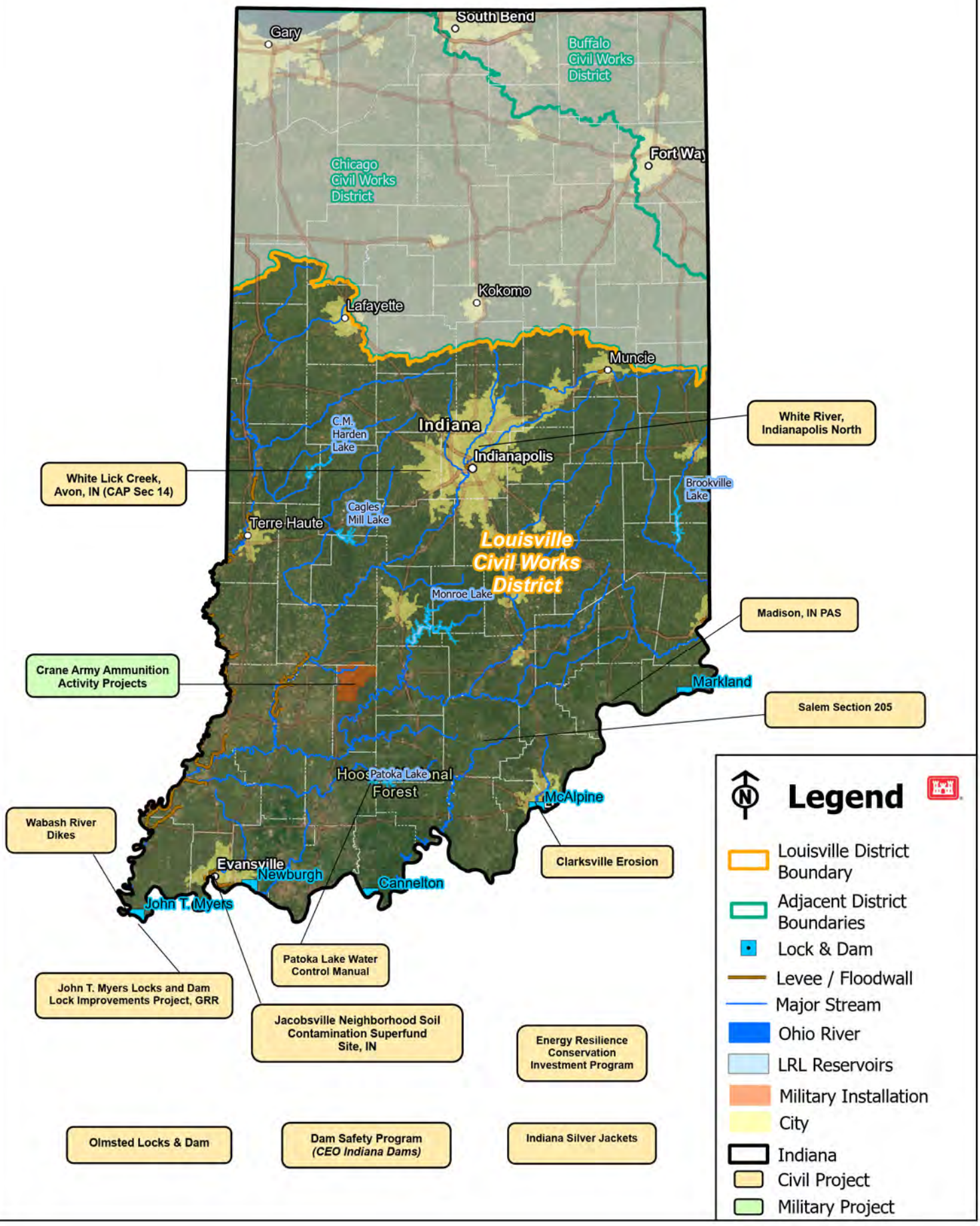
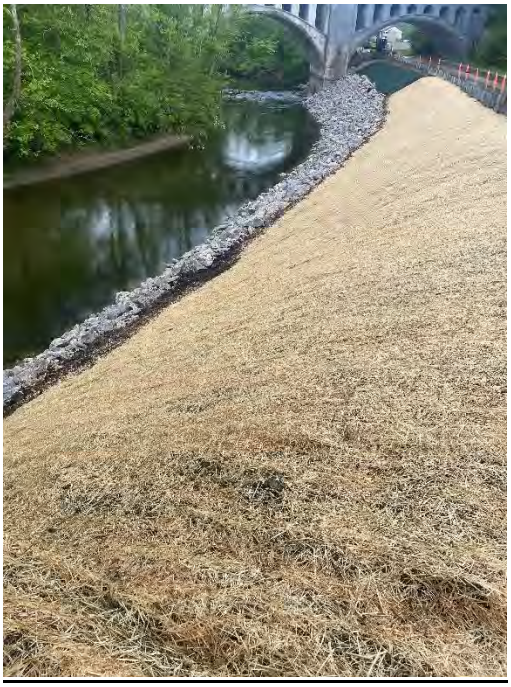
STATE OF INDIANA



Town of Avon, Indiana
Emergency Streambank Stabilization, (CAP Section 14)



Project site in May 2023.

Summarized Financial Data:	**(D&I)**
Estimated Federal Cost	$969,800
Estimated Non-Federal Cost	$522,200
Total Estimated Project Cost	$1,492,000
Allocation thru FY23 (Federal)	$969,800
Balance to Complete after FY23	$0
FY24 Capability (FED)	$0
FY25 President's Budget	N/A

Current Phase:
Design and Implementation (D&I)

Location and Description:
The project is located within the town of Avon in Hendricks County, Indiana along South County Road 625 East. Specifically, the project is located near the "Haunted Bridge of Avon," an active double track CSX railroad bridge

The project consists of bank stabilization for slope failures between White Lick Creek and South County Road 625 East, using riprap stone protection at the toe. The principal cause of the erosion is the scouring of the bank due to the high velocities that concentrate along the left bank of the creek during high flow conditions.

Authorization:
Section 14 of the 1946 Flood Control Act, as amended.

Sponsor:
Town of Avon, Indiana

FY23 Activities:
The construction contract for the project was awarded in January 2023. Construction began in March 2023. The substantial completion letter was sent to the town of Avon in June 2023.

