



Final Deauthorization Report

Water Resources, Reform, and Development Act of 2014

**Title VI – Deauthorization and Backlog Prevention
Section 6001 – Deauthorization of Inactive Projects**

February 23, 2016

Submitted by: Jo-Ellen Darcy
Assistant Secretary of the Army
(Civil Works)

Final Deauthorization Report
WRRDA 2014, Section 6001(d)

STATE	PROJECT / ELEMENT NAME	PUBLIC LAW OF AUTHORIZATION OR LATEST AMENDMENT	SECTION OF PUBLIC LAW	LATEST FISCAL YEAR OF FEDERAL OR NON-FEDERAL OBLIGATIONS FOR CONSTRUCTION	FEDERAL BALANCE TO COMPLETE (SUBJECT TO SECTION 902 WHERE APPLICABLE)
AL	ALABAMA-COOSA RIVER AND TRIBUTARIES, AL (COOSA RIVER BETWEEN MONTGOMERY AND GADSDEN)	99-662	813	1986	\$3,781,921,691
AL	DUCK RIVER, AL	106-554	108a	NO OBLIGATION FOR CONSTRUCTION	\$5,000,000
AR	UNION COUNTY, AR	106-554	108d	2008	\$51,247,100
AR	L'ANGUILLE RIVER BASIN, AR	99-662	103	2004	\$19,466,768
AR	ARKANSAS RIVER LEVEES, AR	101-640	110(a1)	NO OBLIGATION FOR CONSTRUCTION	\$591,605
AR	BEAVER DAM , AR (TROUT PRODUCTION CENTER)	94-587	105	NO OBLIGATION FOR CONSTRUCTION	\$5,990,000
AR	BEAVER LAKE, BENTON/WASH, AR	104-303	523	2002	\$5,000,000
CA	CALAVERAS COUNTY, CA	104-303	526	NO OBLIGATION FOR CONSTRUCTION	\$1,500,000
CA	CLEAR LAKE BASIN, CA	106-554	108a	NO OBLIGATION FOR CONSTRUCTION	\$1,543,324
CA	COLUSA TROUGH DRAINAGE CANAL, SACRAMENTO RIVER AND TRIBUTARIES, CA	99-662	830	NO OBLIGATION FOR CONSTRUCTION	\$18,900,846
CA	PINE FLAT DAM, CA	106-541	101b(7)	NO OBLIGATION FOR CONSTRUCTION	\$41,502,918

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CA	CHINO HILLS, CA	106-554	108a	NO OBLIGATION FOR CONSTRUCTION	\$1,543,324
CA	EASTERN MUNICIPAL WATER DISTRICT, CA	106-554	108a	NO OBLIGATION FOR CONSTRUCTION	\$1,543,324
CA	GOLETA & VICINITY, CA	102-580	102b	1984	\$1,233,626
CA	LOS ANGELES HARBOR/TERMINAL ISLAND, CA	106-554	108d	NO OBLIGATION FOR CONSTRUCTION	\$6,500,000
CA	LOWER MISSION CREEK, CA	100-676	3a	NO OBLIGATION FOR CONSTRUCTION	\$14,625,971
CA	SAN DIEGO AREA WATER REUSE DEMONSTRATION FACILITIES, CA	102-580	217c(2)	NO OBLIGATION FOR CONSTRUCTION	\$5,000,000
CA	SAN DIEGO COUNTY, CA (CORONADO TRANSBAY WASTEWATER PIPELINE)	106-554	108d	NO OBLIGATION FOR CONSTRUCTION	\$10,000,000
CA	SOUTHERN CALIFORNIA COMPREHENSIVE WATER REUSE SYSTEM, CA	102-580	217c(1)	NO OBLIGATION FOR CONSTRUCTION	\$5,000,000
CT	BRIDGEPORT COMBINED SEWER OVERFLOW PROJECT, CT	106-53	502b	NO OBLIGATION FOR CONSTRUCTION	\$10,000,000
CT, ME, MA, NH, RI & VT	NEW ENGLAND WATER RESOURCES AND ECOSYSTEM RESTORATION, CT, ME, MA, NH, RI & VT	106-541	507	NO OBLIGATION FOR CONSTRUCTION	\$0

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DC & MD	WASHINGTON DC AND MARYLAND, D.C. & MD	106-554	108d	1998	\$14,807,000
FL	COMPREHENSIVE EVERGLADES RESTORATION PLAN, FL (LAKE BELT IN-GROUND RESERVOIR TECHNOLOGY)	106-541	601b2bii	2005	\$17,000,000
FL	COMPREHENSIVE EVERGLADES RESTORATION PLAN, FL (NORTH NEW RIVER IMPROVEMENTS)	106-541	601b2cix	NO OBLIGATION FOR CONSTRUCTION	\$67,150,000
FL	COMPREHENSIVE EVERGLADES RESTORATION PLAN, FL (RAISE AND BRIDGE EAST PORTION OF TAMIAMI TRAIL AND FILL MIAMI CANAL WITHIN WATER) (CONSEVATION AREA 3)	106-541	601b2cviii	NO OBLIGATION FOR CONSTRUCTION	\$21,500,000
FL	COMPREHENSIVE EVERGLADES RESTORATION PLAN, FL (TAYLOR CREEK/NUBBIN SLOUGH STORAGE AND TREATMENT AREA)	106-541	601b2cvii	NO OBLIGATION FOR CONSTRUCTION	\$67,800,000
FL	COMPREHENSIVE EVERGLADES RESTORATION PLAN, FL (WASTEWATER REUSE TECHNOLOGY)	106-541	601b2biv	2005	\$20,500,000

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FL	HUDSON RIVER, FL	81-516	101	NO OBLIGATION FOR CONSTRUCTION	\$3,650,000
FL	KEY BISCAVNE, FL	106-554	108a	NO OBLIGATION FOR CONSTRUCTION	\$1,543,324
FL	LITTLE TALBOT ISLAND, FL	106-53	101(b)(7)	2000	\$6,786,030
FL	SOUTH TAMPA, FL	106-554	108a	NO OBLIGATION FOR CONSTRUCTION	\$1,543,324
FL	TAMPA HARBOR, ALAFIA RIVER, FL	106-554	107	2006	\$64,771,847
FL	TAMPA HARBOR, FL ((PORT SUTTON TURNING BASIN) WIDENING TO AN ADDITIONAL 105 FEET TO THE FENDER LINE ALONG PENDOLA POINT)	99-662	858	NO OBLIGATION FOR CONSTRUCTION	\$8,434,881
HI	WAIKIKI EROSION CONTROL, HI	89-298	301	NO OBLIGATION FOR CONSTRUCTION	\$16,584,000
ID	SNAKE RIVER INTERPRETIVE CENTER, CLARKSTON, WA	108-137	124	2004	\$3,750,044
IL	AURORA, IL	106-554	108d	NO OBLIGATION FOR CONSTRUCTION	\$8,000,000
IL	DES PLAINES RIVER, IL (NORTH FORK MILL CREEK DAM MODIFICATION)	106-53	101b(10)	NO OBLIGATION FOR CONSTRUCTION	\$5,795,400

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IN	FORT WAYNE, IN	106-554	108a	NO OBLIGATION FOR CONSTRUCTION	\$1,529,324
IN	INDIANAPOLIS, IN	106-554	108a	NO OBLIGATION FOR CONSTRUCTION	\$1,543,324
KY	BEAVER CREEK BASIN, KY	89-298	204	NO OBLIGATION FOR CONSTRUCTION	\$20,873,500
KY & TN	REELFOOT LAKE, TN & KY	106-53	101b(11)	NO OBLIGATION FOR CONSTRUCTION	\$33,072,769
LA	PEARL RIVER, SLIDELL, SAINT TAMMANY PARISH, LA	99-662	401b	2002	\$29,311,000
LA	BAYOU COCODRIE AND TRIBUTARIES, LA	93-251	87	1987	\$345,472,000
LA	GULF INTRACOASTAL WATERWAY, LA & TX (LA-TX SECTION-UNCONSTRUCTED FEATURES)	87-874	101	NO OBLIGATION FOR CONSTRUCTION	\$201,422,000
LA	KENNER, LA	106-554	108	NO OBLIGATION FOR CONSTRUCTION	\$5,000,000
LA	ST. CHARLES, ST. BERNARD, AND PLAQUEMINES PARISHES, LA	106-554	108a	NO OBLIGATION FOR CONSTRUCTION	\$1,543,324
LA	ST. JOHN THE BAPTIST AND ST. JAMES PARISHES, LA	106-554	108a	NO OBLIGATION FOR CONSTRUCTION	\$1,543,324

