATION OF SHORELINE EROSION DAMAGE CAUSED BY FEDERAL NAVIGATION PROJECTS

*Section 111 of the 1968 River and Harbor Act, as amended*



**North Half Moon Bay, California:** Beach fill to mitigate bluff erosion of 0.5 meter annually at Vallejo Beach since construction of Corps breakwater built in 1950s.

**SCOPE:** Develop and construct small projects for mitigation of shoreline erosion or accretion problems directly influenced by the construction of federal navigation projects.

**STUDY COSTS:** Total project cost is limited to a federal cost of \$12,500,000.

**DESIGN & CONSTRUCTION COSTS:** Cost sharing at the same proportion of the original federal project causing the shore damage. Work beyond that directly attributed to the federal navigation project is 100% nonfederal.

## FLOOD RISK MANAGEMENT

*Section 205 of the 1948 Flood Control Act, as amended*



**Cazenovia Creek Ice Control Structure (West Seneca, New York)** Steel-jacketed concrete piers anchored into bedrock across the creek act as ice retention barrier reducing downstream ice an jam induced flooding.

**SCOPE:** Provides for developing and constructing small flood risk management projects limited to a federal cost of \$10,000,000.

**STUDY COSTS:** First \$100,000 of feasibility phase is a 100% federal cost, further study costs are 50% federal/50% nonfederal.

**DESIGN & CONSTRUCTION COSTS:** 65% federal/35% nonfederal

## MODIFICATIONS TO PROJECTS FOR IMPROVEMENT OF THE ENVIRONMENT

*Section 1135 of the Water Resources Development Act of 1986, as amended*



**Anacostia River Watershed 38th Street Drop Structure (Weir),** Notch Modification and Boulders placement.

**SCOPE:** Provides for modifications to operations or structures of civil works projects previously constructed by the Corps of Engineers, for the purpose of improving the quality of the environment primarily to restore ecosystem habitat. Limited to a federal cost of \$10,000,000.

**STUDY COSTS:** First \$100,000 of feasibility phase is a 100% federal cost, further study costs are 50% federal/50% nonfederal.

**DESIGN & CONSTRUCTION COSTS:** 75% federal/25% nonfederal



The **Continuing Authorities Program (CAP)** provides the U.S. Army Corps of Engineers with the authority to solve water-resource, flood-risk mitigation and environmental restoration problems in partnership with local sponsors without the need to obtain specific Congressional authorization. The program decreases the amount of time required to budget, develop and approve a project for construction. CAP allows the Corps to plan and implement smaller, less complex and less costly projects more efficiently. CAP projects have two phases, a feasibility phase followed by a design and implementation phase.

**Feasibility phase** consists of planning activities, such as development of alternative plans, initial design and cost estimates, environmental analyses, and real estate evaluations in order to develop enough information to decide whether the project is in the federal interest to proceed. The project must be economically justified and environmentally acceptable. The feasibility phase is initially federally funded up to \$100,000. Any remaining costs in the feasibility phase are shared 50/50 with the nonfederal sponsor after executing a feasibility cost-sharing agreement. Note, Section 204 studies are 100 percent federally funded.

**Design and Implementation Phase:**

The final design, preparation of contract plans, permitting, real-estate acquisition, project contracting and construction, and any other activities required to construct or implement the approved project are completed during the design and implementation phase (if project is found in the federal interest during the feasibility phase). The Corps and the nonfederal sponsor sign a project partnership agreement near the beginning of the implementation phase. Costs during this phase are shared as specified in the authorizing legislation for that section, as outlined in this pamphlet.

The nonfederal sponsor cost share generally entails a contribution mix of cash, *lands, easements, rights-of-way, relocations and disposal areas* and/or work-in-kind. When a project is completed, continued operation and maintenance of the project typically is the responsibility of the nonfederal sponsor.

**How to Request Assistance:** Nonfederal sponsor requests for assistance should be in the form of a letter, describing the location and nature of the problem and requesting assistance under the program. Depending on the specific authority, requests from states, local government agencies, or non-governmental organizations may be submitted to LTC Colby Krug, Commander and District Engineer, U.S. Army Corps of Engineers, Buffalo District, 1776 Niagara Street, Buffalo, New York 14207. For more information, contact Craig Forgette, CAP Program Manager, at (716) 879-4187. Additional requirements for each of the small project authorities are detailed in this brochure, and program specific factsheets along with sample letters of intent are available at the following link:

<https://www.lrb.usace.army.mil/Missions/Civil-Works/Overview/Continuing-Authorities-Program/>

Upon receipt of a letter, the Buffalo District will determine if the project fits the program and will request funding to initiate the process to determine federal interest in proceeding with the project. Receiving funding is highly-competitive due to the number of requests and the availability of funds.



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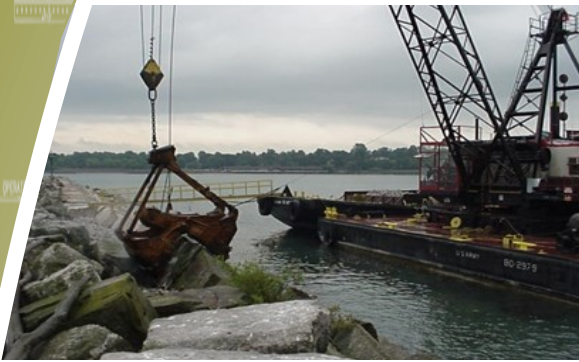
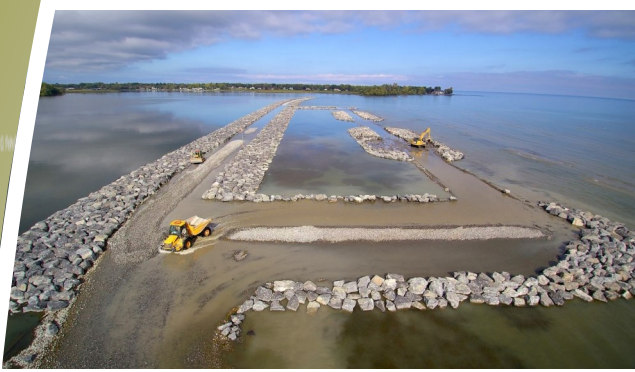


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- 1. Letter of Intent (from nonfederal sponsor)
- 2. Federal Interest Determination
- 3. Feasibility Cost-Share Agreement (FCSA)
- 4. Feasibility Study/Environmental Assessment (FS/EA)
- 5. Project Partnership Agreement (PPA)
- 6. Design
- 7. Construction
- 8. Operations and Maintenance (O&M)

STEPS FOR BUILDING STRONG® WITH CAP



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