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New York District

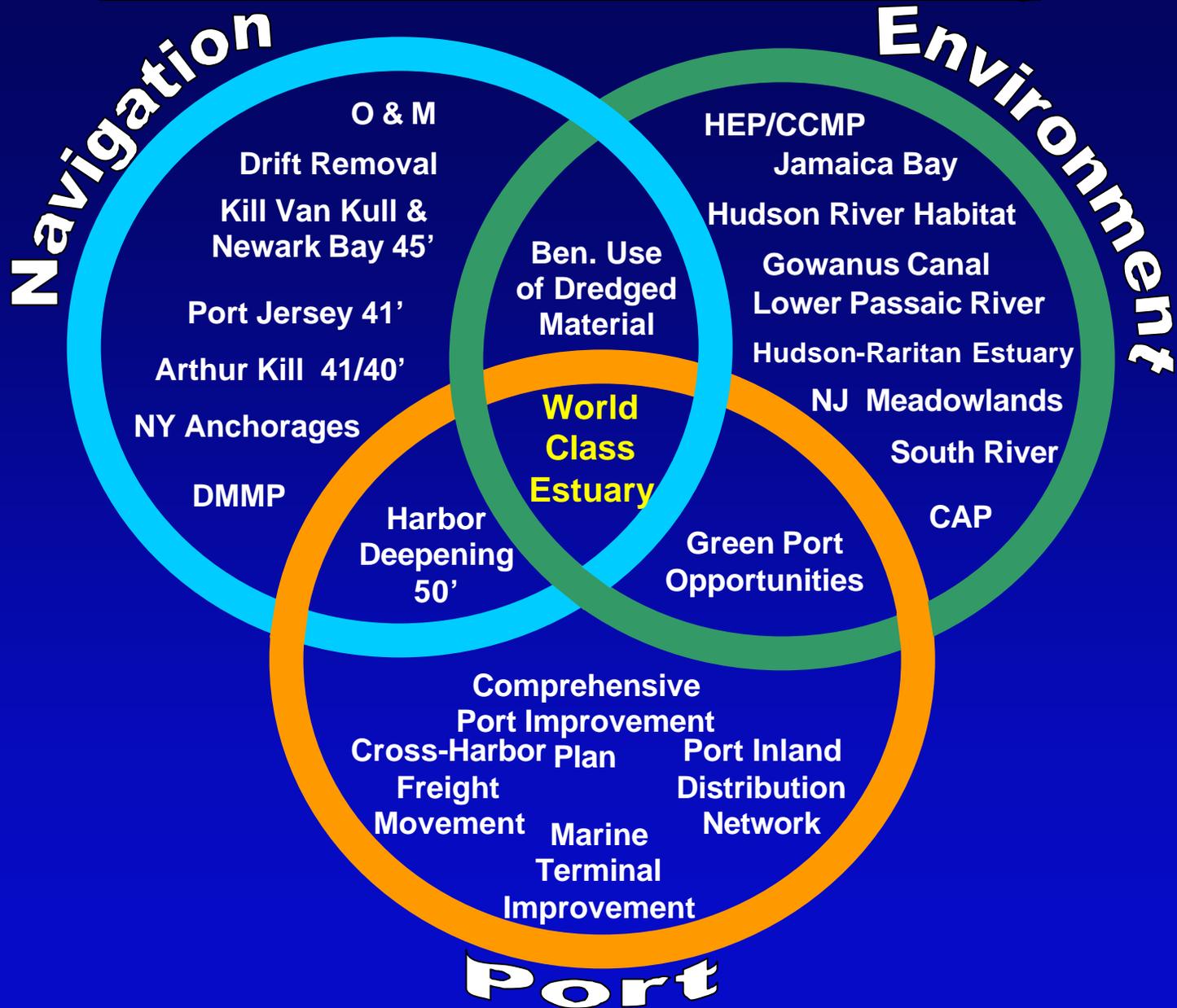
Briefing on NY/NJ Harbor Estuary Initiatives and Opportunities for Consolidation of Deepening Activities



We Can See the Future From Here...

