



## Muskegon Harbor, MI

### Harbor Features

- Located on the east shore of Lake Michigan, 114 miles northeast of Chicago, IL.
- Authorization: River & Harbor Acts of 13 Jun 1902, 3 Mar 1935, 30 Aug 1935, 23 Oct 1962
- Deep draft commercial harbor
- Project depths are 29 feet at the outer harbor entrance and 28 feet in the inner entrance channel. The project depth is 27 feet at the upstream limit of the federal project.
- 1.48M tons of material shipped and received in 2013
- Approximately 6,500 feet of maintained federal channel
- Dredged material from this harbor is used for beach nourishment.
- Over 6,200 feet of structures maintained, including breakwaters, piers, and revetments
- Major stakeholders include U.S. Coast Guard, Consumers Energy, city of Muskegon, Grand Valley State University, Lafarge Corporation, Lake Express Ferry Service, MDNR, NOAA, St. Marys Cement, Verplank, West Michigan Dock and Market, as well as multiple private marinas and charter fishing vessels.

### Project Requirements

- Maintenance dredging of approximately 60,000 to 90,000 cubic yards is required on a 2 to 3 year cycle. The harbor was last dredged in 2013, and included use of Hurricane Sandy relief funds for removal of increased shoaling that occurred in the Fall of 2012 due to that storm event.
- There are plans to dredge the harbor in 2016.



- The north breakwater requires repairs, which are planned for 2016. Failure of the structure would threaten navigation. The north breakwater was further damaged by significant wave action associated with a major storm that impacted southern Lake Michigan on October 31, 2014. Sustained winds of 50-60 mph and waves near 30 feet accelerated the deterioration on the breakwater to the point where significant repairs are needed to reduce risks to commercial navigation.

### Consequences of Not Maintaining the Project

- Reduction of bulk commodities that pass through the harbor that generate \$1.32B annually in business revenue while supporting 7,920 direct, indirect, and induced jobs that produce over \$386M per year in personal income in transportation and commodity related industries.
- 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 98M lbs of harmful particulate matter (PM-10) and increase costs by \$264,000 due to increased railroad related accidents, and \$8M due to increased trucking related accidents.
- Light loading; loss of between 2 and 3 feet of channel depth results in increased transportation costs of between \$310,566 and \$566,576 annually.

**Transportation Importance**

- Harbor of Refuge
- Home to the U.S. Coast Guard Station Muskegon
- Major receiving port on the Great Lakes
- Commodities include primarily sand, gravel, limestone, cement, concrete, and coal
- Harbor serves as the port for Grand Rapids and the greater West Michigan Region for commercial and recreational traffic, education and environmental research.
- Harbor is home to the NOAA Great Lakes Environmental Research Laboratory Lake Michigan Field Station, Grand Valley State University Annis Water Resources Institute and the Michigan Alternative and Renewable Energy Center.

- Ten private marinas on Muskegon Lake, with more than 1,000 boat slips
- The city of Muskegon maintains one public marina and five public launches, including: Hartshorn Marina with 143 major boat slips, 30 small slips and 102 moorings.
- Muskegon State Park, Laketon Township and the city of North Muskegon each maintain public boat launch facilities.
- Harbor is home to Fisherman’s Landing, which is an 18.6-acre sport-fishing and recreational bass tournament camping facility.
- Home port to the Lake Express, a commercial terminal providing high speed cross lake ferry service to and from Milwaukee, WI.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2015, 2016 and 2017  
Muskegon Harbor, MI – Project Requirements and President’s Budget (\$1,000)**

<b>Work Package</b>	<b>FY15 Requirement</b>	<b>FY15 Appropriation</b>	<b>FY16 Requirement</b>	<b>FY16 Appropriation</b>	<b>FY17 Requirement</b>	<b>FY17 President’s Budget</b>
Maintenance Dredging – Primary Work Package	1,000	1,000	650	650	0	
North Breakwater Nose Repairs – by Contract			750	750	0	
E&D for Repairs to N. Breakwater Connector			300	300		
Repairs to North Breakwater Connector					1,000	
Sediment Budget Analysis – Section 111	150					
<b>TOTAL</b>	<b>1,150</b>	<b>1,000</b>	<b>1,700</b>	<b>1,700</b>	<b>1,000</b>	<b>0</b>

**Congressional Interests**

- Representative Bill Huizenga-MI-2
- Senator Gary Peters D-MI
- Senator Debbie Stabenow D-MI