



Buffalo Harbor, NY

Harbor Features

- Located on Lake Erie in the city of Buffalo, Erie County, New York.
- Authorization: River & Harbor Acts of 1826, 1866, 1874, 1896, 1899, 1900, 1902, 1907, 1909, 1910, 1912, 1919, 1927, 1930, 1935, 1945, 1960, 1962 and Water Resources Development Acts (WRDA) of 1986, 1988 and 2007
- Deep draft commercial harbor
- Project depths are 28 to 30 in the south entrance channel; 25 to 26 in the north entrance channel; 23 to 27 feet in the outer harbor; and 22 to 23 feet in the Buffalo River channel.
- 826k tons of material shipped and received in 2013
- Interconnected with 7 commercial ports: receives from 7 ports
- Over 4.5 miles of breakwater structures
- 5.5 miles of federal channel on the Buffalo River
- A confined disposal facility (CDF) is located adjacent to the south entrance channel.
- Major stakeholders include the Port of Buffalo, U.S. Coast Guard, Gateway Metroport, General Mills, Mobil Oil, Lafarge Cement, Sand Products, Holcim, Standard Elevator, and Whitebox Commodities.

Project Requirements

- Approximately 140,000 cubic yards of material must be dredged every 2 years. The harbor was last dredged in 2015 when approximately 110,000 cubic yards of material were removed.



- Great Lakes Legacy Act (GLLA) environmental dredging of approximately 462,000 cubic yards outside the federal channel, was completed in December 2014. A goal of the project is for future year Buffalo River dredging to be suitable for placement in the open lake, resulting in reduced O&M costs for the Buffalo Harbor in addition to significant environmental benefits.
- Initiation of a Dredged Material Management Plan (DMMP) is required to determine future sediment placement needs given the recent GLRI and GLLA projects.
- Deteriorated sections of the south breakwater and CDF #4 require repairs to restore proper function of the structures.

Consequences of Not Maintaining the Project

- Reduction of bulk commodities that pass through the harbor and generate \$904M annually in business revenue while supporting 5,490 direct, indirect, and induced jobs that produce over \$269M per year in personal income in transportation and commodity related industries.

Consequences of Not Maintaining the Project cont.

- If the harbor were closed to commercial traffic, commodities would have to be transported by rail and truck. This would increase annual emission rates by over 22,005 tons of harmful particulate matter (PM-10) and increase costs by \$217,000 due to increased railroad related accidents, and \$2,986,000 due to increased trucking related accidents
- Light loading; losses of between 1 and 2 feet of channel depth would result in increased transportation costs of between \$860,000 and \$1,664,000 annually

Transportation Importance

- Major receiving and shipping port on the Great Lakes; and Critical Harbor of Refuge
- Commodities shipped or received include aggregates, limestone, salt, grain, cement, as well as ores and minerals

**U.S. Army Corps of Engineers Fiscal Year (FY) 2015, 2016 and 2017
Buffalo Harbor, New York - Project Requirements and President's Budget (\$1,000)**

Work Package	GLRI Funds	FY15 Requirement	FY15 Appropriation	FY16 Requirement	FY16 Appropriation	FY17 Requirement	FY17 President's Budget
Maintenance Dredging	5,270					1,600	1,600
Interim Repair CDF #4	3,435	250	250				
DMMP				500			
E&D South Breakwater Repair (1,800 LF)				320	320		
Critical Maintenance of Coastal Navigation Structures & Obstruction Removal – CDF #4		1,040	1,040			1,050	1,050
Sediment Sampling and Analysis		160					
E&D, North Breakwater Repair						250	
Construction, South Breakwater Repair						4,000	
TOTAL	8,705	1,450	1,290	820	320	6,900	2,650

Congressional Interests

- Representative Brian Higgins D-NY-26
- Senator Charles Schumer D-NY
- Senator Kirsten Gillibrand D-NY