



US Army Corps
of Engineers®



Toledo Harbor, OH

Harbor Features

- Deep draft commercial harbor located on Lake Erie in the City of Toledo, Lucas County, Ohio
- Authorization: River & Harbor Acts of 1899, 1911, 1935, 1950, 1954, 1958, and 1960
- 7 miles of federal channel on the river and 18 miles on Maumee Bay. Project depths are 28 feet in the bay; 27 feet in the lower Ottawa River; and 25 feet in the upper Maumee River.
- 9.4M tons of material shipped and received in 2017
- Ranked 7th among the Great Lakes harbors and 50th among U.S. ports in 2017
- Interconnected with 35 commercial ports: ships to 18 ports, receives from 11 ports, and ships and receives to/from 6 ports.
- Federal confined disposal facilities include Island 18 and Site 3.
- Major stakeholders include the Toledo-Lucas County Port Authority, City of Toledo, U.S. Coast Guard, St. Mary's Cement Inc., Midwest Terminals of Toledo International, Kuhlman, The Andersons, ADM Grain Company, BP Husky Refining LLC, Seneca Petroleum Company, CSX, Lafarge Cement, Arms Dock, Geo. Gradel Co., Westway Terminal Co. LLC, Bituminous Products Co., and Ironhead Marine Inc.

Project Requirements

- The harbor requires approximately 800,000 cubic yards of dredging every year to maintain the navigation channel. The harbor was last dredged in 2019, when approximately 650,000 cubic yards of material were removed. Maintenance dredging is scheduled for 2020.
- A Dredged Material Management Plan (DMMP) is required to determine future sediment placement needs. The DMMP was initiated in 2018, and continued in 2019. Additional work is needed in FY20.



Consequences of Not Maintaining the Project

- Reduction of bulk commodities that pass through the harbor and generate \$7.07B annually in business revenue. Reduction in support to 39,208 direct, indirect, and induced jobs that produce over \$1.37B per year in personal income in the transportation and commodity related industries.
- Closing the harbor to commercial traffic requires commodities transported by rail and truck. This would increase annual emission rates by over 75,593 tons of harmful particulate matter and increase costs by \$14,276,000 due to increased railroad-related accidents and \$23,762,000 due to increased trucking-related accidents.
- Light loading: loss of between 2 and 3 feet of channel depth results increased transportation costs of between \$4,301,000 and \$8,600,000 annually.

Transportation Importance

- Major receiving and shipping port with direct access to inter-modal connections
- Critical Harbor of Refuge
- Growing port with ongoing improvements and commodity diversification

- Major commodities include coal, petroleum, limestone, sand and gravel, salt, grain, soybeans, iron ore, and aluminum.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2018, 2019, and 2020
Toledo Harbor, OH — Project Requirements and President’s Budget (\$1,000)**

Work Package	FY18 Requirement	FY18 Appropriation	FY19 Requirement	FY19 Appropriation	FY20 Requirement	FY20 President’s Budget
Project Conditions Survey	622	622	622	622	634	634
Maintenance Dredging – Maumee Bay	4,080	4,080	2,775	2,775	4,197	2,900
Maintenance Dredging – Maumee River	1,300	1,300	1,000	1,000	2,353	1,100
Environmental Compliance Management - Confined Disposal Facility Five-Year External Assessment	0	0	5	5	0	0
Real Estate Management	0	0	25	25	25	25
Dredged Material Management Plan – Preliminary Assessment	100	100	250	250	33	0
Pre-Design Assessment of Island 18	0	0	0	0	400	0
Sediment Analysis for 2016–2017 data	20	20	0	0	0	0
TOTAL	6,122	6,122	4,677	4,677	7,642	4,659

Congressional Interests

- Representative Marcy Kaptur D-OH-9
- Senator Rob Portman R-OH
- Senator Sherrod Brown D-OH

Toledo Harbor Dredged Material Management Plan

Current Status: The Buffalo District is leading the development of a long term (20-year) dredging plan for Toledo Harbor using the Dredged Material Management Plan process in accordance with Engineer Regulation 1105-2-100, Planning Guidance Notebook.

As the first step in this process, a Preliminary Assessment (PA) was completed by the District last fiscal year. This PA evaluated the economic viability of Toledo Harbor, documented existing CDF capacity, and determined if sufficient capacity for dredged material placement existed. The PA determined that continued dredging of Toledo Harbor is economically warranted and that a dredged material management plan was needed as the next step in developing this 20-year plan.

This fiscal year the District began developing a DMMP. The study team is currently developing an array of alternatives and expects to have a draft feasibility report completed by the end of the fiscal year 2020. As part of this study, the District has met with local stakeholders in an effort to identify placement options that may minimize open-lake placement and maximize beneficial use of dredged material.

Total Estimated Cost: \$750,000

Schedule:

Milestone	Scheduled Completion Date
Draft Report/EA	September 2020
Agency Technical Review	November 2020
Division Review	January 2021
Public Review	March 2021
Division Approval	June 2021

Project Partners: Toledo-Lucas County Port Authority and the State of Ohio

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