January 2003

A Vision for the NY & NJ Harbor Estuary

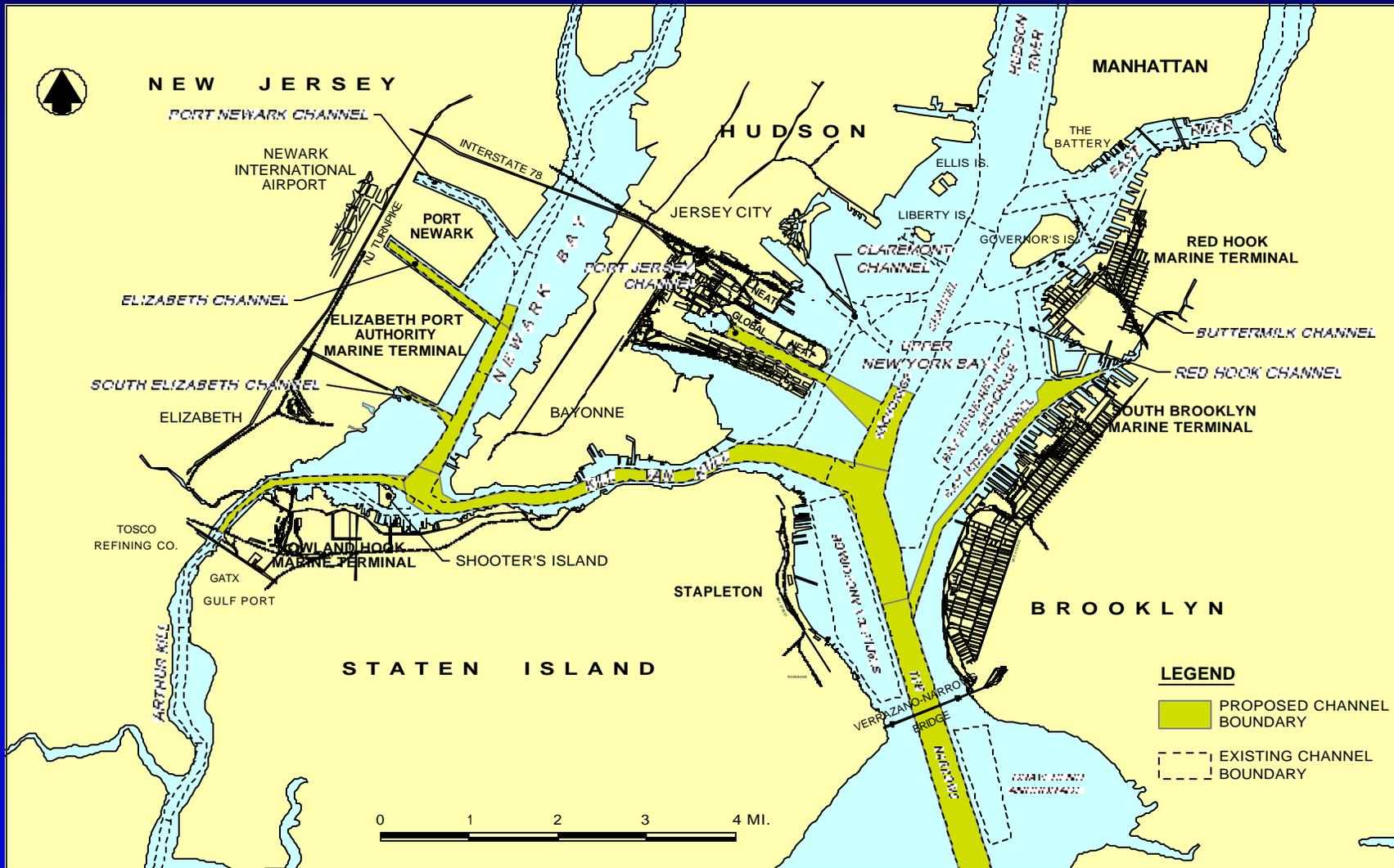


Goal: A thriving economic engine that is environmentally friendly, technologically advanced and responsible to the local/regional community



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The Port of New York and New Jersey Major Navigation Channels and Container Terminals





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Significance of the Port

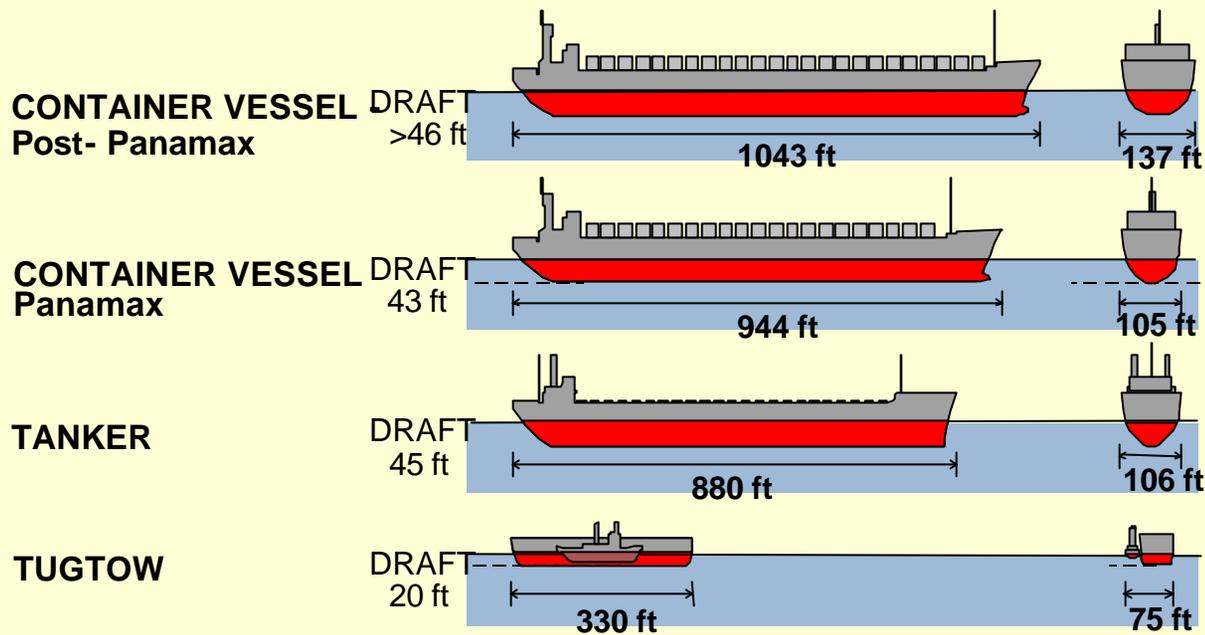
- 3rd largest container port in the U.S.
- Largest port on North America's East Coast
- Largest petroleum product in the U.S.
- Directly and indirectly supports over 225,000 jobs
- \$9.9 billion in wages
- \$21.8 billion in sales
- Serves 18 million people locally
- Serves 37 million people within 250 miles
- Serves 80 million people overnight
- Major vehicle port: 500,000+ vehicles imported/exported
- Major passenger ship terminal: 400,000+ passengers