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LA	TANGIPAHOA, TCHEFUNCTE, AND TICKFAW RIVERS, LA	99-662	401	NO OBLIGATION FOR CONSTRUCTION	\$21,723,000
MA	MUDDY RIVER, BROOKLINE AND BOSTON, MA (AQUATIC ECOSYSTEM RESTORATION FEATURES)	106-541	522	NO OBLIGATION FOR CONSTRUCTION	\$24,050,000
MI	ALPENA HARBOR, MI (25 FOOT CHANNEL)	104-303	363d	NO OBLIGATION FOR CONSTRUCTION	\$4,063,120
MI	BAY CITY, MI	101-640	105	NO OBLIGATION FOR CONSTRUCTION	\$8,466,275
MI	BENTON HARBOR, ST JOSEPH WASTEWATER TREATMENT PLANT, ST JOSEPH, MI	106-554	108d	NO OBLIGATION FOR CONSTRUCTION	\$1,500,000
MI	CHARLEVOIX, MI (REVTMENT CONNECTION)	106-53	373	NO OBLIGATION FOR CONSTRUCTION	\$52,500
MI	ONTONAGON HARBOR, ONTONAGON COUNTY MI	104-303	363e	NO OBLIGATION FOR CONSTRUCTION	\$37,134,623
MI	SAGINAW RIVER AND TRIBUTARIES, MI (CASS RIVER AT VASSAR)	106-53	364(3)	NO OBLIGATION FOR CONSTRUCTION	\$13,909,394
MI	SAGINAW RIVER AND TRIBUTARIES, MI (CURTIS ROAD BRIDGE)	99-662	845	NO OBLIGATION FOR CONSTRUCTION	\$720,653

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MI	SAGINAW RIVER AND TRIBUTARIES, MI (FLINT RIVER AT FLINT)	104-303	329	NO OBLIGATION FOR CONSTRUCTION	\$571,781
MI	SAGINAW RIVER AND TRIBUTARIES, MI (SHIAWASSEE FLATS)	106-53	364(4)	NO OBLIGATION FOR CONSTRUCTION	\$106,825,583
MI, MN & WI	GREAT LAKES CONNECTING CHANNELS & HARBORS, MN, MI & WI	101-640	101a15	NO OBLIGATION FOR CONSTRUCTION	\$17,938,174
MN	DULUTH, MN (ALTERNATIVE TECHNOLOGY PROJECT)	104-303	541a/b	NO OBLIGATION FOR CONSTRUCTION	\$1,000,000
MN	LAKE SUPERIOR CENTER, MN	104-303	542	NO OBLIGATION FOR CONSTRUCTION	\$10,000,000
MN	MISSISSIPPI PLACE, MN	106-53	577	2006	\$2,968,178
MN & WI	DULUTH - SUPERIOR CHANNEL EXTENSION, MN & WI	99-662	201a	1995	\$14,064,481
MO	KANSAS CITY, MO	106-53	502b	NO OBLIGATION FOR CONSTRUCTION	\$15,000,000
MO & IL	ST LOUIS HARBOR, MO & IL	99-662	601a	NO OBLIGATION FOR CONSTRUCTION	\$43,253,100
MS	YAZOO BASIN, TRIBUTARIES, MS (UNCONSTRUCTED FEATURES)	89-298	204	2007	\$233,490,728
MS	YAZOO RIVER, MS (SHEPARDSTOWN BRIDGE)	99-662	822	NO OBLIGATION FOR CONSTRUCTION	\$ 2,011,094

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MS & LA	MISSISSIPPI AND LOUISIANA ESTUARINE AREAS, MS & LA	100-676	3(a)8	2003	\$70,668,540
NC	LUMBERTON, NC	106-53	502b	NO OBLIGATION FOR CONSTRUCTION	\$1,700,000
NC	UNION COUNTY, NC	106-554	108a	NO OBLIGATION FOR CONSTRUCTION	\$1,543,324
NC & SC	SUGAR CREEK BASIN, NC & SC	99-662	401a	NO OBLIGATION FOR CONSTRUCTION	\$54,523,100
NH	NASHUA, NH (COMBINED SEWER OVERFLOW)	106-53	502(b)	NO OBLIGATION FOR CONSTRUCTION	\$19,853,000
NH	ROCHESTER, NH	104-303	504(e)(4)	NO OBLIGATION FOR CONSTRUCTION	\$10,897,120
NJ	ELIZABETH, NJ	106-53	502(f)	NO OBLIGATION FOR CONSTRUCTION	\$20,000,000
NJ	NORTH HUDSON, NJ	106-53	502(f)	NO OBLIGATION FOR CONSTRUCTION	\$20,000,000
NJ	PATTERSON AND PASSAIC COUNTY, NJ	106-554	108c	NO OBLIGATION FOR CONSTRUCTION	\$30,000,000
NJ	STATE OF NEW JERSEY AND NEW JERSEY WASTEWATER TREATMENT TRUST, NJ	102-580	219c(10)	NO OBLIGATION FOR CONSTRUCTION	\$1,543,324
NJ	TOWN OF NEWTON, NJ	106-554	108d	NO OBLIGATION FOR CONSTRUCTION	\$7,000,000

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NV	LAS VEGAS WASH AND TRIBUTARIES, NV	102-580	101(13)	NO OBLIGATION FOR CONSTRUCTION	\$3,360,938
NV	LAS VEGAS, NV	109-103	115	NO OBLIGATION FOR CONSTRUCTION	\$20,000,000
NY	ERIE COUNTY, BUFFALO AMHERST, NY	102-580	221	NO OBLIGATION FOR CONSTRUCTION	\$7,000,000
NY	ERIE COUNTY, NY (SLUDGE DISPOSAL)	102-580	219c(12)	NO OBLIGATION FOR CONSTRUCTION	\$1,543,324
NY	ERIE COUNTY, NY (WATER QUALITY TUNNEL)	102-580	219c(11)	NO OBLIGATION FOR CONSTRUCTION	\$1,543,324
NY	LEWISTON STORMWATER, NY	102-580	222	NO OBLIGATION FOR CONSTRUCTION	\$200,000
NY	LIVERPOOL, NY	106-554	108d	NO OBLIGATION FOR CONSTRUCTION	\$2,000,000
NY	INNER HARBOR PROJECT, NEW YORK, NY	106-53	502(f)	NO OBLIGATION FOR CONSTRUCTION	\$15,000,000
NY	LOWER HUDSON RIVER & TRIBUTARIES, NY	106-53	212e	NO OBLIGATION FOR CONSTRUCTION	\$30,000,000
NY	OUTER HARBOR PROJECT, NEW YORK, NY	106-53	502(f)	NO OBLIGATION FOR CONSTRUCTION	\$15,000,000
NY/NJ	NEW YORK HARBOR COLLECTION AND REMOVAL OF DRIFT, NY & NJ	101-640	102	2005	\$201,549,768
OH	OTTAWA RIVER HARBOR, OH	101-640	107a(7)	2006	\$13,218,200

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OH	HOCKING RIVER, LOGAN, OH	99-662	401a	NO OBLIGATION FOR CONSTRUCTION	\$16,282,709
OH	MIAMI RIVER BASIN, PLEASANT RUN, VICINITY FAIRFIELD, OH	99-662	401(a)	NO OBLIGATION FOR CONSTRUCTION	\$18,041,480
OK	FORT GIBSON LAKE, OK (POWER UNITS 5 & 6)	99-662	601a	NO OBLIGATION FOR CONSTRUCTION	\$45,485,000
OR	ASTORIA, OR	106-53	502b	NO OBLIGATION FOR CONSTRUCTION	\$5,000,000
OR	HOOD RIVER, OR	106-554	108a(36)	NO OBLIGATION FOR CONSTRUCTION	\$1,543,324
OR	MEDFORD, OR	106-554	108a(37)	NO OBLIGATION FOR CONSTRUCTION	\$1,543,324
OR	PORTLAND, OR	106-554	108a(38)	NO OBLIGATION FOR CONSTRUCTION	\$1,543,324
PA	COUDERSPORT, PA	106-554	108	NO OBLIGATION FOR CONSTRUCTION	\$1,543,324
PA	FINDLAY TOWNSHIP, PA	106-53	502	NO OBLIGATION FOR CONSTRUCTION	\$11,000,000
PA	GREENSBORO AND GLASSWORKS, PA	102-580	219c(15)	NO OBLIGATION FOR CONSTRUCTION	\$1,543,324
PA	JEFFERSON TOWNSHIP, GREENE COUNTY, PA	106-53	502	NO OBLIGATION FOR CONSTRUCTION	\$1,000,000
PA	NORTH FAYETTE TOWNSHIP, ALLEGHENY COUNTY, PA	106-53	502	NO OBLIGATION FOR CONSTRUCTION	\$500,000