FY24 Planned Activities:
Project close-out.

Issues and Other Information:
None.

Congressional Interest:
SEN Mike Braun (IN)
SEN Todd Young (IN)
REP Jim Baird (IN-4)

Map

As of 11/6/2023

Indianapolis, White River (North), Indiana
Flood Risk Management (FRM) Project

Summarized Financial Data:

Estimated Federal Cost	$40,917,939
Estimated Non-Federal Cost	$13,639,313
Total Estimated Project Cost	$54,557,252
Allocation thru FY23 (Federal)	$40,917,939
Balance to Complete After FY23	$0
FY24 Capability (FED)	$0
FY25 President's Budget	N/A

Current Phase:
Project Close-out

Location and Description:
The project is located in northern Indianapolis, IN along a 3.5-mile reach of the White River.

The project consists of construction of earthen levees and floodwalls in three sections – Warfleigh (Phase 3A), South Warfleigh (Phase 3B; further broken into 3 distinct contracts known as Phase 3B-1, 3B-2, and 3B-3) and Broad Ripple (Phase 3C).

Authorization:
Flood Control Act (FCA) of 1936, as amended, Section 10 of FCA 1946, and subject to cost sharing provisions of the Water Resources Development Act of 1986.

Sponsor:
Indianapolis Department of Public Works

FY 23 Activities:
The District reviewed and certified the Non-Federal Sponsor's Lands, Easements, Right-of-Ways, Relocations, and Disposal Areas (LERRD) documentation and conducted close-out activities.

FY 24 Planned Activities:
Continue/complete project close-out.

Issues and Other Information:
The project is sponsored by the Indianapolis Department of Public Works at a cost share of 75% Federal and 25% non-Federal. It was designed to provide flood risk management for approximately 1,500 residential and commercial structures that would be inundated by an annual 0.35 percent chance flood event (300-year flood event).

Absent completion of the project, critical facilities, such as a fire station, waterworks pumping station, and large sewage lift stations would be inundated in major flood events. In addition, portions of the Butler University property, including student housing and a child development/ daycare facility, would be inundated in a 100-year flood event. During such events, structures would be submerged in up to 7 feet of water.

Congressional Interests:
SEN Mike Braun (IN)
SEN Todd Young (IN)
REP Andre Carson (IN-7)

Map

Naval Support Activity Crane, IN

Location and Description:
NSA Crane is a United States Navy installation located approximately 35 miles southwest of Bloomington, IN. Louisville District provides a variety of engineering services support to Crane Army Ammunition Activity (CAAA) and Naval Surface Warfare Center (NSWC), the two main tenants at NSA Crane. The following are examples of engineering services support:

-Military Construction (MILCON): As the USACE geographic district, Louisville District provides CAAA MILCON Army (MCA) Program support.

-Sustainment, Restoration, and Modernization (SRM): At NAVFAC Public Works Department's request, we provide the following engineering services to the Crane tenants.

CAAA:
Project Management oversight

NSWC:
Construction Management services; master planning /charrette services; design preparation; HVAC renovations and upgrades; target range construction room renovations; repair/replacement of electrical systems.

-Studies: Virtualized Electromagnetic Warfare, Mission Engineering Center, Unmanned Fusion Laboratory

FY24 Activities:
Continued MILCON support
1 FY18 (FY21 Carry In) MCA Project - CAAA
1 FY19 (FY21/FY22 Carry In) MCA Project – CAAA
1 FY26 Project - CAAA

Continued Non-MILCON support
3 FY24 Projects - NSWC

FY25 Planned Activities:
5 FY24 Projects - NSWC

Issues and Other Information:
NSTR

Summarized Financial Data:

	MCA/SRM/ Studies
Estimated Federal Cost	$172,000,000

Congressional Interest:
Sen. Mike Braun
Sen. Todd Young
Rep. Larry Bucshon

Map

Wabash River Dikes

Project Area

Summarized Financial Data:

Estimated Federal Cost	$26,000,000
Estimated Non-Federal Cost	$0
Total Estimated Project Cost	$26,000,000
Allocation thru FY23 (Federal)	$9,815,104
Balance to complete after FY23	$0
FY24 Capability (FED)	$0
FY25 President's Budget	N/A

Current Phase:
Construction

Location and Description:
The project area is located in the Ohio River near the confluence with the Wabash River along the Illinois and Kentucky banks.

The FY19 Supplemental (O&M) Bill authorized $26M for the design and construction of river dikes in the Ohio River near the confluence of the Wabash River. In 2008, the Wabash River cut-through reduced the river by 13 miles. This has resulted an annual dredging of the Ohio River near the mouth of the Wabash River at a cost of $1.5M (2016 dollars) annually. Prior to 2008 (1932-2007), the average annual dredging cost was only $86K (2016 dollars). Construction of the river dikes will reduce the amount of dredging needed in this area.

Authorization:
P.L. 116-20

Sponsor:
N/A

FY23 Activities:
The Project Delivery Team addressed real estate issues relating to an easement with the Natural Resource Conservation Service (NRCS). A full Notice-to-Proceed (NTP) was issued to the contractor. Construction was initiated.

FY24 Planned Activities:
The current scheduled completion date for construction is the 2nd Quarter of FY24. Close-out the project.

Issues and Other Information:
The construction contract amount was significantly lower than the estimated federal cost resulting in a savings to the Government.

Congressional Interest:
SEN Todd Young (IN)
SEN Mike Braun (IN)
SEN Mitch McConnell (KY)
SEN Rand Paul (KY)
SEN Richard J. Durbin (IL)
SEN Tammy Duckworth (IL)
REP Larry Bucshon (IN-08)
REP James Comer (KY-01)
REP Mary Miller (IL-15)

Map

John T. Myers Locks and Dam, IN and KY

J.T. Myers 600' Lock Extension

Current Phase:
Construction

Location and Description:
The project is located on the right bank of the Ohio River at river mile 846.0 approximately 3.5 miles downstream of Uniontown, KY, with the lock chambers towards the Indiana shore.

