

The information in this document is included as an attachment to the testimony of Lieutenant General Scott Spellmon, U.S. Army Corps of Engineers, before the House Committee on Transportation & Infrastructure, Subcommittee on Water Resources and Environment, dated January 12, 2022.

Chief's Reports Project List and Summary

1. Fairfield & New Haven Counties, Connecticut

The Chief's report recommends a project that will reduce the potential damage caused by coastal storms and improve safety and coastal resiliency of the Long Wharf study area in the City of New Haven, CT. Based on an evaluation of alternative plan costs and economic benefits, the recommended plan is the National Economic Development (NED) plan. The non-federal sponsors, the Connecticut Department of Energy and Environmental Protection (CT DEEP) and the City of New Haven, support the recommended plan. The recommended plan consists of construction of approximately 5,800 linear feet of pile-supported floodwall with a top elevation of +15 feet North Atlantic Vertical Datum of 1988 (NAVD88), along with 475 linear feet of deployable flood gates (closure structures), five deployable road closure structures, and one pump station.

Total Cost: \$133,141,000 **Federal:** \$86,542,000 **Non-Federal:** \$46,599,000

2. Elim Subsistence Harbor, Alaska

The Chief's report recommends a project to improve navigation access to Elim, Alaska. Based on an economic evaluation of alternative plan costs and economic benefits, none of the alternatives were economically justified. In accordance with the implementation guidance for Section 2006 of WRDA 2007, as amended (33 U.S.C. 2242), a Cost Effectiveness/Incremental Cost Analysis (CE/ICA) was undertaken to consider justification based on the contributions of the alternative plans to the long-term viability of the region. The Recommended Plan results in a safe and reliable waterborne transportation system by providing for the safe maneuverability and protected mooring of the existing and anticipated fleet, and increasing the percentage of time that harbor facilities can be safely accessed. The Recommended Plan supports the delivery of fuel and goods to the community, increases opportunities to harvest subsistence and commercial resources, and allows tenders to utilize the harbor. The project would provide the community the ability to enhance their local economy based on marine resources, which would support Elim's mixed subsistence-cash economy and providing numerous benefits to strengthen the viability of the community of Elim. The Native Village of Elim is the non-federal cost sharing sponsor for all features.

Total Cost: \$74,538,000 **Federal:** \$72,697,000 **Non-Federal:** \$1,841,000

3. Prado Basin, California

The Chief's report recommends a plan for ecosystem restoration within the extent of the Santa Ana River Mainstem Project encompassing most of Prado Basin and along Reach 9 of the Santa Ana River downstream of Prado Dam in San Bernardino, Riverside, and Orange Counties, California. The recommended plan is the National Ecosystem Restoration (NER) Plan for Ecosystem Restoration. The plan would have beneficial impacts to water and biological resources, restoring riparian and riverine vegetation communities and habitat functions within Prado Basin and along the mainstem of the Santa Ana River downstream of Prado Dam. The plan has been designed to avoid and minimize environmental impacts, and would not result in unavoidable significant adverse impacts. The NER Plan restores 606 acres of valuable riparian and associated habitats in the largest riparian forest in southern California, supporting connectivity with other protected lands and the southwestern flyway. The Orange County Water District (OCWD) is the non-federal cost sharing sponsor for the study.

Total Cost: \$45,904,000 **Federal:** \$29,838,000 **Non-Federal:** \$16,066,000

4. Lower Cache Creek, California

The Chief's report recommends a plan that reduces flood risk in the City of Woodland, California. The recommended plan includes construction of 5.6 miles of levee and seepage berms; the improvement of cutoff walls to 2.3 miles of existing levees; construction of up to 5.6 miles of drainage channel; installation of a 3,000 foot inlet weir and degradation of an adjacent 3,000 foot training levee; and installation of an estimated four closure structures across roads and railways. The Central Valley Flood Protection Board (CVFPB, representing the State of California), and the City of Woodland are serving as the non-Federal Sponsors for this project.

Total Cost: \$320,893,000 **Federal:** \$208,580,000 **Non-Federal:** \$112,313,000

5. Portland Metro Levee System, Oregon

The Chief's report recommends improvements for the purpose of flood risk management to portions of the existing federally constructed Portland Metro Levee System (PMLS). The project is located in Multnomah County, Oregon and includes portions of the cities of Portland, Gresham, Fairview, and Troutdale. Located along the south bank of the Columbia River, from its confluence with the Sandy River to just upstream of its confluence with the Willamette River. The National Economic Development (NED) Plan reduces flood risks to the Portland, Oregon metropolitan area. The non-federal sponsor is the Columbia Corridor Drainage Districts Joint Contracting Authority.