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PA	ROBINSON TOWNSHIP, PA	106-53	502	NO OBLIGATION FOR CONSTRUCTION	\$1,200,000
PA	SPRINGDALE BOROUGH, PA	106-53	502	NO OBLIGATION FOR CONSTRUCTION	\$500,000
PA	TITUSVILLE, PA	106-554	108	NO OBLIGATION FOR CONSTRUCTION	\$7,300,000
PA	WASHINGTON, GREENE, WESTMORELAND, AND FAYETTE COUNTIES, PA	106-554	108	NO OBLIGATION FOR CONSTRUCTION	\$8,000,000
PA	BRADFORD AND SULLIVAN COUNTIES, PA	106-53	548	NO OBLIGATION FOR CONSTRUCTION	\$13,000,000
PA	DAUPHIN COUNTY, PA	106-53	502b	NO OBLIGATION FOR CONSTRUCTION	\$2,000,000
PA	DILLSBURG BOROUGH AUTHORITY, PA	106-53	502b	NO OBLIGATION FOR CONSTRUCTION	\$2,000,000
PA	HAMPDEN TOWNSHIP, PA	106-53	502b	NO OBLIGATION FOR CONSTRUCTION	\$3,000,000
PA	MOUNT JOY TOWNSHIP AND CONEWAGO TOWNSHIP, PA	106-554	108d	NO OBLIGATION FOR CONSTRUCTION	\$8,300,000
PA	PATTON TOWNSHIP, PA	106-53	502b	NO OBLIGATION FOR CONSTRUCTION	\$1,400,000
PA	UPPER ALLEN TOWNSHIP, PA	106-53	502b	NO OBLIGATION FOR CONSTRUCTION	\$3,400,000

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PA	DELAWARE RIVER BASIN - WABASH CREEK, BOROUGH OF TAMAQUA, PA	93-251	2	1993	\$13,194,000
PA	PHILADELPHIA, PA (FRANKFORD DAM)	104-303	564e	NO OBLIGATION FOR CONSTRUCTION	\$900,000
PA	PHILADELPHIA, PA (PENNYPACK PARK)	104-303	564d	NO OBLIGATION FOR CONSTRUCTION	\$15,000,000
PA	PHILADELPHIA, PA (WATER WORKS RESTORATION)	104-303	564a	NO OBLIGATION FOR CONSTRUCTION	\$1,000,000
PA	PHOENIXVILLE BOROUGH, CHESTER COUNTY, PA	106-554	108d	NO OBLIGATION FOR CONSTRUCTION	\$2,400,000
PA	TOWAMENCIN TOWNSHIP, PA	106-53	502b	2005	\$1,462,000
PR	GUANAJIBO RIVER, PR	106-53	101	NO OBLIGATION FOR CONSTRUCTION	\$3,495,941
PR	RIO NIGUA AT SALINAS, PR	106-53	101	NO OBLIGATION FOR CONSTRUCTION	\$12,145,000
RI	CRANSTON, RI	101-640	54	NO OBLIGATION FOR CONSTRUCTION	\$6,000,000
RI	DREDGING OF SALT PONDS IN THE STATE OF RHODE ISLAND, RI	106-53	578	NO OBLIGATION FOR CONSTRUCTION	\$1,100,000
SC	CHARLESTON, SC	108-137	127	NO OBLIGATION FOR CONSTRUCTION	\$10,000,000
TN	MEMPHIS HARBOR, MEMPHIS, TN	106-53	364	NO OBLIGATION FOR CONSTRUCTION	\$110,044,000

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TN	NONCONNAH CREEK, TN & MS (EXTENSION)	106-541	334	2004	\$36,188,000
TX	NAVASOTA RIVER BASIN, TX (MILLICAN LAKE, TX)	90-483	203	1983	\$778,421,000
TX	TRINITY RIVER AND TRIBUTARIES, TX (LIBERTY LOCAL PROTECTION PROJECT)	108-447	116	1981	\$19,985,000
TX	TRINITY RIVER AND TRIBUTARIES, TX (NAVIGATION CHANNEL ABOVE LIBERTY)	108-447	116	1981	\$5,412,060,000
TX	TRINITY RIVER AND TRIBUTARIES, TX (WEST FORK FLOODWAY)	108-447	116	1981	\$119,408,000
TX	BUFFALO BAYOU AND TRIBUTARIES, TX (HALLS BAYOU)	101-640	101(21)	NO OBLIGATION FOR CONSTRUCTION	\$112,536,000
TX	LOWER RIO GRANDE BASIN, TEXAS (SOUTH MAIN CHANNEL), TX	99-662	401(a)	2005	\$207,183,000
TX & OK	RED RIVER WATERWAY (BANK STABILIZATION FEATURES)	90-483	101	2004	\$685,324,228
UT	CACHE COUNTY, UT	106-53	502(b)	NO OBLIGATION FOR CONSTRUCTION	\$5,000,000
UT	UPPER JORDAN RIVER, UT	106-53	357	2004	\$11,087,268

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VA	LEVISA AND TUG FORKS AND UPPER CUMBERLAND RIVER VA, WV, KY (HAYSI LAKE, VA)	104-303	353	1989	\$185,915,319
VA	NORFOLK HARBOR ANCHORAGES, VA	101-640	107(a)(13)	NO OBLIGATION FOR CONSTRUCTION	\$63,130,000
VA	WALLOPS ISLAND, VA	106-53	567	NO OBLIGATION FOR CONSTRUCTION	\$8,000,000
WA	STILLAGUMAISH RIVER BASIN, WA	106-541	101b(27)	NO OBLIGATION FOR CONSTRUCTION	\$26,047,966
WV	CABIN CREEK LPP, WV	99-662	601a	NO OBLIGATION FOR CONSTRUCTION	\$10,409,900
WV	ISLAND CREEK BASIN, VICINITY OF LOGAN, WV (NON-STRUCTURAL FEATURES)	99-662	401a	NO OBLIGATION FOR CONSTRUCTION	\$107,707,600
WV	WEST VIRGINIA PORT DEVELOPMENT, WV	106-53	557(3)	NO OBLIGATION FOR CONSTRUCTION	\$24,144,000
WV	WEIRTON PORT, WV	106-53	557(2)	NO OBLIGATION FOR CONSTRUCTION	\$15,274,778
				TOTAL	\$14,255,612,373

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Appendix A

**Projects removed from the
Interim Deauthorization List**

PROJECTS REMOVED FROM THE INTERIEM DEAUTHORIZATION LIST

STATE	PROJECT / ELEMENT NAME	REASON PROJECT REMOVED FROM INTERIM DEAUTHORIZATION LIST
Louisiana	Amite River and Tributaries	Technical Correction: The Amite River and Tributaries project is identified in later authorizations as the Comite River Diversion project, which is under construction
Connecticut	Hartford Environmental Infrastructure	Technical Correction: Project Previously Deauthorized (Federal Register 74.126)
Connecticut	New Haven Environmental Infrastructure	Technical Correction: Project Previously Deauthorized (Federal Register 74.126)
Maine	Fall River and New Bedford Environmental Infrastructure	Technical Correction: Project Previously Deauthorized (Federal Register 74.126)

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Appendix B

**Comments received during the 90-day public
comment period that ended January 4, 2016**



*Coosa-Alabama River
Improvement Association, Inc.*

"Over 125 years of service to State and Nation"

231 Montgomery Street, Suite 209
PO Box 388
Montgomery, AL 36101-0388
(334) 265-5744 Fax (334) 265-6248
Email: jsailors@caria.org
Website: www.caria.org

January 4, 2016

Mr. Joseph W. Aldridge
Headquarters, U.S. Army Corps of Engineers
Attention: CECW-IP
Washington, DC 20314-1000
Email: joseph.w.aldridge@usace.army.mil

Dear Mr. Aldridge:

The Coosa-Alabama River Improvement Association, Inc. (CARIA) submits the comments below in response to the notice of intent of the U.S. Army Corps of Engineers, dated 30 September 2015, to publish an Interim Deauthorization List of water resources development projects and separable elements in accordance with section 6001(c) of the Water Resources Reform and Development Act of 2014, Public Law 113-121, 128 STAT. 1346-1347 (WRRDA 2014.)

One of the projects on the list is Alabama-Coosa River and Tributaries, AL (Coosa River between Montgomery and Gadsden), otherwise known as CRNP. CARIA opposes listing the CRNP as a candidate for deauthorization. Simply, listing the project as authorized is at no cost to the federal government and provides every opportunity for the State of Alabama to take advantage of its vast waterway potential – even if it takes an extended period of time to come to fruition.

Alabama is blessed with an extensive network of waterways that are major contributors to the current and potential economic well-being of the state. All of that potential, however, is not close to being realized. The CRNP is a proposed navigation channel in the Coosa River that would link Montgomery and Gadsden by waterway. The US Congress authorized the project in the River and Harbor Act of 1945 as part of the development of the Alabama-Coosa waterway and was contingent on the completion of the Mobile to Montgomery channel, which opened in 1972. The project, which is authorized for planning, design, and engineering only, consists of building locks (84 ft x 600 ft) around five dams on the Coosa River (Bouldin, Mitchell, Lay, Logan Martin, and Neely Henry). Also required would be dredging where necessary to make a channel nine feet deep and 150 feet wide from the Bouldin tailrace to Gadsden. This project would allow a navigable waterway from north Alabama (and potentially to northwest Georgia) to the Port of Mobile with all the opportunities and benefits international trade presents.

Deauthorization of the CRNP presents a serious impediment to realizing the goal of increased prosperity, economic growth, and job development made possible through this transportation route. Removing an authorized waterway project as a bookkeeping exercise does not comport with enhancing economic well-being in the region and across the nation.

Why do we need the CRNP?

A commercially navigable waterway provides many benefits. The most prominent benefit is the cheaper, more environmentally friendly, and safer mode of moving bulk commodities and finished goods from one place to another. It's cheaper because barges can carry 70 times more than a truck and 15 times more than a single rail car. Potential transportation savings in the steel and coal industries within the ACT watershed alone would be an enormous economic asset in the region.