The John T. Myers Lock Extension Project will extend the existing 600-foot long auxiliary lock chamber to a 1,200-foot long lock chamber. This effort will give the navigation facility twin 1,200-foot locks for inland navigation tow traffic. This additional lock capacity will enable the facility, in operation since 1969, to manage tow traffic during planned and unscheduled main lock closures without significant delays to inland navigation. Many contracts are required to design and construct the project. Preconstruction, Engineering and Design (PED) efforts since 2000 have included hydraulic model studies and engineering analysis and foundation explorations towards preparation of project plans and specifications.

Authorization:
Water Resources Development Act (WRDA) 2000, Public Law 106-541

FY23 Activities:
No activities were completed in FY23 since no Federal funds were received.

FY24 Planned Activities:
If FY24 funds are received, they would be used to initiate a General Reevaluation Report (GRR) to evaluate the cost and economics of the current approved plan.

Issues and Other Information:

In September 2004, the Corps awarded the first site preparation contract for construction of an Operations Support Facility. Those construction activities were completed in late 2005. The remaining site preparation contracts will include: a) excavation of the river bank to widen the upper lock approach; b) construction of a Resident Engineer's building; c) miter gate storage area, with spare gate; and d) implementation of aquatic mitigation. Based upon physical modeling, it is necessary to widen the upper approach area for downbound entry of commercial towing vessels into the extended auxiliary lock chamber. The spare miter gate will allow the Corps to expedite both scheduled maintenance activities and emergency repairs to the existing lock miter gates. Environmental mitigation will involve installation of a series of in-water features, over three consecutive summer and fall low water seasons, to enhance aquatic habitat in the nearby vicinity of the project. Upon receipt of additional funding the District would proceed towards award of the remaining contracts. The District plans to award two contracts to construct the lock extension and its new approach walls.

The Corps of Engineers has suspended design of the project until receipt of additional funds. The American Recovery and Reinvestment Act of 2009 provided the Corps of Engineers with funding to award the contracts for construction of the upper lock approach widening and Resident Engineer's building. The approach widening contract was awarded on December 17, 2009 and was substantially complete in July 2012. The Resident Engineer's Building was awarded on March 31, 2010, and was substantially complete in December 2011.

Construction of the remaining work will be accomplished by award of both fully and incrementally-funded contracts. The schedule will be developed upon receipt of additional funds.

The John T. Myers project passes the highest tonnage of all the Ohio River high lift locks with a 600-foot auxiliary chamber. Approximately 73 million tons of commodities were shipped through the J. T. Myers locks in 2010. The project authorization was a product of the Ohio River Mainstem Systems Study, which used a regional systems approach to address the investments needed to provide an efficient navigation system on the

Summarized Financial Data:

	Construction
Estimated Federal Cost	$226,561,000
Estimated Non-Federal Cost	$216,239,000
Total Estimated Project Cost	$442,800,000
Allocation thru FY23 1/	$19,456,946
Balance to Complete After FY23	$423,343,054
FY24 Capability (FED)	$400,000
FY25 President's Budget	TBD

1/ Includes funds ($10,110,000) provided by the American Recovery and Reinvestment Act of 2009 (ARRA), Public Law 111-5, which are not cost shared with IWTF appropriations.

Map

Ohio River Mainstem through 2060. This project represents a reinvestment in the river transportation infrastructure.

Congressional Interests:
SEN Mitch McConnell (KY)
SEN Rand Paul (KY)
SEN Todd Young (IN)
SEN Mike Braun (IN)
SEN Richard J. Durbin (IL)
SEN Tammy Duckworth (IL)
REP Mary Miller (IL-15)
REP Larry Bucshon (IN-8)
REP James Comer (KY-1)

As of 11/03/2023

Locks and Dam 52 and 53 Replacement Project (Olmsted Locks and Dam), IL and KY

Project Area

Current Phase:
Construction

Location and Description:
The project consists of two 110' X 1200' locks adjacent to the Illinois bank, and a dam comprised of five Tainter gates, 1400' of boat-operated wickets and a fixed weir. The proposed replacement structure will eliminate Ohio River Locks & Dams 52 & 53. Locks & Dams 52 & 53 were completed in 1929 and the temporary 1,200' long lock chambers were added in 1969 at Locks & Dam 52 and 1979 at Locks & Dam 53. The antiquated design and age of these structures make it impossible to meet current traffic demands without significant delays. The existing structures have deteriorated structurally and are overstressed during normal operating conditions. Existing wicket dam has missing sections and wickets that will not raise making it very difficult to maintain pool during low water. The temporary locks at Locks & Dam 52 & 53 have significantly passed their 15-year design life.

This strategic reach of the Ohio River provides a connection between the Mississippi River, Tennessee River and Cumberland River. More tonnage passes this point than any other place in America's inland navigation system. In 2011, 91 million tons (Locks & Dam 52), traversed this portion of the Ohio River. 25% of all coal shipped on the inland waterways transits Locks & Dam 52, destined for many of the 50 power plants located on the Ohio River System or the 17 power plants located in eight states on the Upper or Lower Mississippi River.

Authorization:
The Olmsted Locks & Dam project was authorized by Section 3(a)(6) of the Water Resources Development Act (WRDA) of 1988. The authorized project cost was increased on 17 October 2013 as part of a Continuing Appropriations Act, 2014 to $2,918,000,000. The project was funded 50%/50% from the General Treasury and the Inland Waterways Trust Fund (IWTF) through FY2013. The FY2014 Omnibus Appropriation Act changed the split of IWTF and General Treasury funds to 25%/75% for FY2014 only. Water Resources Reform and Development Act of 2014 changed the IWTF and General Treasury shares to 15%/85% beginning 1 Oct 2014.

Summarized Financial Data:

Authorized Total Project Cost	$2,867,296,000
Estimated Federal Cost	$1,856,981,000
Estimated Inland Waterways Trust Fund	$1,010,315,000
Funding received to date:	$2,853,403,115

Sponsor: Inland Waterways Trust Fund

Status:
Olmsted was put into service on 6 Sep 2018 ahead of the scheduled 1 Oct 2018 date, and 4 years ahead of the PACR milestone, to mitigate significant economic exposure to industry stakeholders given the failing condition of Locks & Dams 52 & 53. This early operational date and subsequent unseasonable extended high-water event impacted completion of several critical items of the dam to include isolation piles and shell patching. An additional $63M was received through the FY20 Work Plan for project delays due to the high-water impact to the cost-reimbursement contract extension and procurement of remaining work. LRL continues to actively work towards completion of remaining work and to complete the project ahead of the Cost Scheduled Risk Analysis date of 2026. The Dam contract is now complete and the contractor has demobilized from the site.

