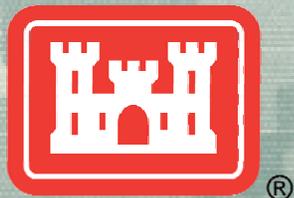


Great Lakes Navigation Stakeholder Meeting Shallow Draft Harbor Needs & Issues

Mike O'Bryan

Great Lakes Navigation Business Line Manager

Feb 9, 2012



US Army Corps of Engineers
BUILDING STRONG[®]



Meeting Agenda

Welcome; Introductory Remarks

**Mike O'Bryan
LTC Derosier**

Self introduction of all participants

Shallow Draft Harbor Funding & Needs

Mike O'Bryan

- Funding Process and Trends
- 2011 Accomplishments
- 2012 Program Summary
- 2013 President's Budget Status
- System Requirements
- Navigation Structure Risk Communication
- Stakeholder Involvement

Great Lakes Small Harbor Coalition

Chuck May

Stakeholder Feedback—Open Discussion

All



Federal Budget Process

- The Corps submits budget requests for all federal harbors with operation & maintenance needs.
- Subsistence harbors and harbors that support commercial transportation and fishing are viewed as a higher priority than other non-commercial harbors but these harbors still receive a lower priority than commercial harbors.
- With the limited funding available, operations and maintenance funding for deep draft navigation projects takes priority over recreational harbors.



Congressional Budget Process

- President's Budget released in February (FY13 President's Budget is expected to be released February 13, 2012)
- The Corps provides information on project requirements to stakeholders and Congressional members as requested.
- Senate and House work together to produce a Conference Bill ideally to have funding in place by October.



FY12 Corps Funding Status

- Congress passed the FY12 Consolidated Appropriations Bill; enacted Dec 23, 2011.
- The FY12 Appropriations bill included additional O&M funds for ongoing work – to be allocated by USACE HQ

Additional Funding for Ongoing Work

- Navigation Maintenance	\$34M
- Deep-draft harbor and channel	\$55M
- Inland waterways	\$30M
- Small, remote, or subsistence nav	\$30M



FY12 Corps Funding Status (cont'd)

- Criteria established by Congress for allocation of national O&M funding:
 - Complete ongoing work to maintain authorized widths and depths
 - Particular emphasis on places with a Coast Guard presence
 - Enhance national, regional, or local economic development
 - Promote job growth or international competitiveness
 - National defense; public health and safety



FY12 Corps Funding Allocation

- Final allocation was announced on February 8.
\$8.9M was applied to Great Lakes Navigation projects.
 - Dredging:
 - Holland \$585,090
 - Manistee \$495,000
 - Saginaw \$2,079,000
 - St. Joseph \$693,000
 - Waukegan \$788,040
 - Soo Locks Asset Renewal \$2,753,190
 - Corps Fleet Structure Repair Milwaukee \$1,485,000