Water transportation dampens both rail and truck prices. Several studies have shown that, where shippers have the option of water, rail, or truck, rail prices in particular tend to be lower.

Water transportation is often a factor in attracting new industry into an area, e.g., the Boeing plant located in Decatur to use the Tennessee-Tombigbee waterway for transport of space rockets. New industry using water transportation stimulates regional capital investment and growth and would be particularly welcome in those areas where unemployment is high.

Water transportation is more environmentally friendly than other modes of transportation. To move an identical amount of cargo by rail generates 30% more carbon dioxide than by barge and 1,000% more emissions by trucks than by barge. One tow emits fewer pollutants in less volume than 60 trucks or a 15-rail car train. A single truck emits almost ten times more carbon monoxide per ton-mile than a single towboat.

Waterborne traffic is safer because goods moved on barges would reduce rail congestion and take trucks off the road, reducing highway traffic congestion as well as damage to roads. For each injury involving barge transportation, there are 95.3 injuries related to rail and 1,609.6 truck-related injuries.

A waterway connecting Montgomery to Gadsden would enhance the vast recreational boat traffic on the series of lakes between the two cities. Recreational boat traffic has become a major economic factor in the wealth of communities in Alabama. The ability to reach the Gulf of Mexico from northeastern Alabama, and vice versa, could be a major economic boost to areas along the entire waterway by promoting the services needed to support the boat traffic.

Thank you for the opportunity to comment on this proposal.

Respectfully,



President, CARIA



STATE OF ARKANSAS
 ASA HUTCHINSON
 GOVERNOR

December 18, 2015

The Honorable Jo-Ellen Darcy
 Mr. Joseph Aldridge
 U.S. Army Corps of Engineers
 CECW-IP
 441 G Street N.W.
 Washington, D.C. 20314-1000

Dear Secretary Darcy:

RE: Request to Extend (NOT Deauthorize) Balance of \$52 Million Authorization Pursuant to Section 6001(c) WRRDA 2014 for the Union County, Arkansas WRDA 2000 PL 106-554 Water Resources Development Project as Identified on Page 2 of Your October Letter

I am requesting that Union County, Arkansas' balance of its \$52 million water supply infrastructure authorization remain authorized in current and future Water Resource Reform & Development Acts. My staff will be working with the Union County Water Conservation Board (Board) and other local interests, state and federal agencies, and our Congressional delegation to help keep this authorization language intact for future new construction water supply projects in Union County.

Project name	Project/Element Type	Public Law	Section of Public Law	Project Element	Latest Fiscal Year Funded	Federal Balance
MVK - UNION COUNTY, AR	PROJECT	106-554	108d	CONSTRUCTION NOT INITIATED	2008	\$51,247,100
MVM - L'ANGUILLE RIVER BASIN, AR	PROJECT	99-662	103	CONSTRUCTION NOT INITIATED	2004	\$19,466,768
SWL - ARKANSAS RIVER LEVEES, AR	PROJECT	101-640	110 (a1)	NEVER FUNDED	NO OBLIGATION FOR CONSTRUCTION	\$591,605
SWL - BEAVER DAM, AR (TROUT PRODUCTION CENTER)	SEPARABLE ELEMENT	94-587	105	NEVER FUNDED	NO OBLIGATION FOR CONSTRUCTION	\$5,990,000
SWL - BEAVER LAKE, BENTON/WASH, AR	SEPARABLE ELEMENT	104-303	523	CONSTRUCTION PAUSED	2002	\$5,000,000

MVK - Vicksburg District Commander, COL John Cross
 MVM - Memphis District Commander, COL Jeffery Anderson
 SWL - Little Rock District Commander, COL Courtney Paul

The WRDA 2000 funding did contribute to the bank stabilization portion of Union County's project in 2004. Project photographs and the Vicksburg District's final accounting letter are attached for your information. We understand that the authorization is no guarantee of funding, but as it did in 2005, the Board would pay its required share of any future project or separable element in order to receive federal funding through WRRDA legislation. The WRDA 2000 language was purposely crafted to apply to any and all future infrastructure construction:

PL 106-554 language as follows: PROJECTS.—Section 219(f) of the Water Resources Development Act of 1992 (106 Stat. 4835; 113 Stat. 335) is amended by adding at the end the following: “(47) UNION COUNTY, ARKANSAS.—\$52,000,000 for water supply infrastructure, including facilities for withdrawal, treatment, and distribution, Union County, Arkansas.

With its abundant surface industrial water supply, Union County is positioned to attract and develop major projects that could create hundreds of new jobs, and in fact my office and the state economic development agency will be working with Union County on projects that would require new water supply infrastructure construction.

In addition, Entergy Corporation is purchasing Entegra/Union Power Partners, a 2205 megawatt natural gas fired electric generation plant five miles south of the Ouachita River and the Board's largest customer. Entergy expects to increase the plant's capacity factor, which will in turn increase its demand for water.

Union County's Ouachita River Alternative Industrial Water Supply Project is achieving the Board's mission adopted one month after it first met in June 1999 – “...to conserve, protect, and maintain the Sparta Formation Aquifer as a continuing source of high quality, potable water for current and future consumers by providing for affordable, alternative sources...”

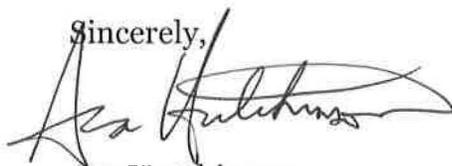
In October 2004, industrial water users providing over 1100 good jobs began converting from groundwater to the surface alternative available from the abundant Ouachita River supply behind Thatcher Lock and Dam. As of April 2015, groundwater levels in South Arkansas monitoring wells had risen dramatically. **Water levels in one well near El Dorado have risen 73.9’.** Prior to industrial conversion, Union County groundwater levels were declining as much as 7’ per year.

The Board is currently working with an existing industry to expand its water treatment and delivery infrastructure, but time constraints did not allow the project to apply for state or federal funding. With exemplary public-private cost sharing, Union County is bearing the entire \$5 million expansion cost. My office prefers the Board has the option to seek federal WRRDA funding for future new construction. Existing authorization language will expedite this process.

I am submitting this letter to the Federal Register as directed in WRRDA 2014 Section 6001(c) and Union County and South Arkansas stakeholders will submit similar comments and further justification.

My constituents and I appreciate your attention and encourage your support for this conjunctive use water project that is a national model for public-private cooperation, public policy application, and most of all visionary and effective problem solving before inflicting irreparable harm on the Sparta aquifer.

Feel free to contact me or my liaison for water resources, Robert Moery, robert.moery@governor.arkansas.gov, if we can provide additional information.

Sincerely,

Asa Hutchinson

CC: U.S. Arkansas Senators John Boozman & Tom Cotton
Congressmen Bruce Westerman & Rick Crawford
Maj. Gen. Mike Wehr, U.S. Army Corps of Engineers Mississippi Valley Division
Dr. Norma Jean Mattai, Mississippi River Commissioner
Col. John Cross, U.S. Army Corps of Engineers Vicksburg District
State Senators Bobby Pierce & Uvalde Lindsay
State Representatives Matthew Shepherd & John Baine
Jaysson Funkhouser, USGS Lower Mississippi Gulf Water Science Center (Arkansas)
Arkansas Game & Fish Commission Chairman Emon Mahony
Randy Young, Exec. Dir. Arkansas Natural Resources Commission

500 WOODLANE STREET, SUITE 250 • LITTLE ROCK, AR 72201
TELEPHONE (501) 682-2345
www.governor.arkansas.gov

James Welsh, Commissioner of Conservation, Louisiana Department of Natural Resources
Gene Higginbotham, Exec. Dir. Arkansas Waterways Association
Union County Judge Mike Loftin
Ouachita River Valley Association President Mike Dumas
Union County Water Conservation Board & Stakeholders
Greater El Dorado Chamber of Commerce



DEPARTMENT OF THE ARMY

VICKSBURG DISTRICT, CORPS OF ENGINEERS
4155 CLAY STREET
VICKSBURG, MISSISSIPPI 39183-3435

REPLY TO
ATTENTION OF:

June 3, 2005

Planning, Programs, and
Project Management Division
Planning and Project
Management Branch

Mr. Robert Reynolds
President
Union County Water
Conservation Board
441 West Cedar Street
El Dorado, Arkansas 71730

Dear Mr. Reynolds:

As you are aware, the U.S. Army Corps of Engineers, Vicksburg District, and the Union County Water Conservation Board (UCWCB) executed a Project Cooperation Agreement (PCA) on December 29, 2003, for construction of bank protection for a water intake structure on the Ouachita River in Union County, Arkansas, under the authority of Section 219 of the Water Resources Development Act of 1992, as amended. Construction of the project was completed on December 11, 2004.