FY24 Planned Activities:
The evaluation of a trench cleaning design is underway to develop a diver-less process to clean sediment and debris from the wicket trench. The evaluation of proposals is scheduled for the 1st Quarter of FY24. A contract for the development of a design is planned to be awarded with a follow-on construction contract to build and implement the diver-less trench cleaning process. All activities are scheduled to be complete in FY26.

Issues and Other Information:
The project has four pending REAs that are being evaluated.

Congressional Interest:
SEN Mitch McConnell (KY)
SEN Rand Paul (KY)

Map

Jacobsville Neighborhood Soil Contamination Site – NHPA Section 106 Support

Summarized Financial Data:	Project Cost
Estimated Federal Cost	$53,244,531
Estimated Non-Federal Cost	$5,916,059
Total Estimated Project Cost	$59,160,590
Allocation thru FY23	$225,000
Balance to Complete after FY23	TBD
FY24 Capability (FED)	$50,000
FY25 President's Budget	TBD

Current Phase:
Remediation

Location and Description:
The Jacobsville Neighborhood Soil Contamination project is located in downtown historic Evansville, Indiana. The project is part of an Environmental Protection Agency (EPA) cleanup effort of lead and arsenic in soil, with approximately 3,000 distinct properties and potentially affected historic sites and historic districts. This project ensures compliance under the National Historic Preservation Act and that mitigation of historic properties is being carried out during the remediation of properties.

Authorization:
Interagency Support (Environmental Protection Agency)

Sponsor:
Environmental Protection Agency

FY23 Activities:
USACE supplied an Executive Yearly Summary Report of USACE's work for calendar year 2022 activities in January 2023 to the EPA. USACE continued to record cisterns and other features, such as foundations and wells, at residential properties in Evansville, IN. For calendar year 2023 to date, USACE has documented 20 cisterns and other features at 22 house lots.

FY24 Planned Activities:
Remediation activities continue for the contracted 270 residential properties for calendar year 2023. It is anticipated that the 2023 field season will end in December 2023, and USACE will supply the EPA with an Executive Yearly Summary Report for calendar year 2023 activities. The 2024 field season is expected to start in March 2024. It is anticipated that 400 properties will be remediated during FY24/25 field season. The EPA has identified 3,950 properties to be remediated for the project. Prior to the current field season, USACE has remediated 980 properties for the project. Remaining properties are scheduled to be complete by the end of 2027.

Issues and Other Information:
None at this time.

Congressional Interest:
SEN Mike Braun (IN)
SEN Todd Young (IN)
REP Larry Bucshon (IN-8)

Map

As of 11/9/2023

Dam Safety, Indiana
Indiana Dams - Special Studies

Brookville Dam, IN

Current Phase:
Study

Project Location:

Brookville Lake Dam, Cagles Mill Lake Dam, CM Harden Lake Dam, Monroe Lake Dam, and Patoka Lake Dam. (See below for site specific information)

Study and Program Information:
During normal operations, these dams are routinely inspected daily, weekly, and monthly by USACE Operations staff and annually by Louisville District Dam Safety staff. The dams also receive a comprehensive inspection every five years by a multi-discipline team of Louisville District engineers.

The USACE has instituted a "risk informed" dam safety program. The initial step was conducting a Screening Portfolio Risk Assessment (SPRA). A team of engineers conducted a screening level review of the dam's construction, performance history, and instrumentation to evaluate current dam behavior, as well as economic consequences and the population at risk of potential dam failure. After the initial screening, the risk is re-evaluated every ten years as part of a routine Periodic Assessment (PA) in conjunction with the 5 year comprehensive site inspection. The findings are reviewed by the Dam Senior Oversight Group (DSOG) and a Dam Safety Action Classification (DSAC) rating is assigned based upon confirmed or unconfirmed dam safety issues and the combination of life or economic consequences should failure occur. The DSAC ratings are used to prioritize further study to confirm the proposed dam safety issues. If the DSAC rating is 1 through 3, an Interim Risk Reduction Measures (IRRM) Plan is established while further investigations are conducted and/or remedial actions are implemented as necessary.

The first study phase is an Issue Evaluation Study (IES) which confirms the dam safety issue. Should more information be necessary to confirm the issues, an IES Phase II study may be undertaken to gather the necessary data to reduce the uncertainty. The results of these studies are presented to the USACE Risk Management Center (RMC) and the DSOG. The results may indicate the need to progress to the next phase of study or reduce the DSAC rating for the dam. If the case is made that the dam needs remedial construction, then the project moves to the Dam Safety Modification Report (DSMR). The DSMR report analyzes potential remedial construction elements to determine the best "fix" to reduce the overall project risk. These studies and remedial construction are prioritized based upon the relative risk estimates at each stage to best make use of the available funding and resources.

Summarized Financial Data:
The Dam Safety Special Studies are part of a national program with funds distributed by the Corps of Engineers (USACE) Headquarters Dam Safety Office on a priority basis.

Congressional Interests:

SEN Mike Braun (IN)
SEN Todd Young (IN)

Map

Individual Project Status:

Brookville Dam, IN

* SPRA (Screening for Portfolio Risk Analysis): 2007

* DSAC (Dam Safety Action Classification) Rating: Class 4

* IRRMP (Interim Risk Reduction Measures Plan): N/A since it is DSAC 4.

* IES (Issue Evaluation Study): The findings of the Phase 2 IES risk analysis were presented to the Risk Management Center (RMC) in November 2011 and to the Dam Senior Oversight Group (DSOG) in February 2012. The RMC and DSOG agreed with the report recommendation that the project be reclassified to a DSAC 4 based on the results of the risk analysis.

* FY2024 Planned Activities: Routine O&M surveillance and monitoring program.

Cagles Mill Dam, IN

* SPRA (Screening for Portfolio Risk Analysis): 2007

* DSAC (Dam Safety Action Classification) Rating: Class 4

* IRRMP (Interim Risk Reduction Measures Plan): N/A since it is DSAC 4

* IES (Issue Evaluation Study): Not required since it is a DSAC 4

* FY2024 Planned Activities: Routine O&M surveillance and monitoring program.