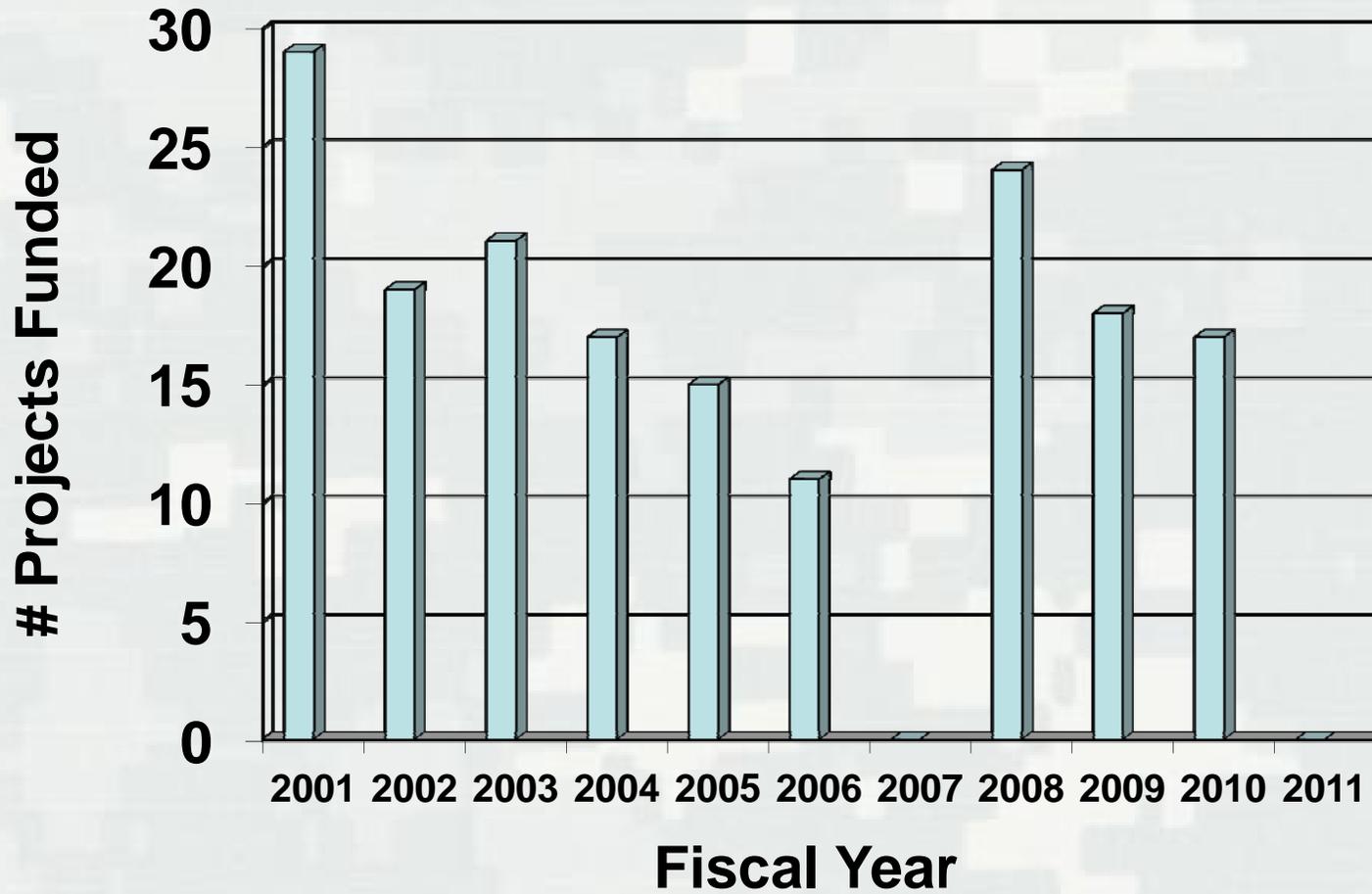


FY12 Corps Pilot Program

- FY11 Funding included \$1.4M for a low use navigation pilot program.
- Program's intent is to assist local sponsors with efforts leading to navigation dredging.
- The funds are not to be used for dredging; assist with:
 - surveying/quantity determinations
 - disposal site sizing and identification
 - environmental clearances
 - plan and spec development
 - contract administration/quality assurance.
- Received funding for St. Joe, Manistee, Leland, Holland, Rochester, and Conneaut