As the non-Federal sponsor, you are responsible for 25 percent of the total project cost, excluding \$25,000 of the cost associated with preparation of the letter report and PCA package. Project costs applicable to cost share are outlined below:

Total project costs applicable to cost share	\$631,633.46
Federal cost share (75.0%)	473,725.09
Sponsor cost share (25.0%)	157,908.37

Your previous cash contribution of \$132,000.00 has been credited as outlined below:

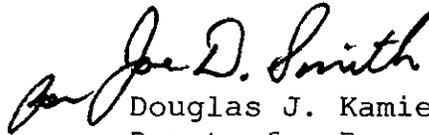
Sponsor's share of project (25.0%)	\$157,908.37
Lands, easements, rights-of-way, relocation, and dredged disposal areas credit (land value)	13,666.00
Cash previously contributed	<u>132,000.00</u>
Funds owed by sponsor	\$ 12,242.36

In order to expedite project closeout, the Vicksburg District requests UCWCB to provide funds in the amount of \$12,242.36, made payable to "FAO, USAED, Vicksburg (B4)," to the above address, ATTN: CEMVK-PP-D.

We appreciate this partnership opportunity with the UCWCB.

If we can be of further assistance or if you have any questions, please contact Mr. Brian Chewing, Project Manager (telephone (601) 631-5455).

Sincerely,



Douglas J. Kamien, P.E.
Deputy for Programs and
Project Management



Ouachita River Alternative Water Supply Bank Stabilization Project
December 2004

Union County, Arkansas

U.S.Army Corps of Engineers

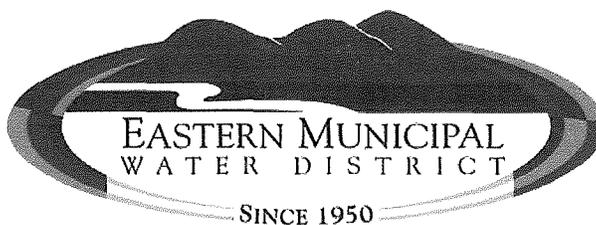
Contractor: Luhr Brothers Inc of Columbia, Illinois

Funding provided by Union County taxpayers and with a \$500,000 federal appropriation in the 2003 Water Resources Development Act.

Estimated total project cost: \$632,300

Sherrel Johnson, Grants Administrator
Union County Water Conservation Board
First Financial Center
214 North Washington, Suite 220
El Dorado, Arkansas 71730
870 818-0714 • FAX 870 863-8481
sherrelj@cox-internet.com





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**Chairman of the Board,
The Metropolitan Water
District of So. Calif.**

Randy A. Record

Legal Counsel

Lemieux & O'Neill

December 21, 2015

Mr. Joseph W. Aldridge
Headquarters, U.S. Army Corps of Engineers
Attention: CECW-IP
Washington, DC 20314-1000

Subject: Request to maintain EMWD's Technical, Planning and Design Authorization

Dear Mr. Aldridge:

Eastern Municipal Water District (EMWD) appreciates this opportunity to comment on the Interim Deauthorization List of water resources development projects and separable elements published in the Federal Register on October 7, 2015. EMWD is the non-federal sponsor of an environmental infrastructure project included on the interim list and authorized in Public Law 106-554, Section 108(a), for "Regional water-related infrastructure, Eastern Municipal Water District, CA." This project was authorized for technical, planning, and design assistance.

The Interim Deauthorization List claims that this project was never funded. However, this project received federal appropriations in Fiscal Year 2003 (\$102,000) and Fiscal Year 2006 (\$990,000). EMWD provided the required non-federal share in both years, and provided additional funding for the project in FY 2009 totaling \$24,568. Federal funds expended for this project to date total \$1,092,001 and non-federal funds total \$388,568. (Please see attached.)

The federal and non-federal appropriations funded the planning and design of the proposed Perris II Desalter Ancillary Facilities including brine pipeline extension. In addition, the funds were utilized to develop an integrated Operational Plan and EMWD's Brine Management Plan.

Since 2009, EMWD has continued to commit additional funds and resources to advance various components of the project including recent pilot testing of brine reduction technology. Further funding support is necessary to advance remaining project components including technical, planning, and design assistance.

EMWD has a separate authorization for the construction of the South Perris Water Supply Desalination Program (listed in PL 106-554 as water supply desalination infrastructure, South Perris, California) which is active and has been

Mr. Joseph W. Aldridge
December 21, 2015
Page 2

funded federally and locally as recently as FY 2015, and was not listed for deauthorization.

Given the commitment of both federal and non-federal funds and remaining planning and design tasks, EMWD believes that the Regional Water Related Infrastructure, Eastern Municipal Water District authorized under Public Law 106-554, Section 108(a) should not be included in the final deauthorization list because it remains an active and beneficial project. We welcome any questions you might have and would be happy to provide additional information about the project. Please contact Mr. Joe Mouawad, EMWD's Senior Director of Engineering at 951-928-3777 ext. 4463 or via email at mouawadj@emwd.org for additional project information.

Sincerely,



Paul D. Jones II, PE
General Manager

C: Senator Barbara Boxer
Senator Dianne Feinstein
Representative Ken Calvert
Representative Duncan Hunter
Representative Mark Takano
Representative Raul Ruiz
Mr. David Van Dorpe, USACE Los Angeles District

**EASTERN MUNICIPAL WATER DISTRICT- CWIS# 081481, P2 Project #104790 CSC# 690
Quarterly Financial Summary Report**

Total Project Cost/Funding			
	TOTAL	FEDERAL	SPONSOR
			CASH
Total Feasibility CSC#690 & Proportionate Share	\$ 5,300,000.00	\$ 3,975,000.00 75%	\$ 1,325,000.00 25%
Contributions to date			
Fiscal Year 2003		\$ 102,000.00	\$ 30,000.00
Fiscal Year 2006		\$ 990,000.00	\$ 334,000.00
Fiscal Year 2009		\$ -	\$ 24,568.00
Fiscal Year 2013		\$ 1.00	\$ -
Fiscal Year 2014			
Fiscal Year 2015			
TOTAL Contributions to date	\$ 1,480,569.00	\$ 1,092,001.00	\$ 388,568.00
REMAINING Balance to contribute	\$ 3,819,431.00	\$ 2,882,999.00	\$ 936,432.00

Expenditures through FEBRUARY 28, 2015			
Expenditures	TOTAL	FEDERAL	SPONSOR
Labor		\$ 303,946.45	\$ 171,906.22
Contracts		\$ 344,871.94	\$ 213,303.75
Work by other COE/other FED		\$ 420,375.33	
CADD/GIS Support		\$ -	\$ 541.20
Travel		\$ -	\$ -
Total Expenditures to date	\$ 1,454,944.89	\$ 1,069,193.72	\$ 385,751.17
Balances			
Unexpended Obligations	\$ -	\$ -	\$ -
Remaining funds available to Obligate	\$ 25,624.11	\$ 22,807.28	\$ 2,816.83



SOUTH FLORIDA WATER MANAGEMENT DISTRICT

December 11, 2015

The Honorable Jo-Ellen Darcy
Assistant Secretary of the Army – Civil Works
Department of the Army
108 Army Pentagon, Room 3E446
Washington, DC 20310-0108

Subject: Interim Deauthorization List

Dear Secretary Darcy:

South Florida Water Management District (SFWMD) has reviewed the Interim Deauthorization List published in the Federal Register on October 7, 2015 and offers the following comments. Deauthorization of the five Florida projects from the Comprehensive Everglades Restoration Plan (CERP) is consistent with the criteria established by Section 6001(c) of the Water Resources Reform and Development Act of 2014 and should not impact implementation of the remainder of the CERP. Some of these projects may be re-evaluated under future project implementation reports and resubmitted to Congress for future authorization as components of an integrated regional CERP Project.

I respectfully request that you consider adding two additional projects to the Final Deauthorization List:

1. Ten Mile Creek Water Preserve Area: This project was authorized as a critical restoration project under Section 528 of WRDA-1996 and a Project Cooperation Agreement was executed in January of 2000. As you are aware, the Army and SFWMD have jointly agreed that deauthorization of this project is the best path forward to allow the SFWMD to proceed with modifications to address project deficiencies as a non-federal project. Inclusion of this project clearly meets the specified purpose of Section 6001 of WRRDA-2014 in that there is a lack of local support for continuing to proceed with project implementation as a federal project and there is a lack of federal funding and authority to complete the necessary modifications to address the deficiencies.
2. Site 1 Impoundment Phase 2: The Site 1 Impoundment Project was authorized by Congress in Section 1001(16) of WRDA-2007. A Project Partnership Agreement (PPA) was executed for Phase 1 of the project in June of 2010. The PPA covered only Phase 1 because a determination was made that inclusion of Phase 2 would exceed the maximum project cost authority calculated in accordance with Section 902 of WRDA-1986. No construction funding has been appropriated for Phase 2. Implementation of Phase 2 would require a Post-Authorization Change Report and

The Honorable Jo-Ellen Darcy
December 11, 2015
Page 2

Congressional authorization of a significantly higher total project cost. SFWMD believes that because of the significantly higher cost with a relatively small amount of environmental benefit, justification of Phase 2 would be difficult in the federal process and therefore requests deauthorization.