Total Cost: \$110,498,000 **Federal:** \$71,824,000 **Non-Federal:** \$38,674,000

6. Coastal Texas Protection & Restoration, Texas

The Chief's report recommends a systemwide risk management strategy for the coastline of Texas integrating structural and non-structural coastal storm damage risk reduction actions with ecosystem restoration actions to enhance the resiliency of coastal communities and the living shoreline from coastal storms. The recommended plan is hereinafter referred to as the Coastal Texas Resiliency Improvement Plan. The location of potential improvements or other alternative plans were limited to areas within the Texas Coastal Zone Boundary. Texas has 367 miles of coastline within which 21 major river basins terminate. The Texas shoreline is characterized by seven barrier islands. The report recommends a combined National Economic Development (NED) Plan and National Ecosystem Restoration (NER) Federal Plan that includes coastal storm risk management (CSR) and ecosystem restoration (ER) features functioning as a system to reduce the risk of coastal storm damages to natural and man-made infrastructure and to restore degraded coastal wetlands. Several ER features are expected to perform alongside features in the State's Coastal Resiliency Master Plan to fill in gaps for a resilient and comprehensive approach to risk reduction and restoration along the Texas Coast. Various entities within the State of Texas, including the General Land Office (GLO) and the Gulf Coast Protection District (GCPD), will be the non-federal sponsors fulfilling the requirements of the items of local cooperation for construction including providing all LERRD's with support from local entities, for future phases of the project.

Total Cost: \$28,873,131,000 **Federal:** \$17,978,202,000 **Non-Federal:** \$10,894,929,000

7. San Juan Metro Area, Puerto Rico

The Chief's report recommends the National Economic Development (NED) Plan that will reduce the risk of potential damage caused by coastal storms in the San Juan Metropolitan Area, Puerto Rico. The proposed project includes the construction of structural and natural and nature-based (NNBF) features in strategic locations along the back bay areas in the municipality of San Juan and adjacent municipality communities of Cataño, Guaynabo, and Toa Baja. These features are designed to reduce the risk of damages because of coastal flooding from extreme high-water events due to storm surge, waves, tides and sea-level change, and combinations of these factors, in the San Juan metropolitan area. The project will reduce risk to residential structures, industries, businesses, vehicles, and infrastructure which are critical to the nation's economy. The project will also contribute to creation of mangrove habitat along the living shoreline and provide recreation opportunities on the crests of the levees and living shoreline. The Puerto Rico Department of Natural and Environmental Resources (DNER) is the non-federal cost sharing sponsor for all features of the project.

Total Cost: \$365,190,000 **Federal:** \$237,885,000 **Non-Federal:** \$127,306,000

8. Monroe County, Florida

The Chief's report recommends a project for coastal storm risk management for the Florida Keys, Monroe County, Florida. The National Economic Development (NED) plan resulting from this study includes the dry floodproofing of 53 critical infrastructure

buildings that were identified at risk to damage from coastal storms. Dry floodproofing will reduce the damage caused by storm surge during coastal storm events so that emergency and critical services can resume more quickly after a coastal storm event. The report also recommends nonstructural measures to reduce coastal storm damage to 4,698 residential and 1,052 nonresidential structures at risk throughout the Florida Keys. The nonstructural measures in the recommended plan include elevation of residential structures and dry floodproofing of nonresidential structures. In addition, the report recommends stabilization of U.S. Route 1 (Overseas Highway), as it is critical to allowing evacuation and re-entry to and from the Florida Keys before and after major storm events. Maintaining this access would minimize risks to life safety and would reduce delays to post storm recovery while increasing total project costs by less than one percent. Monroe County, Florida is the non-federal cost-sharing sponsor for all features.

Total Cost: \$2,103,462,000 **Federal:** \$1,367,250,000 **Non-Federal:** \$736,212,000

9. Okaloosa County, Florida

The Chief's report recommends a project for coastal storm risk management in Okaloosa County, Florida. The National Economic Development (NED) Plan includes a beach nourishment project consisting of a berm and dune along the Gulf of Mexico shoreline of Okaloosa County in two areas which are considered separable elements. This includes approximately 17,000 feet along Okaloosa Island and approximately 16,000 feet in West Destin. Okaloosa County is the non-federal cost sharing sponsor for all features.

