



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

As of July 2013

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 269,900 full time jobs and \$11.2 billion in personal income, in port related activities 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 approximate area within a 25-mile radius of the Statue of Liberty National Monument.

Through the Port's three existing 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 one is located in New York: New York Container Terminal in Staten Island.



The 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 within the Harbor ranged in depth from 30 to 45 feet and 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 Port of New York and New Jersey and the main channels that support the container ships and non-federal partner is The Port Authority of New York & New Jersey. The authorized project provides 50 ft water access to the three container terminals by deepening the Ambrose Channel from deep water in the Atlantic Ocean to the Verrazano-Narrows Bridge to 53 feet below mean low water (mlw), and deepening the Anchorage Channel (from the Verrazano-Narrows Bridge to its confluence with the Port Jersey Channel), the Kill Van Kull Channel, a portion of the Newark Bay Channel, the Arthur Kill Channel (from the Kill Van Kull to the New York Container Terminal), and the Port Jersey Channel to 50 feet mlw (52 feet mlw in rock or otherwise hard material). The current estimate for the 50 ft project is \$1.6 billion.

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The benefit-to-cost ratio is 5.7 to 1 based on annualized costs of \$222,500,000 and annualized benefits of \$1,257,600,000, which results in net excess benefits of \$1,035,100,000 per year.

STATUS

The project entails 17 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% sponsor funding, 339,235 CY sand was beneficially used for the restoration of Lincoln Park, New Jersey. Fourteen of the dredging contracts have been completed.

Of the three remaining contracts, one is underway (S-AK-2), one is pending award for CY 2013 construction (S-AK-3) and one is planned for solicitation and award in spring of FY 13 (S-SRUC-1).

In this past year, the Ambrose 3A and Ambrose 3B contracts dredged approximately 3,600,000 CY of clean sand beneficially using a portion of this sand to restore Yellow Bar Hassock marsh island in Jamaica Bay (375,000 CY, 42 acres) and cap the Newark Bay Confined Disposal Facility (223,500 CY with 100% sponsor funding) and cap the Historic Area Remediation Site.

With additional funding from non-federal interests, additional marsh restoration in Jamaica Bay was performed at Black Wall (155,000 CY, 20.5 acres), and Rulers Bar (95,000 CY, 9.8 acres).

This contract also stabilized the shoreline at Plumb Beach (125,000 CY). The rock dredged from the Newark Bay and Arthur Kill Channels was and is also being beneficially used to create fish reefs. Apart from remaining deepening in the Arthur Kill Channel, over select utility corridors and the removal of accumulated shoals in previously deepened contract areas, the project construction is complete. The Corps is currently coordinating with the sponsor and navigational interests the most expedient means to advance partial use of the project as part of the remaining construction.

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

CONTACT

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CONGRESSIONAL INFORMATION

New Jersey

U.S. Sen. Robert Menendez
U.S. Sen. Jeffrey Scott Chiesa
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