Thank you for the opportunity to review the Interim Deauthorization List. We look forward to our continued partnership with the U.S. Army Corps of Engineers and to maintaining our significant progress on the several authorized Everglades restoration projects.

Sincerely,



Peter Antonacci
Executive Director

PA/pv

c: Joseph W. Aldridge, USACE Headquarters

Audubon Florida * Everglades Foundation
Everglades Trust * National Parks Conservation Association

December 11, 2015

The Honorable Jo-Ellen Darcy
Assistant Secretary of the Army (Civil Works)
108 Army Pentagon, Room 3E446
Washington, DC 20310-0108

Dear Assistant Secretary Darcy:

On behalf of the undersigned organizations, we appreciate the opportunity to submit comments on the Comprehensive Everglades Restoration Plan (CERP) projects on the U.S. Army Corps of Engineers' (Corps) proposed deauthorization list, as required under the Water Resources and Reform Act of 2014 (WRRDA 2014). CERP by its nature and title is envisioned to be a comprehensive approach to the restoration of America's Everglades and every project component serves to meet a specific goal within the overall plan; therefore, **we assert that no CERP project should be deauthorized without clear indication of how its planned ecosystem restoration benefits will be achieved to ensure the success of this integrated and complicated plan.**

Most of the listed Everglades restoration projects will provide direct benefits to the national park units of South Florida – which is one of the main reasons that the federal government is involved with this restoration program. We understand the projects proposed for deauthorization – (1) Lake Belt Ground Reservoir Technology, (2) North New River Improvements, (3) Raise and Bridge East Portion of Tamiami Trail and Fill Miami Canal, (4) Taylor Creek/Nubbin Slough Storage and Treatment Area (STA), and (5) Wastewater Reuse Technology – were identified based on criteria required by WRRDA 2014 including pre-2007 authorization, lack of initiated construction in the past six years, and lack of post-authorization funding. However, we remain concerned that the comprehensive ecological restoration benefits envisioned in CERP may be jeopardized if individual projects are removed from the overall plan.

Lake Belt Ground Reservoir Technology

This project was included in the initial authorization for CERP because (a) of the central importance in-ground storage reservoirs to the over-all plan and (b) there was no technical consensus on how to build in-ground storage reservoirs. Because this pilot project was to determine if in-ground reservoirs were feasible, it was deemed essential to CERP and included in the initial authorization. That the Corps and South Florida Water Management have made no progress on this critical project is astonishing, as it leaves the feasibility of an essential component of CERP unresolved. Although in Lake Belt reservoirs remain as part of the plan, their success depends upon having a feasible technology identified, which this project is designed to determine. Therefore, de-authorizing this project will, in effect, eliminate in-ground storage from CERP. As the in-ground reservoirs are largely designed to provide significant benefits to Everglades and Biscayne National Parks, a major federal interest is obviated if this project is de-authorized. We do not support the de-authorization of the Lake Belt Ground

Reservoir Pilot Project and instead urge the Corps to either determine a feasible technology for in-ground reservoirs or identify how the envisioned benefits will be provided with other projects.

North New River Improvements

This project was designed to maintain water supply deliveries to Miami-Dade County after the Miami Canal and other canals in the Everglades were removed:

“Sheetflow obstructions will be removed with the backfilling of the Miami Canal and southern 7.5 miles of L-67A Borrow Canal, removal of the L-68A, L-67C, L-29, L-28, and L-28 Tieback Levees and Borrow Canals, and elevating of Tamiami Trail. **Water supply deliveries to Miami-Dade County, previously made through the Miami Canal, will be rerouted through an expanded North New River Canal and southern conveyance system.** Eight passive weir structures to be located along the entire length of L-67A will also promote sheetflow from Water Conservation Area 3A to 3B during high flow conditions.” (C&SF Final PEIS, Section 9-12, April 1999).

The Miami Canal will be partially removed in Central Everglades Planning Project (CEPP). The Corps demonstrated in CEPP that parts of multiple CEPP projects can be merged into a single project for authorization. Therefore, when a future CERP project requires a component that will maintain water supply, the has demonstrated that it can be authorized as part of a larger project. We therefore do not oppose de-authorization of the North New River Improvements Project.

Raise and Bridge East Portion of Tamiami Trail and Fill Miami Canal

We celebrate the completion of the first mile of Tamiami Trail bridging by the National Park Service. We appreciate the tremendous progress made by the U.S. Department of the Interior (DOI) and the Florida Department of Transportation (FDOT) to move forward with groundbreaking on the next 2.6 miles of bridging expected in spring 2016 and continued work to ensure the remaining 2.9 miles of road are bridged and the rest of the road is elevated. Therefore, the benefits of the CERP Tamiami Trail project, to restore flow into Everglades National Park and Florida Bay, are captured in these other projects and do not oppose its removal from the Corps’ authorized project list.

Since its initial authorization, the ecological benefits proposed by backfilling a portion of the Miami Canal have been absorbed by the CEPP, so there is indeed a clear path forward to achieve the restoration goals envisioned for that component of the project. We anticipate CEPP will be included for authorization in the next Water Resources Development Act of 2016, and moving forward expeditiously with construction of project components that will bring much-needed relief to the southern portion of the ecosystem. We therefore do not oppose its removal from the Corps’ authorized project list.

Taylor Creek/Nubbin Slough Stormwater Treatment Area (STA)

We applaud the South Florida Water Management District (District) on the completion of the Taylor Creek STA project, which will remove phosphorous from runoff flowing into Lake Okeechobee. Improved water quality is critical to the long-term health of the Greater Everglades ecosystem and completion of this initiative will benefit the connected waterways that flow throughout South Florida and into Everglades National Park. However, as this project was

primarily designed and constructed to meet state water quality standards, we agree that costs of the project need not be borne by the federal government, and it should be removed from the list, and therefore do not oppose its removal from the Corps' authorized project list.

Wastewater Reuse Technology

As with the Lake Belt Pilot Project, the Wastewater Reuse Pilot Project was included in the initial authorization because the technologies were uncertain but benefits to Biscayne National Park were heavily dependent on its implementation. Therefore, we oppose the de-authorization of this project for the same reason as we opposed the de-authorization of the Lake Belt Pilot Project; the Corps should either demonstrate the feasibility of the technology or determine alternatives that provide a similar benefit.

Thank you for the opportunity to provide feedback on the proposed deauthorized list of CERP projects. We recognize the requirement of the Corps to adhere to WRRDA 2014 and are seeking to be supportive of the process, while ensuring America's Everglades are fully restored and the federal interest in our national parks and drinking water supplies for eight million Floridians are protected. While we understand the need for fiscal and programmatic efficiency, we continue to assert that no project should be deauthorized without clear identification of how its planned restoration benefits will be otherwise achieved. As always, we appreciate your strong leadership and look forward to continued partnership as we work toward our shared goal of restoring America's Everglades.

Sincerely,

Dr. Tabitha Cale
Everglades Policy Associate
Audubon Florida

Dr. Thomas Van Lent
Director of Science and Policy
Everglades Foundation

Mary Barley
Chair
Everglades Trust

Cara Capp
Everglades Restoration Program Manager
National Parks Conservation Association



State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION

OFFICE OF THE COMMISSIONER

Mail Code 401-07

P.O. Box 402

Trenton, NJ 08625-0402

TEL (609) 292-2885

FAX (609) 292-7695

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

January 22, 2016

Mr. Joseph Aldridge
U.S. Army Corps of Engineers
CECW-IP
441 G Street N.W.
Washington, D.C. 20314-1000

Dear Mr. Aldridge:

In a letter dated October 2, 2015 to Governor Chris Christie from Assistant Secretary of the Army Jo-Ellen Darcy, New Jersey was advised that six US Army Corps of Engineers (USACE) water resources development projects in New Jersey have been identified for deauthorization pursuant to Section 6001(c) of the Water resources Reform and Development Act of 2014 (WRRDA 2014), Public Law 113-121. Comments on the projects were to be sent to you by January 4th, 2016. In an email to you dated December 30th, 2015, I stated that New Jersey objects to deauthorizing the projects listed and requests that they be removed from the deauthorization list. In a telephone conversation on January 8th, 2016, you asked that I justify in writing the request that the projects be deauthorized. Please accept this brief letter in response to your request.

The list is factually incorrect. The justification provided by USACE for deauthorizing the first three projects on the list is that the projects were not funded by USACE. While it is correct the USACE did not fund these projects it is incorrect to assume that the projects were not funded. These projects have been funded partially by the US Environmental Protection Agency (EPA) through the Clean Water State Revolving Fund (CWSRF) fund so should not be included in the deauthorization list. The projects, and the purposes for which EPA funding was provided, are as follow:

1. **Project Name**

Elizabeth, NJ - \$20M for a project to eliminate or control combined sewer overflows in the city of Elizabeth, New Jersey
Partially Funded by EPA (CWSRF)

2. **Project Name**

North Hudson, NJ - \$10M for a project to eliminate or control combined sewer overflows in the city of North Hudson, New Jersey
Partially Funded by EPA (CWSRF)

3. **Project Name**

Paterson and Passaic County, NJ (Total Cost unknown, Federal Share \$30M) –
Drainage facilities to alleviate flooding problems on Getty Avenue in the vicinity of St. Joseph's Hospital for the city of Paterson, New Jersey, and Passaic County, New Jersey
Partially Funded by EPA (CWSRF)

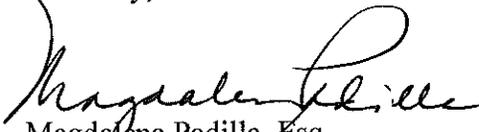
The list also incorrectly identifies as incomplete a fourth project: the Town of Newton Project. The project was completed. As a result, it should not be included in the deauthorization list.