Historical Shallow Draft Harbor Funding



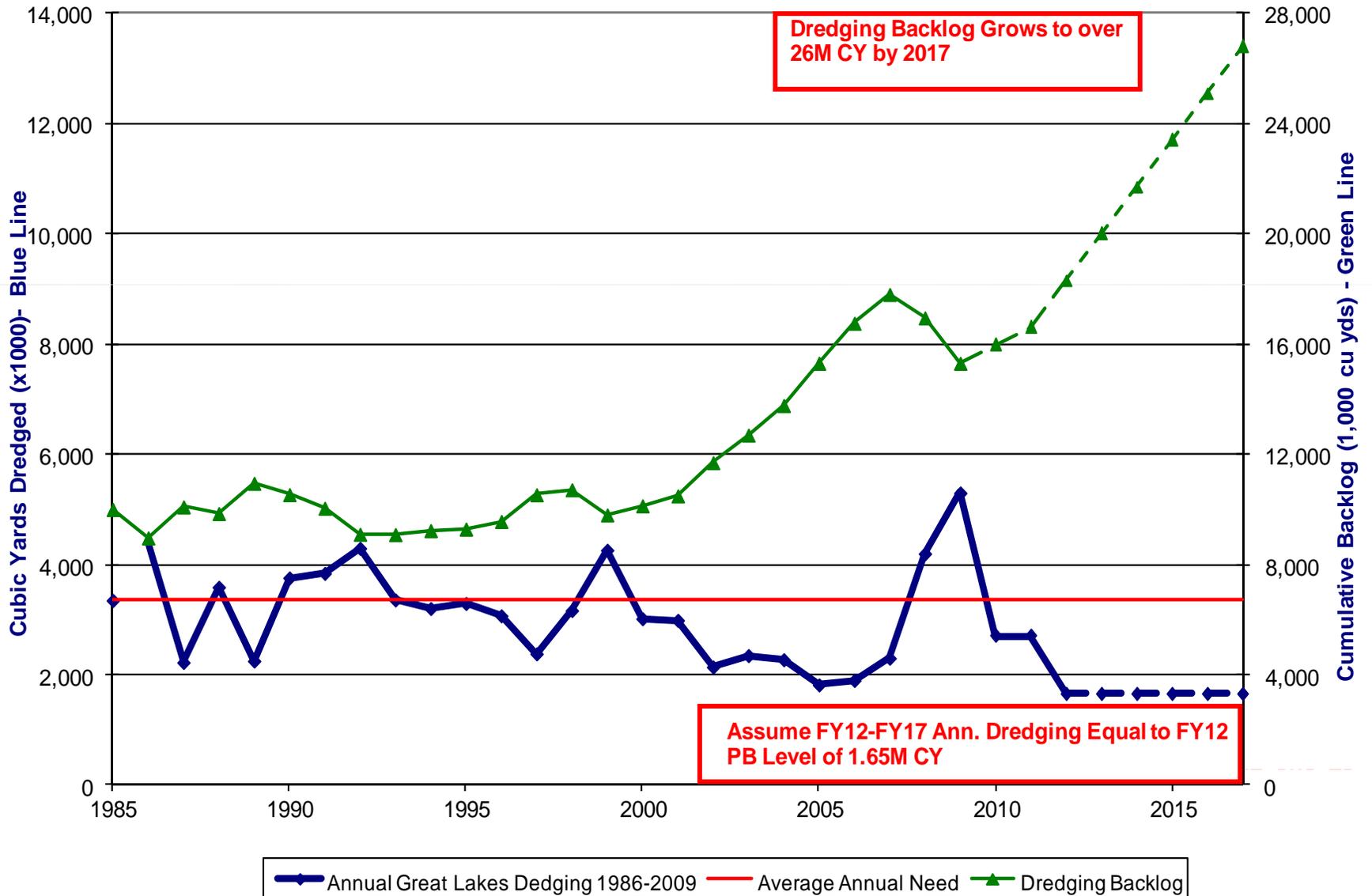
FY11 Dredging Projects



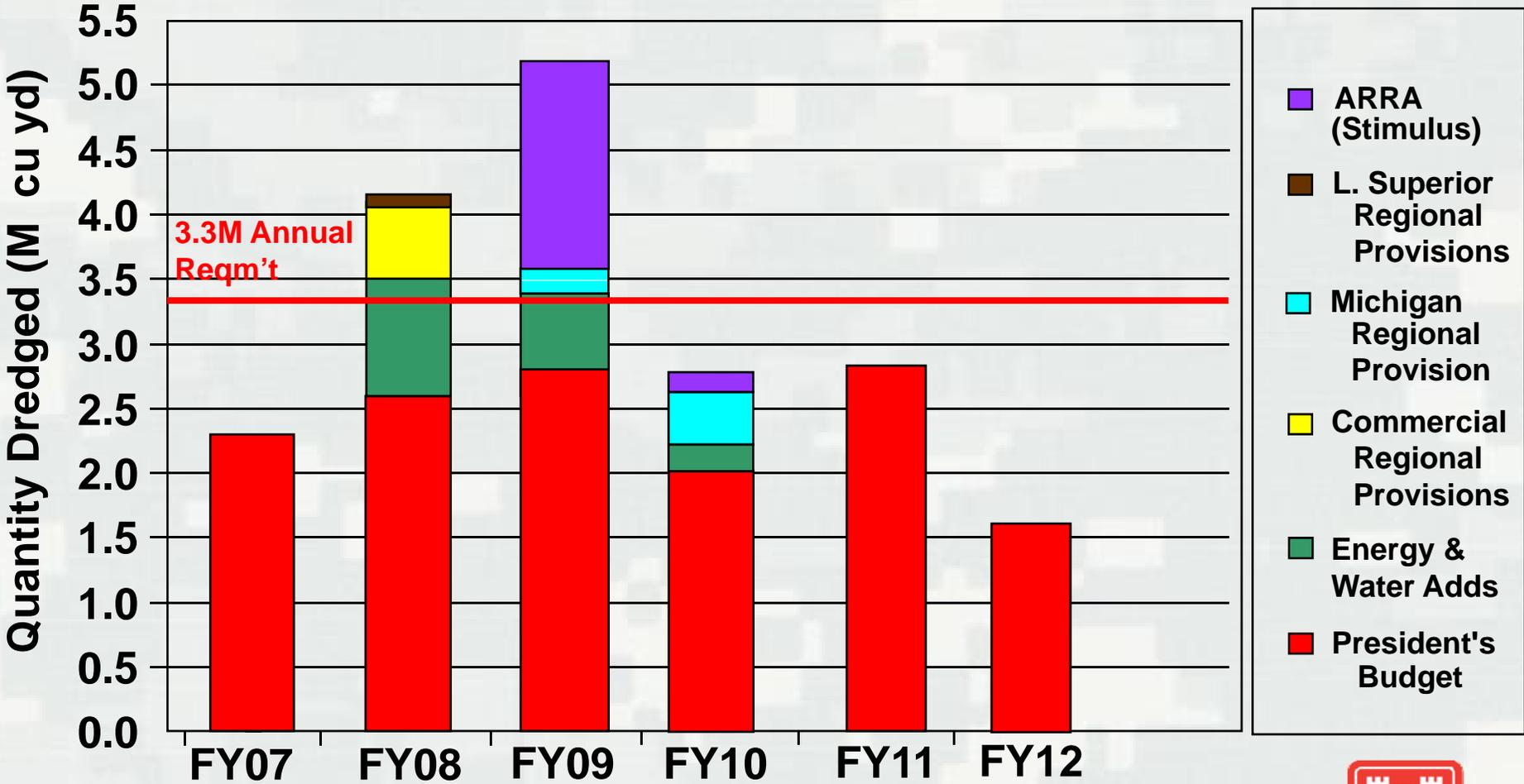
FY12 Dredging Requirements



Backlog Growth Under Constrained Dredging Funding 2012-2017



Dredging Funding Trends 2007 - 2012



Regional Risk Communication Meetings



Coastal Structure Communication Objective

Program Objective: Communicate the risk of breakwater and structure conditions to local stakeholders and navigation system users

Process:

- 1. Conduct Condition Assessments**
 - Commercial Harbors- Use detailed Breakwater Assessment Team (BAT) Evaluation
 - Recreational Harbors- Rely on expert elicitation
- 2. Conduct Harbor Infrastructure Inventory on all structures**
- 3. Prepare summary document** that conveys the current condition of the harbor infrastructure as well as the risk involved in the event of failure
- 4. Share with stakeholders** in regional meetings



