



New York & New Jersey Harbor (50 ft Deepening) Navigation Project

September 2014

U.S. ARMY CORPS OF ENGINEERS

BUILDING STRONG®

DESCRIPTION (PROJECT AREA AND PURPOSE)

The Port of New York and New Jersey is the largest port on the East Coast and provides over 270,000 jobs and \$11.2 billion in personal income to the states of New York and New Jersey. The Port of New York and New Jersey comprises the waterways in the estuary of the New York-Newark metropolitan area with a port district encompassing an area approximately within a 25-mile radius of the Statue of Liberty. Through the Port's major container terminals waterborne cargo moves to all parts of the United States and throughout the world. Two of the terminals are located in New Jersey: Port Newark/Port Elizabeth and the Port Jersey Global Marine Terminal, and two are located in New York: New York Container Terminal in Staten Island and South Brooklyn Marine Terminal (deferred).



The container port by tonnage is the third largest in the Nation and the busiest on the East Coast. In 2010 4,811 ships entered the harbor transporting over 32.2 million metric tons of cargo valued at over \$175 billion. The Port is well connected via rail, truck, and inland waterway routes to transport goods to large segments of the northeast and mid-western states. The Port of New York and New Jersey receives container ships from the Far East, Atlantic and Gulf Coasts, the Caribbean, Africa and Persian Gulf. Prior to the initiation of the Harbor Deepening Program, channels to the Harbor were inadequate to provide access to the large post-Panamax ships, which have drafts of 48 feet or more.

PROJECT AUTHORIZATION

Section 101(a)(2), Water Resources Development Act of 2000 (P.L. 106-541)

AUTHORIZATION PROJECT

The project area is the main navigation channels in the Port of New York and New Jersey that support the container terminals. The non-federal partner is The Port Authority of New York & New Jersey.

The authorized project provides 50 ft water access to the four container terminals by deepening Ambrose Channel from deep water in the Atlantic Ocean to the Verrazano-Narrows Bridge, the Anchorage Channel (from the Verrazano-Narrows Bridge to its confluence with the Port Jersey Channel), the Kill Van Kull Channel, the main Newark Bay Channel to Pt. Elizabeth and the Port Elizabeth and South Elizabeth tributary channels, the Arthur Kill Channel adjacent to the New York Container Terminal), and the Port Jersey. Also authorized but deferred is the deepening of the Bay Ridge channel to 50 ft to the South Brooklyn Marine Terminal. The project also facilitated the beneficial use of nearly all dredged material from the channel deepening project. Some of the beneficial uses include creating fishing reefs from blasted rock, creating marshes, capping the Historic Area Remediation Site (HARS), and capping existing impacted landfills and brownfields.

STATUS

The project includes 20 dredging contracts and construction of four marsh restoration projects. Two marsh restoration projects at Woodbridge, NJ and Elders Point East, Jamaica Bay, NY ('06-'07, 40 acres of wetlands) were constructed as mitigation for the channel deepening. In 2009 through 2012, the project was modified to include the restoration of two additional Jamaica Bay marsh islands (Elders West and Yellow Bar Hassock) through the beneficial reuse of dredged material. In 2010 with 100% non-federal sponsor funding, 339,235 CY sand was beneficially used for the restoration of Lincoln Park, New Jersey. Seventeen dredging contracts have been awarded with 16 physically complete and one underway. Two of the last 3 contracts will remove accumulated shoals and debris (partially due to Hurricane Sandy) in previously deepened channel areas inside the Narrows to facilitate transition of the project from construction to operation. These two shoal removal contracts were awarded in late FY 13 and are in construction. The last contract involves the removal of material in utility corridors in the Anchorage Channel. This last contract is planned to proceed, pending further design, in 2015 once the underlying water siphon utilities are relocated. This water siphon relocation construction work by the Port Authority of NY and NJ and the NYC Economic Development Corporation was severely impacted and delayed by Hurricane Sandy such that the utility corridor deepening contract is not expected to be constructed until summer of 2015.

AUTHORIZED PROJECT COST

Estimated Federal Cost:	\$ 882,000.000
<u>Estimated Non-Federal Cost:</u>	<u>\$ 752,000.000</u>
Total Cost:	\$1,634,000,000

Benefit to cost ratio: 6.8

CONTACT

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CONGRESSIONAL INFORMATION

New Jersey

U.S. Sen. Robert Menendez
U.S. Sen. Cory A. Booker
NJ-06 – Rep. Frank Pallone, Jr.
NJ-11 – Rep. Rodney Frelinghuysen
NJ-8 – Rep. Albio Sires

New York

U.S. Sen. Charles E. Schumer
U.S. Sen. Kirsten Gillibrand
NY-10 – Rep. Jerrold Nadler
NY-7 – Rep. Nydia M. Velazquez
NY-11 – Rep. Michael Grimm
NY-12 – Rep. Carolyn Maloney