The State objects to the deauthorization of the fifth project: **New York Harbor Collection and Removal of Drift, NY & NJ** (Total Cost unknown, Federal Share \$201M)– New York Harbor Drift Removal Project, New York and New Jersey. Funding had been provided for this project, it began years ago, and is a necessary complement to the existing work that is done by the NJDEP Clean Shores program. The USACE did not prepare a summary report indicating that the actual drift material and deteriorated structures remaining on the harbor shorelines were removed completely. Therefore, this project should be removed from the deauthorization list.

Finally, after further consideration the State does not object to the deauthorization of the sixth project: State of New Jersey and New Jersey Wastewater Treatment Trust.

Please let me know if you need additional information about your request.

Sincerely,



Magdalena Padilla, Esq.
Chief of Staff



BILL HASLAM
GOVERNOR
STATE OF TENNESSEE

January 4, 2016

The Honorable Jo-Ellen Darcy
Assistant Secretary of The Army (Civil Works)
Attn: Joseph Aldridge
U.S. Army Corps of Engineers, CECW-IP
441 G Street N.W.
Washington, D.C. 20314-1000

Dear Assistant Secretary Darcy:

I am writing in response to your October 2, 2015 letter regarding the proposed deauthorization of the MEMPHIS HARBOR, MEMPHIS, TN and the NONCONNAH CREEK, TN & MS (EXTENSION) Water Resource Projects. I support the continued authorization of these projects and request they be taken off the list identified by the U.S. Army Corps of Engineers for deauthorization.

The International Port of Memphis is the nation's 4th largest inland port and is a critical driver of the Mid-South's economy supporting 20,115 port related jobs and an annual economic impact of \$8.46 billion. During the past two years, a Strategic Development Plan has been developed to address current and future needs in terms of improved capabilities, enhanced efficiencies and added flexibility to remain competitive in today's global market. Well over 800K in local funds have been spent to date on this initiative. Elements in both water resource development projects compliment and support these on-going efforts.

I hope that you will give favorable consideration for these two projects to remain authorized. Again, thank you for your time and consideration in this matter.

Sincerely,

A handwritten signature in blue ink that reads "Bill Haslam".

Bill Haslam

United States Senate

WASHINGTON, DC 20510

January 6, 2016

The Honorable Jo-Ellen Darcy
Assistant Secretary of the Army for Civil Works
Attn: Joseph Aldridge
U.S. Army Corps of Engineers, CECW-IP
441 G Street N.W.
Washington, DC 20314-1000

Dear Assistant Secretary Darcy:

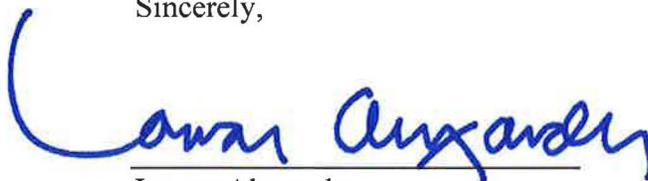
I am writing regarding the Memphis Harbor and Nonconnah Creek projects in West Tennessee that have been proposed to be deauthorized.

The Port of Memphis has informed me that the port would benefit from both the Memphis Harbor and Nonconnah Creek projects, and has asked that these projects not be deauthorized. I urge you to reconsider proposing to deauthorize these projects.

The Port of Memphis is a critical driver of the region's economy as the fifth largest inland port in the country. The Port of Memphis has an economic impact of \$8.46 billion and supports over 20,000 port-related jobs. The Port of Memphis tells me that the amount of dredging needed in McKellar Lake is directly attributed to sedimentation from Nonconnah Creek and both of the projects identified for deauthorization will help to address this problem.

I appreciate your consideration of my request. I'd be glad to furnish additional information, or your office may wish to be in touch with Mackensie Burt of my staff at 202-224-4944 if there is any further information we can provide.

Sincerely,



Lamar Alexander
United States Senator

STEVE COHEN
9TH DISTRICT, TENNESSEE

2404 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515

TELEPHONE: (202) 225-3265
FAX: (202) 225-5663

CLIFFORD DAVIS/ODELL HORTON
FEDERAL BUILDING
167 NORTH MAIN STREET
SUITE 369
MEMPHIS, TN 38103

TELEPHONE: (901) 544-4131
FAX: (901) 544-4329

www.cohen.house.gov

Congress of the United States
House of Representatives
Washington, DC 20515-4209

COMMITTEE ON THE JUDICIARY

SUBCOMMITTEES:
CONSTITUTION AND CIVIL JUSTICE - RANKING MEMBER
COURTS, INTELLECTUAL PROPERTY AND THE INTERNET

COMMITTEE ON
TRANSPORTATION AND
INFRASTRUCTURE

SUBCOMMITTEES:
AVIATION
HIGHWAYS AND TRANSIT
WATER RESOURCES AND ENVIRONMENT

COMMISSION ON SECURITY AND
COOPERATION IN EUROPE
(U.S. HELSINKI COMMISSION)

December 30, 2015

The Honorable Jo-Ellen Darcy
Assistant Secretary of the Army
Department of the Army, Civil Works
Attn: Joseph Aldridge
U.S. Army Corps of Engineers, CECW-IP
441 G Street N.W.
Washington, D.C. 20314-1000

RE: Deauthorization of Memphis Metro Water Resource Development Projects

Dear Assistant Secretary Darcy,

I am writing to express my concern over the potential deauthorization of the **Memphis Harbor** and **Nonconnah Creek**, TN & MS (Extension) water resource projects.

I would like take this opportunity to express my strong support for the continued authorization of these two projects based on their potential impact to the current expansion strategy under development by the Port of Memphis. The Port is a critical driver to our region's economy supporting approximately 21,000 port related jobs with an \$8.46 billion economic impact. To date over \$800K in local funds have been spent in development of a strategic plan on the Port's expansion as well as improvements to its operational capabilities. This has involved comprehensive environmental studies as well as other investigations and certifications. Both projects will impact both current and future operations and capabilities.

As an example, the Nonconnah Creek project not only has environmental and flood control features impacting the Greater Memphis Metro area but also directly addresses sedimentation loads adversely affecting McKellar Lake (Memphis Harbor) and associated dredging costs. Many of the components included in the Memphis Harbor project also address the needs identified in the strategic plan for the Port's expansion, especially in terms of improved water commerce capabilities.

The Port of Memphis, the Memphis and Shelby County Economic Growth Engine (EDGE) along with the City of Memphis and Shelby County all realize the importance of keeping these projects authorized and have expressed a willingness to cost share those project elements deemed essential for the Port's continued economic sustainment and future expansion in order to compete in today's global market.

To deauthorize these two projects at a time when the Port is actively undertaking the development of a long term expansion strategy to improve the region's water commerce capabilities would be an error.

If you have any questions about this application or require further information from my office, please contact me or my Legislative Assistant, Michael Fulton, at 202.225.3265. I offer my full support for these projects and am hopeful that the Department will respond with a favorable decision.

As always, I remain,

Most sincerely,



Steve Cohen
Member of Congress



A C WHARTON, JR.
City of Memphis Mayor

CITY OF MEMPHIS
AND
SHELBY COUNTY, TENNESSEE



MARK H. LUTTRELL, JR.
Shelby County Mayor

December 21, 2015

The Honorable Jo-Ellen Darcy
Assistant Secretary of The Army (Civil Works)
Attn: Joseph Aldridge
U.S. Army Corps of Engineers, CECW-IP
441 G Street N.W.
Washington, D.C. 20314-1000

RE: Deauthorization of MEMPHIS HARBOR, MEMPHIS, TN and the NONCONNAH CREEK, TN & MS (EXTENSION)
Water Resources Development Projects

Dear Assistant Secretary Darcy:

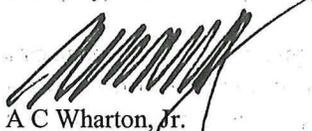
We are writing to express our united support for the continued authorization of the MEMPHIS HARBOR, MEMPHIS, TN and the NONCONNAH CREEK, TN & MS (EXTENSION) Water Resources Development Projects. It is our understanding that both have been recently identified by the U.S. Army Corps of Engineers for placement on an interim deauthorization list. We also understand that the evaluation for the deauthorization was not based on merit.