Total Cost: \$176,189,000 **Federal:** \$90,867,000 **Non-Federal:** \$85,322,000

10. Selma, Alabama

The Chief's report recommends a project for flood risk management in Selma, Alabama. The recommended plan reduces damages to historic buildings in the viewshed of the Edmund Pettis Bridge along the Alabama River in downtown Selma and provides for life safety in the surrounding city Wards. The Assistant Secretary of the Army for Civil Works granted an exemption to the requirement that the U.S. Army Corps of Engineers recommend the National Economic Development Plan. A least-cost approach was used for formulating, evaluating, and determining the recommended plan. The City of Selma, Alabama is the non-federal cost sharing sponsor for all features.

Total Cost: \$23,897,000 **Federal:** \$15,533,100 **Non-Federal:** \$8,363,900

11. Port of Long Beach, California

The Chief's report recommends a project for navigation improvements for Port of Long Beach Deep Draft Navigation, Los Angeles County, California. The recommended plan is the National Economic Development Plan and consists of navigation improvements that will contribute to the economic efficiency of commercial navigation. These improvements include deepening, bend easing, construction of approach channels and turning basins, and structural improvements to breakwaters to accommodate dredging. The Port of Long Beach (POLB) is the non-federal cost-sharing sponsor for all features.

Total Cost: \$145,433,000 **Federal:** \$71,985,500 **Non-Federal:** \$73,447,500

12. Folly Beach, South Carolina

The Chief's report recommends a project for coastal storm risk management for Folly Beach, South Carolina. The recommended plan will reduce the potential damage caused by coastal storms and improve safety and coastal resiliency of the Folly Beach area in, and immediately adjacent to, the City of Folly Beach, South Carolina. The recommended plan is the National Economic Development (NED) plan combined with measures for the mitigation of erosion attributable to the federal navigation jetties at Charleston Harbor. The recommended plan includes construction of an approximately 5.85-mile (30,890 linear-foot) main dune and berm combination beach fill. The City of Folly Beach is the non-federal cost-sharing sponsor for all features of the project.

Total Cost: \$241,735,000 **Federal:** \$209,914,000 **Non-Federal:** \$31,821,000

13. Pinellas County, Florida

The Chief's report recommends a project for coastal storm risk management for the Treasure Island and Long Key Segments in Pinellas County, Florida. The recommended plan is the National Economic Development (NED) plan, which will reduce coastal storm risk in Pinellas County, Florida and contribute to net economic benefit. The recommended plan includes periodic beach nourishment, including dune and berm features, at the north and south ends of Treasure Island and Long Key, with tapers of a maximum of 1,000 feet extending from the northern and southern ends. Pinellas County, Florida is the non-federal cost sharing sponsor for all features of the project.

Total Cost: \$207,649,000 **Federal:** \$100,627,000 **Non-Federal:** \$107,022,000

14. Valley Creek, Bessemer, AL

The Chief's report recommends a project for improvements for the purpose of flood risk management (FRM) in the cities of Bessemer and Birmingham, Alabama. The recommended plan is the National Economic Development (NED) plan for FRM and recreation for the cities of Bessemer and Birmingham, Alabama as well as several surrounding municipalities. The principal features of the plan include overbank detention areas for the purpose of reducing peak water surface elevations along Valley Creek, as

well as several recreation features. The non-federal sponsor is the City of Bessemer, Alabama.

Total Cost: \$27,311,000 **Federal:** \$17,725,000 **Non-Federal:** \$9,586,000

Director's Reports Project List and Summary

1. Washington, D.C. and Vicinity

The project was originally authorized under Section 5 of the Flood Control Act of 1936 (Public Law (PL) 74-738). Initial construction of a concrete retaining wall and earth embankment levee just north of the Lincoln Memorial Reflecting Pool was completed in 1938. In May 1992, a General Design Memorandum presented plans for all components of the project to fully meet the authorized level of protection. Authorization was received for the recommended design modifications in WRDA 1996. A 1998 post-authorization change report provided updated project costs and benefits, which resulted in the WRDA 1999 authorized project cost of \$5,965,000 (October 1997 price levels). An Engineering Documentation Report (EDR) was prepared in May 2010 to document a design change for the closure structure at 17th Street. The 17th Street closure structure was constructed in 2014. The current post authorization change report documents project modifications required to meet flood risk management criteria developed post-Hurricane Katrina in 2005, as well as FEMA levee accreditation requirements, and updates costs and economic analysis for the project. This project is 100 percent federally funded; there is no project cost sharing component.

Total Cost: \$16,236,000 **Federal:** \$16,236,000 **Non-Federal:** \$0