Cecil M Harden Dam, IN

* SPRA (Screening for Portfolio Risk Analysis): 2009

* DSAC (Dam Safety Action Classification) Rating: Class 3

* IRRMP (Interim Risk Reduction Measures Plan): Completed 30 June 2010

* IES (Issue Evaluation Study): The findings of the IES risk analysis were presented to the Risk Management Center (RMC) in September 2013 and to the Dam Senior Oversight Group (DSOG) in October 2013. The RMC and DSOG agreed with the report recommendation that the project be reclassified from a DSAC 2 to a DSAC 3 based on the results of the risk analysis. Remedial construction is not warranted at this time. This structure has been reprioritized in the risk study queue.

* FY2024 Planned Activities: Routine O&M surveillance and monitoring program.

Monroe Dam, IN

* SPRA (Screening for Portfolio Risk Analysis): 2006

* DSAC (Dam Safety Action Classification) Rating: Class 5

* IRRMP (Interim Risk Reduction Measures Plan): N/A since it is DSAC 5

* IES (Issue Evaluation Study): Not required since it is a DSAC 5

* Note: The DSAC rating was revised to a 5 in 2017 based on the results from a Periodic Assessment.

* FY2024 Planned Activities: Routine O&M surveillance and monitoring program.

Patoka Dam, IN

* SPRA (Screening for Portfolio Risk Analysis): 2008

* DSAC (Dam Safety Action Classification) Rating: Class 4

* IRRMP (Interim Risk Reduction Measures Plan): N/A since it is DSAC 4

* IES (Issue Evaluation Study): Not required since it is a DSAC 4

* Note: The previous Phase 2 IES was initiated in February 2014. The IES terminated at an early stage and a Semi Quantitative Risk Assessment (SQRA) was completed in August 2015. The DSAC rating was changed from a DSAC 2 to a DSAC 4. Remedial construction is not warranted at this time. This structure has been reprioritized in the risk study queue.

* FY2024 Planned Activities: Routine O&M surveillance and monitoring program.

Patoka Lake, Indiana
Water Control Manual Update

Patoka Lake Dam and Outlet Works.

Current Phase:
Study Phase

Location and Description:

The Middle Patoka River Watershed (MPRW) covers 236,706 acres in Dubois, Gibson, Pike, and Spencer Counties in southwest Indiana. The Patoka River is a 167-mile-long tributary of the Wabash River and drains a largely rural area of forest bottomland and agricultural lands among the hills north of Evansville, Indiana. The lake lies in Dubois, Crawford and Orange counties and the dam is located approximately 118 miles above the mouth of the Patoka River.

Patoka Lake's current Water Control Manual (WCM) is dated March 1986. Since approximately 2006, an increasing annual rainfall trend has resulted in an increased number of events utilizing more than 50% of Patoka's available flood storage, including two uncontrolled spillway events. Additionally, since 2006 there has been nearly a 20% reduction in channel capacity, likely due to sedimentation in the river channel, resulting in a reduced outflow capacity from Patoka Lake. The current WCM procedures have resulted in several single year deviations. The study is focused on evaluating changes that will properly manage the reservoir pool.

Summarized Financial Data:

Estimated Federal Cost	$250,000
Estimated Non-Federal Cost	$0
Total Estimated Project Cost	$250,000
Allocation thru FY23 (Federal)	$250,000
Balance to Complete after FY23	$0
FY24 Capability (FED)	$0
FY25 President's Budget	N/A

Authorization:
Patoka Lake is authorized under the Flood Control Act of 1965, exists as a cooperative management effort between USACE and the Indiana Department of Natural Resources (IDNR).

FY23 Activities:
The PDT continued study efforts for changes to update the WCM.

FY24 Planned Activities:
The PDT will continue the study efforts for changes to update the WCM. Public review is planned for early summer and completion scheduled for 4th Quarter of FY24.

Issues and Other Information:
None

Congressional Interest:
SEN Mike Braun (IN)
SEN Todd Young (IN)
REP Larry Bucshon (IN-8)

Map

Indiana Silver Jackets Program

Current Phase:
Active

Location and Description:
Projects are located throughout the State of Indiana.

Silver Jackets teams in states across the United States bring together multiple state, federal, and sometimes tribal and local agencies to learn from one another in reducing flood risk and other natural disasters. By applying their shared knowledge, the teams enhance response and recovery efforts when such events do occur. While some states do not use the "Silver Jackets" name, there are a growing number of states applying the Silver Jackets approach – the ultimate goal is a state-led interagency team in every state. No single agency has all the answers, but leveraging multiple programs and perspectives can provide a cohesive solution.

Although each state Silver Jackets team is unique, common agency participants include state agencies with mission areas of hazard mitigation, emergency management, floodplain management, natural resources management or conservation, etc. Federal participation typically includes the U.S. Army Corps of Engineers and the Federal Emergency Management Agency and often others such as the National Weather Service and the U.S. Geological Survey.

Authorization:
USACE Flood Risk Management Program

Current Indiana Silver Jackets FPMS Efforts

- Indiana Flood Inundation Mapping Effectiveness Study - This $135K study compared high water marks from recent flooding events to some of Indiana's existing flood inundation maps, and coordination with local officials to determine how effective these existing maps are in planning, mitigation, and response efforts.
- Indiana Stream & Floodplain Movement Study - This $140K effort examined existing floodplain, hydraulic modeling, and fluvial erosion data applied Intensity-Duration-Frequency (IDF) curves indicating potential future climate change impacts to identify target areas for stream movement as well as associated floodplain changes in the future.
- Indiana Flooding & Flood Tools Outreach Campaign This $85K study will develop a series of workshops across Indiana to better educate county judge executives, county magistrates, county surveyors, emergency/floodplain managers, and soil and water conservation personnel about flooding causes, available flood risk reduction tools, and potential mitigation best practices. These workshops will focus on flash, riverine, and stormwater flooding; climate change impacts, flood related regulations/best practices, and available FRM data and tools.
- Indiana Stream & Lake Gage Prioritization Study – This $60K effort will develop a plan and strategy to optimize/prioritize stream and lake gage placement in Indiana based on multiple factors and working with multiple partners. This effort would in turn lead to better stream and lake data, increased awareness, and reductions in flood risk across Indiana.