The International Port of Memphis is a major industrial component for the Mid-South supporting well over 20,000 port-related jobs, along with an annual economic impact of approximately \$8.5 billion and is the 4th largest inland port in the U.S. In terms of future development, the Port has initiated a Strategic Development Plan that includes a number of expansion components that coincide and compliment the MEMPHIS HARBOR PROJECT. The Port has expended over \$800,000 in local funds for environmental evaluations and other certifications and investigations in support of these expansion components. In dealing with current operations, the Port is impacted by sedimentation brought into McKellar Lake (MEMPHIS HARBOR) by way of Nonconnah Creek. Components in the NONCONNAH CREEK PROJECT would assist in addressing sedimentation loads into the HARBOR.

To compete in today's global economy we must ensure the Port is not only efficient but also flexible in meeting today's challenging market. To do this, major efforts are needed to modernize and enhance our Port's existing infrastructure and operations. These two projects will play a prominent role in the present and future economic development of our Port.

Local sponsors are in place to provide matching funds for those project features that support and compliment the current on-going development plans. The Port of Memphis, along with the Economic Development Growth Engine (EDGE) Board, as well as the City of Memphis and Shelby County, Tennessee are supportive and committed to both these projects. We believe in these projects and know that both will have a long-term economic impact for decades in providing additional growth opportunities for industry and employment on a regional scale. We greatly appreciate your serious consideration of these projects' merits and request favorable consideration for their continued authorization.

Sincerely,


A C Wharton, Jr.
Mayor, City of Memphis


Mark H. Luttrell, Jr.
Mayor, Shelby County



Randy Richardson
Executive Director

December 30, 2015

The Honorable Jo-Ellen Darcy
Assistant Secretary of the Army (Civil Works)
Attn: Joseph Aldridge
U.S. Army Corps of Engineers, CECW-IP
441 G Street N.W.
Washington, D.C. 20314-1000

RE: Deauthorization of Memphis Metro Water Resource Development Projects

Dear Assistant Secretary Darcy,

I am writing to request that your office not deauthorize the MEMPHIS HARBOR and NONCONNAH CREEK, TN & MS (EXTENSION) water resource projects within the Port of Memphis as referenced in your letter to Tennessee Governor Haslam dated October 2, 2015, (see attached). The Memphis and Shelby County Port Commission was created by state law in 1947, to provide management, jurisdiction and control of river commerce on behalf of the City of Memphis and Shelby County. The Port was created in response to the passage of the Flood Control Act of July 24, 1946, which created the Memphis Harbor Project.

The \$17.5 million in funding from the Flood Control Act of 1946, built one of the largest slack water harbors in the United States. 55 million cubic yards were placed by hydraulic dredging to create 960 acres of flood-free industrial property along 8 miles of frontage. Since the creation of the Memphis Harbor Project in 1951, the harbor has grown into a regional economic driver and the home of the U.S. Army Corps of Engineers lower Mississippi River main maintenance facility, The Ensley Engineering Yard. The Memphis Harbor Project's current impact on the regional economy is \$8.46 billion annually. This is a 485 to 1 return on the initial \$17.5 million investment. The Memphis Harbor Project also supports approximately 21,000 direct and indirect port related jobs in the region.

Both projects will impact current and future operations and capabilities. As an example, the Nonconnah Creek project not only has environmental and flood control features impacting the Greater Memphis Metro area, but also directly addresses sedimentation loads adversely affecting McKellar Lake (Memphis Harbor) and associated dredging costs. Many of the components included in the Memphis Harbor project also address the needs identified in the strategic plan for the Port's expansion, especially in terms of improved water commerce capabilities.

The Honorable Jo-Ellen Darcy
December 30, 2015
Page 2

Several local efforts have recently pushed the revitalization of both project areas. Over \$800,000 in local funds have been spent in development of a strategic plan on the Harbor's expansion during the last 2 years. Early in December, the City of Memphis announced an approximate \$500,000 plan to help control trash flows out of the Nonconnah Creek area into the Memphis Harbor.

The Port of Memphis, the Memphis and Shelby County Economic Growth Engine (EDGE), along with the City of Memphis and Shelby County all realize the importance of keeping these projects authorized and have expressed a willingness to cost share those project elements deemed essential for the Port's continued economic sustainment and future expansion.

To deauthorize these two projects at a time when the Port is actively undertaking the development of a long term expansion strategy to improve the region's water commerce capabilities would be a mistake. If you have any questions concerning this request or require further information from my office, please contact me at 901-948-4422. I am hopeful that will you will respond favorably.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Randy Richardson', written in dark ink.

Randy Richardson
Executive Director

Aldridge, Joseph W HQ02

From: Kevin Ward <wardk@trinityra.org>
Sent: Thursday, October 08, 2015 10:25 AM
To: Aldridge, Joseph W HQ02
Cc: Amy Stelter; Howard Slobodin; Becky Griffith (Becky.Griffith@freese.com); Gordon Wells (gmw@freese.com); Jim Sims
Subject: [EXTERNAL] Lower Trinity River Projects listed for deauthorization

Mr. Joseph W. Aldridge,

This e-mail is to advise your office that the Trinity River Authority of Texas (TRA) and other entities have participated this past year in an Economic Feasibility Study of the reopening of the Port of Liberty which includes the navigation channel on the southern end of the Trinity River. The report determined a high likelihood of need for the port and TRA will soon be soliciting proposals for the next phase of study that will determine the base costs, changes in the originally planned channel project, projected O&M and other associated costs associated with the proposed reopening of barge navigation to the port. TRA is of the opinion that the Port of Liberty and the related channel should not be listed for Deauthorization. There are several active tenants at the Port facility that would benefit immediately from a limited dredging of the river channel to the ship channel network in the Trinity and Galveston Bay systems. One such tenant is Boomerang Tube LLC, a manufacturer of steel tube and pipe that currently has to ship its products out on trucks to intermodal facilities. Additionally, there are large electric transformer facilities, several large warehouses and other commercial buildings and structures as well as existing bulkheads at the port which is connected by a rail head to a main track that runs east-west through Liberty. Finally, a large intermodal rail and truck facility resides nearby in the town of Dayton, providing support for future commerce at the port.

Over the past year, TRA has had informal conversations with USACE staff at conferences regarding our efforts. I believe our consultant team of Freeze and Nichols and Moffatt and Nichol may have been in touch with various District staff in performing their work, so TRA is surprised to see facilities appurtenant to the port on the published list. I will also bring to your attention that under the existing authorization, there recently was a dredge performed with federal funds from the Houston ship channel to an area near the entrance channel of the Wallisville Salt Water Barrier and lock structure as a part of a Homeland Security project. We would believe this to constitute "construction". I will be in touch with the City of Liberty and Port of Liberty public officials as well as our Congressional delegation shortly to advise them of this unfortunate turn of events and solicit their comments to your request.

I will be providing more formal comments very soon and coordinating same with other federal, state, and local officials. Please provide me with any information you have that will assist in my efforts to correct this oversight. If the current projects listed are not intended to affect the channel from Anahuac to a point three miles above the city of Liberty, Texas, then please advise.

Sincerely,

J. Kevin Ward

General Manager

Trinity River Authority of Texas

P.O. Box 60

Arlington, Texas 76004-0060

Phone: (817)493-5112

Fax: (817)465-0970



John F. Reinhart
CEO/Executive Director

Virginia Port Authority
600 World Trade Center
Norfolk, VA 23510

January 4, 2016

Mr. Joseph W. Aldridge
Headquarters
U.S. Army Corps of Engineers
Attention: CECW-IP
Washington, DC 20314-1000

Re: Response to Interim Deauthorization List required by § 6001(c) of WRRDA 2014.

Dear Mr. Aldridge:

Thank you for the opportunity to provide comments in response to the US Army Corps' Interim Deauthorization List required by § 6001(c) of the Water Resources Reform and Development Act of 2014 (WRRDA 2014). The Port of Virginia staff has reviewed the information provided and offers the following comments.

Based upon the table included in the October 7, 2015 Federal Register Notice of Interim Deauthorization List, it is our understanding that Norfolk Harbor Anchorages, VA project/element included on page 12 includes Newport News anchorages I-1 and I-2 and Sewells Point anchorage K-2 on NOAA Chart 12245. It is further our understanding that the deauthorization includes the unconstructed elements to a MLW depth of -45 feet and that the authorization for each anchorage to a constructed depth of -40 feet MLW will remain.

As such, the Port of Virginia finds the deauthorization of these anchorage elements premature. Anchorages in Norfolk Harbor and throughout Hampton Roads, The Port of Virginia, and the Chesapeake Bay are experiencing increasing competition from growing vessel traffic, larger ships, and changing security concerns for US Navy vessels and training. Furthermore, the port is in the midst of two General Reevaluation Studies for the Norfolk Harbor and Channels Deepening and Elizabeth River and Southern Branch Navigation Improvements. The scope of both studies includes a review of anchorages and analysis to determine current needs. The Tentatively Selected Plan for each is not expected until late 2016. Deauthorization prior to those determinations is premature, fails to consider the most recent information or current needs, and risks removing necessary project elements from the navigation system in and around Norfolk Harbor.

Should you have any questions, please do not hesitate to contact me at 757-683-2129 or asinclair@portofvirginia.com. Thank you again for the opportunity to comment on the Interim Deauthorization List.

Sincerely,

Andrew M. Sinclair
Director, Government Affairs