Harbor Structure Condition Assessments

Average of Overall Condition



Muskegon Harbor:
C: Medium Risk of Failure



BUILDING STRONG®

Muskegon Harbor:

Overall rating of 'C', North Breakwater Head and portions of South Connector rated 'D'

Infrastructure:

1. Muskegon State Park
2. City of Muskegon Water Filtration Plant
3. Pere Marquette Park
4. National Oceanic and Atmospheric Administration's Lake Michigan Field Office and United States Coast Guard Station
5. Margaret Drake Elliot Park
6. Great Lakes Naval Memorial and Museum (GLNMM) and USS Silversides
7. Channel Front Homes
8. Harbor Town Marina



Muskegon Harbor:

Potential Impact Areas

Buffer Feet	Land Value	Improv. Value	Total Assessed Value
1,000	\$24M	\$21M	\$45M
1,500	\$41M	\$63M	\$104M
2,000	\$48M	\$84M	\$132M



Stakeholder Involvement

- Identifying Harbor Requirements
- Stakeholder Involvement – Meetings, submit feedback
- Communication with Ops Chiefs and Great Lakes Navigation Team



Alternatives to Corps funded dredging

- There are two primary methods for local communities to accomplish dredging outside of the traditional Corps dredging process:
 - Local community signs an agreement with the Corps to provide funding to the Corps and the Corps accomplishes the dredging including design, contractor acquisition, and dredging quality assurance.
 - Local community obtains a permit from the Corps and the state. The Corps will grant a permit good for 10 years. Must check state requirements.



Identifying Needs of Harbor Fact Sheets

- Identifying the Economic and Social Impacts Related to Maintaining the Authorized Project
- Identifying Other Critical Factors (Subsistence Harbor, Infrastructure Protected by Harbor)
- We will continue to refine the information with your help!



Lexington Harbor, MI

Harbor Features

- Located on the west shore of Lake Huron about 20 miles north of Port Huron, MI
- Authorization: River & Harbor Act of 27 October 1965.
- Shallow draft recreational harbor.
- Project depth between 8 and 10 feet.
- Over 5 acres of maintained Federal channel.
- More than 2,400 feet of breakwaters.
- Dredged material is placed along the beach as beach nourishment.
- Major stakeholders include Michigan DNR, Oldford's Marina, and various fishing charters and small boaters.

Project Requirements

- Requires periodic maintenance dredging on a 3 to 5 year cycle of approximately 20,000 to 30,000 cubic yards; the harbor was last dredged in 2010. The placement of dredged material is used for beach nourishment purposes.
- Navigation structures are primarily maintained by Government floating plant.
- Accretion of material within the harbor adjacent to the north breakwater has heightened local concerns about the condition of the structure. An engineering analysis would be required to fully investigate any deficiencies and potential corrective actions.

Consequences of Not Maintaining the Project

- Loss of jobs locally.
- Loss of recreational and charter fishing in the area.



Transportation Importance

- This project serves as an important Harbor of Refuge as well as charter fishing and recreational navigation interests.
- The local community has established a significant infrastructure around the harbor facilities that generates income from harbor users and visitors to the area.
- Supports a public and private marina totaling 190 seasonal and transient slips.

February 2011

www.lre.usace.army.mil/greatlakes/navigation



Stakeholder Involvement

- ✓ We need your input on critical system requirements at your harbor or project
- ✓ Operations Chiefs from each District are available today with condition surveys
- ✓ Updated Fact Sheets will be on the web after President's Budget is released February 13
- ✓ Webpage is an important mode of communication: meetings, presentations, data

www.lre.usace.army.mil/greatlakes/navigation



Key Great Lakes Contacts

GL Navigation Business Line Manager

Mike O'Bryan – (313) 226-6444

Marie Strum – (313) 226-6794

Shamel Abou-El-Seoud - Chicago Operations Chief

(312) 846-5470

Josh Feldmann - Buffalo District Operations Chief

(716) 879-4206

Dave Wright - Detroit Operations Chief

(313) 226-3573



Questions?