Non-Federal Sponsors:
- Indiana Department of Natural Resources (IDNR)
- Indiana Department of Homeland Security (IDHS)
- Indiana Department of Environmental Management
- Indiana Office of Community and Rural Affairs
- Indiana Air National Guard
- Indiana University
- Indiana University Purdue University of Indianapolis
- Purdue University
- Indiana Association of Floodplain and Storm Water Management (INAFSM)
- Indiana Geographic Information Council
- The Nature Conservancy
- Multiple Local Governments and agencies

Federal Sponsors:
- U.S. Army Corps of Engineers (USACE)
- Federal Emergency Management Agency (FEMA)
- Natural Resources Conservation Service (NRCS)
- U.S. Geological Survey (USGS)
- National Weather Service (NWS)
- US Fish & Wildlife Service (USFWS)

Activities for FY 2024:
Continue to coordinate with state and federal agencies across the State in order to better reduce flood and other natural hazard risks in Indiana.

Issues and Other Information:
None

Map

As of 11/9/2023

Energy Resilience Conservation Investment Program

Location and Description:
ERCIP projects are located at various Military Installations to include but not limited to: Fort Bliss, Fort Liberty, Fort Buchanan, Fort Cavazos, Fort Riley, Fort Sill, Fort Stewart, Lake City Army Ammunition Plant, Aberdeen Proving Ground, Anniston Army Depot, Joint Base Lewis-McChord, Camp Arijfan, Rock Island Arsenal, White Sands Missile Range, USAG Ansbach, Camp Buehring and Tooele Army Depot.

ERCIP is a subset of the Defense-Wide MILCON Program specifically intended to fund projects that improve energy and water resilience, contribute to mission assurance, save energy, and reduce DoD's energy costs. ERCIP accomplishes this through construction of new, high-efficiency energy systems and technologies or through modernizing existing energy systems.

Authorization:

Authority for the ERCIP program is established by 10 USC § 2914

FY24 Activities:
Design, procurement, and construction management activities for projects in the ERCIP program.

FY25 Planned Activities:
Design, procurement, and construction management activities for projects in the ERCIP program.

FY26 Planned Activities:
Design, procurement, and construction management activities for projects in the ERCIP program.

Issues and Other Information:
Real property transfer/conveyance rules conflict with installation contracts with privatized utilities.

Summarized Financial Data:

LRL Current Military Program	
Estimated Federal Cost	$1,197,645,000

Project	Description	Installation	PN	FY	PA
1	Construct Microgrid Controls, 690 kW PV, 275kW GEN, 570 kWh BESS	PR010 - Juana Diaz, Puerto Rico	95004	2022	$ 12,190,000
2	Construct Microgrid Control System, 460 kW PV, 275kW GEN, 660 kWh BESS	PR013 – Ramey; Puerto Rico	95005	2022	$ 10,120,000
3	Fort Liberty Emergency Water System	Fort Liberty	97484	2022	$ 7,705,000
4	Install Microgrid, 750 kWPV Array, 750 kWh BESS, and 680k Generator Set	Conroe ASF	93347	2023	$ 9,600,000
5	Camp Arijfan ERCIP Power Generation and Microgrid	Camp Arifjan, Kuwait	94849	2023	$ 26,850,000
6	Ft. Riley ERCIP Power Generation and Microgrid	Fort Riley	98161	2023	$ 25,780,000
7	Ft. Stewart HAAF ERCIP Power Generation and Microgrid	Fort Stewart HAAF	98162	2023	$ 25,400,000
8	Ft. Cavazos Power Generation and Microgird	Fort Cavazos (Hood)	99143	2023	$ 31,500,000
9	Camp Ruehring FY24 Microgrid	Camp Buehring, KW	94933	2024	$ 18,850,000
10	Ft. Liberty Camp MacKall FY24 Microgrid	Ft Liberty (Bragg) - Camp MacKall	98901	2024	$ 10,500,000
11	Microgrid and Backup Power	Fort Buchanan	99144	2024	$ 56,000,000
12	JBLM DES FY24 Microgrid	Joint Base Lewis-McChord	99146	2024	$ 49,850,000
13	Lake City FY24 Microgrid CHP	Lake City Army Ammo Plant	99147	2024	$ 80,100,000
14	Ft. Cavazos FY24 Microgrid	Fort Cavazos (Hood)	99288	2024	$ 18,250,000
15	Ft. Sill FY24 Microgrid	Fort Sill	101861	2024	$ 76,650,000
16	Critical Water Storage	Fort Liberty	98977	2025	$ 25,000,000
17	Anniston Army Depot (ANAD) Power Generation and Microgrid	Anniston Army Depot	100945	2025	$ 54,000,000
18	Rock Island Arsenal Power Generation and Microgrid	Rock Island Arsenal	100946	2025	$ 67,500,000
19	JBLM FY25 Grey Army Airfield (GAAF)	Joint Base Lewis-McChord	100947	2025	$ 38,300,000
20	Aberdeen Proving Grounds (APG) 2MW Microgrid	Aberdeen Proving Ground	100949	2025	$ 29,400,000
21	Power Generation and Microgrid	White Sands Missile Range	80635	2026	$ 38,000,000
22	Water Distribution Lines, Potable Industrial Area	Hawthorne Army Depot	86677	2026	$ 5,000,000
23	Install Microgrid, 575 KW PV, 300kW/1200kW Bat Energy Stor System (BESS), and Two 200kW Elec Turb	Ft. Sheridan	94042	2026	$ 5,600,000
24	Install Microgrid, 450kW PV, and 500kW/2000kWh Bat Energy Storage Sys (BESS)	Belgium	95066	2026	$ 17,000,000
25	Power Generation and Microgird	Camp Buerhing, KW	96153	2026	$ 21,300,000
26	Main Potable Water Lines for Resilience	Tooele Army Depot	98650	2026	$ 18,500,000
27	Construct Potable Water Purification System at Las Casas Lake	Fort Buchanan	98709	2026	$ 17,500,000
28	Install Microgrid, 4MW PV, 2MW/8MWh Bat Energy Stor Sys (BESS), and 2MW Generator	Ft. Liberty (Bragg)	100873	2026	$ 38,000,000
29	Install Microgrid, 1MW PV, 500kW/3MWh Bat Energy Stor Sys (BESS), and 500kW Generator	Joint Base Lewis-McChord	101472	2026	$ 39,000,000
30	Install Microgrid with PV, Battery Energy Storage System (BESS), and Generation	USAG Ansbach (Katterbach), Germany	102238	2026	$ 26,000,000
31	Install Microgrid, PV, Battery Energy Storage System, and Generation	USAG Ansbach (Storck Barracks), Germany	102287	2026	$ 27,000,000
32	Install 12 MW of Ground-Mounted Solar PV and 4MW/4MWh Bat Energy Stor Sys (BESS)	Ft. Sill	102300	2026	$ 29,000,000
33	Install Microgrid, 500kW PV, 1MW/2MWh Bat Energy Stor Sys (BESS), and 2MW Generator	Ft. Liberty (Bragg)	102321	2026	$ 15,500,000
34	Install Microgrid, 2.5 MW PV, 5 MWh Battery Energy Storage System (BESS)	Parks RFTA	102712	2026	$ 37,000,000
35	Install 2.4 MW PV and 10 MWh Battery Energy Storage System	Camp Roberts Enclave	102945	2026	$ 60,000,000
36	Power Generation and Microgrid	Ft. Carson	102984	2026	$ 58,000,000
37	Redstone Electric Power, Microgrid	Redstone Arsenal	103043	2026	$ 33,000,000
38	Install 1750 kW of Natural Gas Generators and Microgrid	Fort Bliss	93031	2026	$ 7,100,000
39	DPTMS Simulation Training Campus Microgrid	Fort Bliss	98799	2026	$ 8,600,000
40	5 MW NG Generator - Resiliency, McGregor / Westbrook Ranges	Fort Bliss	98991	2026	$ 12,000,000
41	5 MW NG Generator - Resilency, East Bliss Substation	Fort Bliss	99008	2026	$ 11,000,000

