



What Corps of Engineers can do . . .

(Continued from page 1)

- maintenance of breakwaters or jetties

After a State or local agency requests a project, we will conduct a feasibility study if the division commander agrees that the problem may have a Federal interest and if funds are available. The study begins at Federal expense. After about \$20,000 has been expended, a decision is made whether to continue and whether cost sharing is likely to be needed. Study costs in excess of \$100,000 are shared 50/50 with the non-federal sponsor according to a cost-sharing agreement. In the study, the problem is defined, the Federal interest is determined, potential solutions are laid out, and the most feasible plan is chosen. The costs, benefits, and environmental impacts of the potential

project are analyzed. A project cooperation agreement (PCA) is drawn up in which the Government and the sponsor agree to share project costs. No more than 3 years should pass between the start of the study and the start of construction.

During construction the sponsor must pay 10 percent of the construction costs for the breakwater, entrance channel, and maneuvering area for projects 20 feet deep or less. (For projects more than 20 but less than 45 feet deep, the sponsor must pay 25 percent.) The sponsor must pay an additional 10 percent over 30 years; the value of lands, easements, and rights-of-way may be credited toward this amount. Any costs over the \$7 million Federal limit must be paid by local interests.

The non-federal sponsor must agree . . .

Formal assurance of local cooperation must be furnished by a State or local agency (for example, an incorporated city) with the legal and financial authority under State law to act as non-federal sponsor. The sponsor generally must agree to:

- Contribute in cash the local share of planning and construction cost.
- Provide, without cost to the United States, all lands, easements, and rights-of-way necessary for construction and maintenance of the project.
- Pay all costs over the \$7 million Federal limit.
- Hold and save the United States free

from damages due to construction and maintenance of the project, except damages due to the fault or negligence of the United States or its contractors.

- Maintain and operate all the non-federal works after completion according to regulations prescribed by the Secretary of the Army.
- Provide and maintain berthing areas, floats, piers, slips, and similar marina and mooring facilities as needed for transient and local vessels, as well as access roads, parking areas, and other needed shore facilities open and available to all on equal terms. (Only minimum, basic facilities are required.)



How does the process start?

We may begin a Section 107 study after we receive a request from the prospective sponsoring community. A sample letter is on the other side of this brochure. This request, and any further inquiries about a small navigation project, should be made directly to:

U.S. Army Engineer District, Alaska
ATTN: Clarke Hemphill, EN-CW-PF
P.O. Box 6898
Elmendorf AFB, AK 99506-0898

What are the local responsibilities?

- Docks
- Landings
- Piers
- Berthing areas
- Boat stalls
- Mooring facilities
- Launching ramps
- Access roads
- Parking areas
- Interior access channels for maneuvering into berths

These are constructed and maintained at non-federal expense.



Sample letter to request a study

Send your letter to the District Engineer at the address on this brochure.

Dear Sir:

This letter is to seek the assistance of the U.S. Army Corps of Engineers under Section 107 of the Rivers and Harbor Act, as amended, in the building of a small navigation project (name of river or body of water) in the vicinity of (city or town, etc.).

(Briefly describe the nature and severity of the problem, and any issues that could affect the acceptability of possible solutions.)

We understand that we are responsible for all project and maintenance dredging costs in excess of the Federal cost limitation.

We are able and willing to proceed to construction within a year, if a feasible project is found. Please contact (name, address, telephone) for further information.

Sincerely,
(Name and Title)



Section 107

Small navigation projects

What can the Corps do?

Section 107 of the River and Harbor Act of 1960, as amended, allows the Corps to plan and construct small navigation projects, such as boat harbors and channel dredging, that have not been specifically authorized by Congress. A project is approved for construction only after detailed study shows its engineering feasibility, economic justification, and environmental acceptability. Each project must be complete within itself.

The maximum Federal expenditure per project of \$7 million includes both planning and construction costs. The non-federal sponsor must pay any additional costs. Costs of lands, easements, and operation and maintenance of the project (other than certain maintenance dredging and breakwater repairs) must be non-federal.

Federal funds can be spent only for general navigation facilities, including—

- a safe entrance channel leading to the anchorage basin or berthing area (protected by breakwaters or jetties, if needed)
- a protected maneuvering area or turning basin
- maintenance dredging for these items

(See next page)



U.S. Army Engineer District, Alaska

ATTN: Clarke Hemphill, EN-CW-PF
P.O. Box 6898
Elmendorf AFB, Alaska 99506-0898