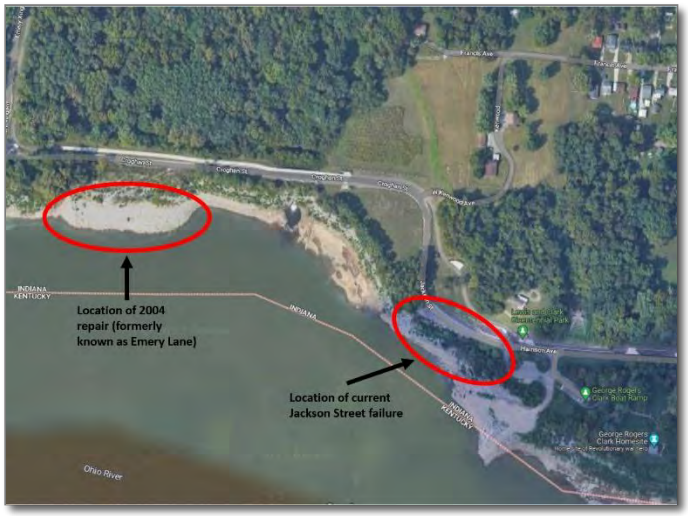
Clarksville, Indiana Erosion

U.S. ARMY CORPS OF ENGINEERS **BUILDING STRONG®**

AUTHORIZATION: Section 9 of the 1946 Flood Control Act (33 USC 701q), as amended

PROJECT SPONSOR: The project will be federally funded.

LOCATION: Along the Ohio River between Mile 605.5 and 606.5



Congressional Member Interest	Key Stakeholder Interest
SEN Todd Young (IN)	Town of Clarksville
SEN Mike Braun (IN)	River Heritage
REP Erin Houchin (IN-9)	

PROJECT DESCRIPTION AND BACKGROUND: The area is located along the north shore of the Ohio River between Mile 605.5 and 606.5. Riverbank erosion is threatening the Ohio National Wildlife Conservation Area; a portion of the Ohio River Greenway Public Access project; Emery Crossing Road/Harrison Lane; the Mill Creek Bridge; Lewis & Clark Bicentennial Park; and the George Rogers Clark Homesite. The erosion is primarily due to the operation of the lower tainter gates of the McAlpine Locks and Dam, which is located just across the river.

The Louisville District continues to coordinate with the Town of Clarksville on the issue and the need for Federal funding to design and construct a solution to the problem. Geotechnical and survey information is available for some of the area. A Floodplain Management Study (FPMS) was also recently completed. The scope of the study included modeling of the river currents adjacent to the site.

BUDGET INFORMATION:

Authorized Total Project Cost (Estimated)	$25,000,000
Non-Federal Sponsor Cost	$0
Federal Cost	$25,000,000
Funding Received to Date	$0

CURRENT STATUS: If Federal funds were to become available in FY23, the Louisville District will prepare a letter report which will identify a solution to the problem and be used as the basis to initiate design and eventually construction of the project.

FY22 Activities: No activities were initiated in FY22 since no Federal funds were received.

Project POC:
John Bock
Deputy District Engineer
john.r.bock@usace.army.mil
(502) 315-6104

As of 11/7/2023

Salem, Indiana Flood Risk Management (CAP Section 205)

Residential flooding during May 2017 flood event (Salem, IN, Washington County)

Summarized Financial Data:	**Feasibility**
Estimated Federal Cost	$315,000
Estimated Non-Federal Cost	$215,000
Total Estimated Project Cost	$530,000
Allocation thru FY23 (Federal)	$100,000
Balance to Complete After FY23	$215,000
FY24 Capability (FED)	$0
FY25 President's Budget	N/A

Current Phase:
Feasibility

Location and Description:
The City of Salem is located in Washington County, IN and serves as the County seat. Salem is located about 40 miles northwest of Louisville, KY and approximately 100 miles south of Indianapolis, IN.

Salem has experienced several significant floods, with records of flooding dating as far back as 1889. Three of the most damaging events have occurred within the last 30 years. These are the flood events of May 1990, May 2004, and May 2017 on the Middle Fork Blue River at Salem. Each of these events resulted in a flow greater than the existing 0.2% (500-year) Annual Chance Exceedance (ACE) event (based on the latest Federal Emergency Management Agency (FEMA) Flood Insurance Study, 2017).

Authorization:
Section 205 of Flood Control Act of 1948, as amended.

Sponsor:
City of Salem, Indiana

FY23 Activities:
The Louisville District worked with the sponsor to move forward with the study, but ultimately had to put the project on hold for the majority of FY23 to allow the sponsor time to provide funds for the feasibility cost share.

FY 24 Planned Activities:
The Louisville District will work with the sponsor to create a termination report and terminate the project if funds cannot be provided to complete the study.

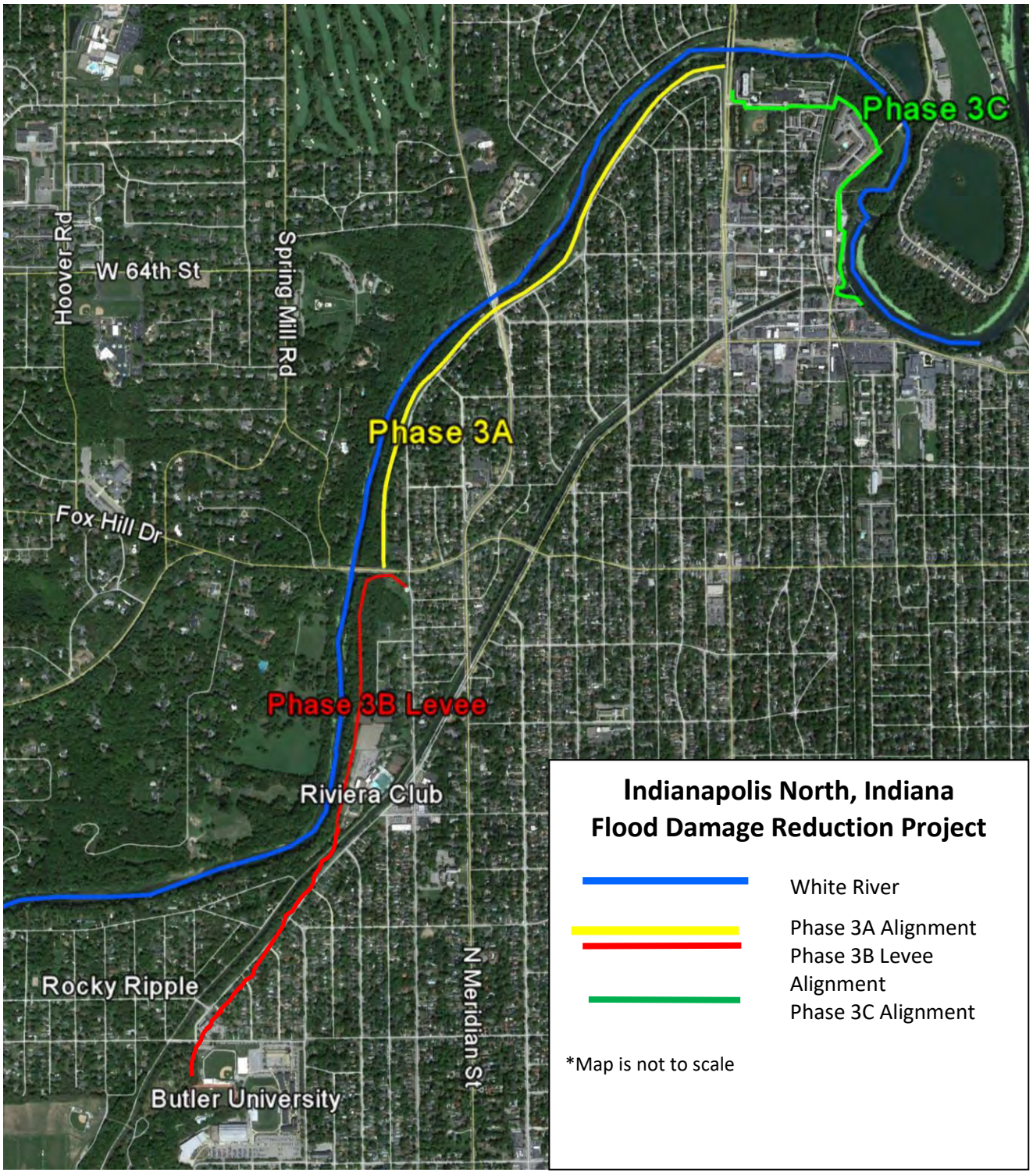
Issues and Other Information:
Waiting on Non-Federal Sponsor funds to continue with the study.

Congressional Interest:
SEN Todd Young (IN)
SEN Mike Braun (IN)
REP Erin Houchin (IN-9)

Map

As of 11/6/2023

Project Vicinity Map



Madison, Indiana
Planning Assistance to States (PAS)

U.S. ARMY CORPS OF ENGINEERS **BUILDING STRONG®**

AUTHORIZATION: Planning Assistance to States (PAS) Section 22 of the Water Resources Development Act (WRDA) of 1974 (Public Law 93-251), as amended.

PROJECT SPONSOR: City of Madison, Indiana

LOCATION: Madison, Indiana


Downtown Historic District in Madison, IN

Congressional Member Interest	Key Stakeholder Interest
SEN Todd Young (IN)	Residents
SEN Mike Braun (IN)	Local Businesses
REP Greg Pence (IN-6)	

PROJECT DESCRIPTION AND BACKGROUND: The project is located within the corporate city limits of Madison in Jefferson County, Indiana along the Ohio River.

The study focused on the Crooked Creek watershed to understand the potential flooding concerns in Madison. This study examined the basic hydrology of the watershed and refined channel hydraulics to determine the discharges of design frequency flood events. In addition, the study developed a hydraulic and hydrologic model for the Crooked Creek watershed and identified potential options to reduce flood risk in Madison.

BUDGET INFORMATION:

Authorized Total Project Cost	$362,000
Non-Federal Sponsor Cost	$181,000
Federal Cost	$181,000
Funding Received to Date	$181,000

As of: 03/20/2023

U.S. Army Corps of Engineers – Great Lakes and Ohio River Division
600 Dr. Martin Luther King Jr. Place Louisville, KY 40202
http://www.lrd.usace.army.mil

Map

CURRENT STATUS:
The team is conducting report reviews in Q1 2023. The project report completion scheduled for Q2 of FY 23.

FY22 Activities: The Project Delivery Team performed surveys, hydrology & hydraulic modeling, and gathered data and information for the identification of flood risk management options.

Project POC:
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