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Problem Identification

Existing channels do not provide sufficient depths for the current and projected fleet





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Partnerships

Unique agency partnerships have interfaced to address challenging environmental, navigation, social and engineering issues allowing projects to move forward on schedule and within budget

- **USACE**



- *The Port Authority Of New York and New Jersey*

- **USEPA**



- **NMFS**

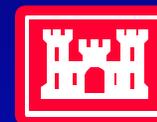
- **USCG**

- *State of New York (ESDC, NYSDEC, NYSDOS)*



- *State of New Jersey (DOT-OMR, NJDEP)*

- *City of New York (EDC, DEP)*

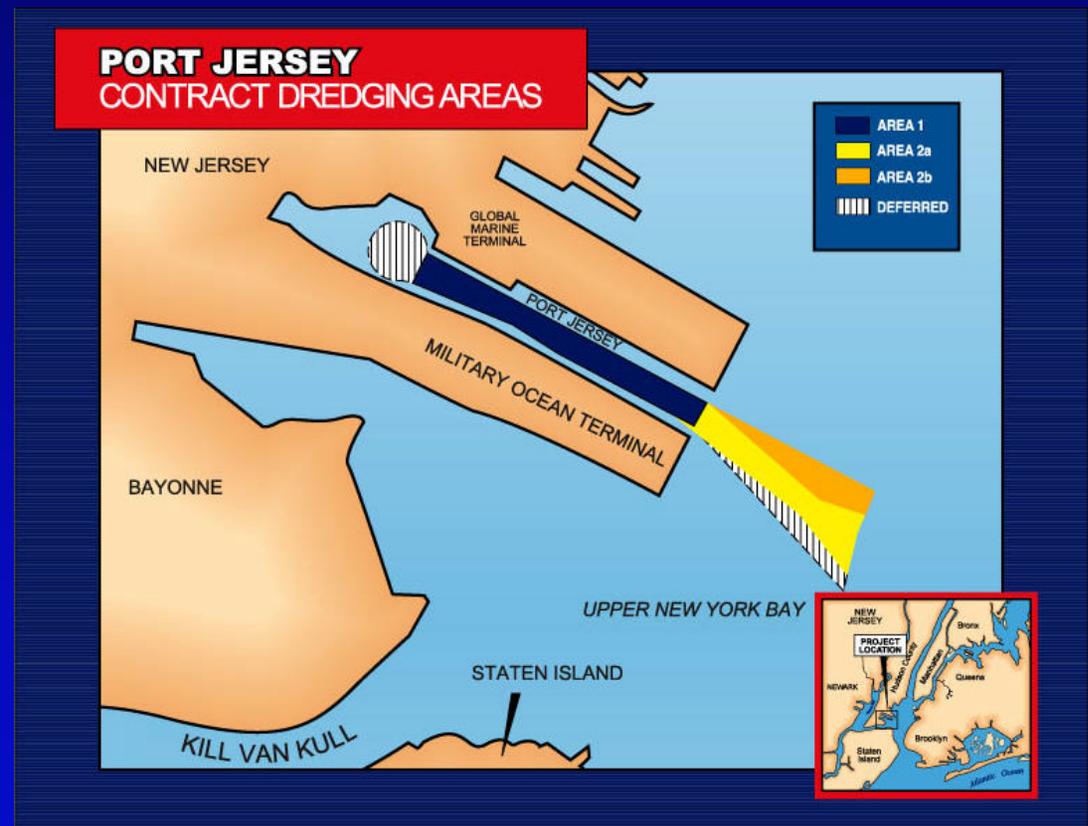




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Port Jersey Channel (41-foot Project)

- **DESCRIPTION:**
 - ◆ Channel Deepening from 35/38 ft to 41 ft.
- **STATUS:**
 - ◆ Project Cooperation Agreement – July 02
 - ◆ Project Construction (Area 1) – Jan 03
- **PLANNED COMPLETION:** 2005
- **TOTAL PROJECT COST:** \$119 Million
- **SPONSORS:** New Jersey Office of Maritime Resources (primary) & Port Authority of NY & NJ (limited sponsor)
- **POINT-OF-CONTACT:** Bryce Wisemiller, Project Manager (212) 264-5797

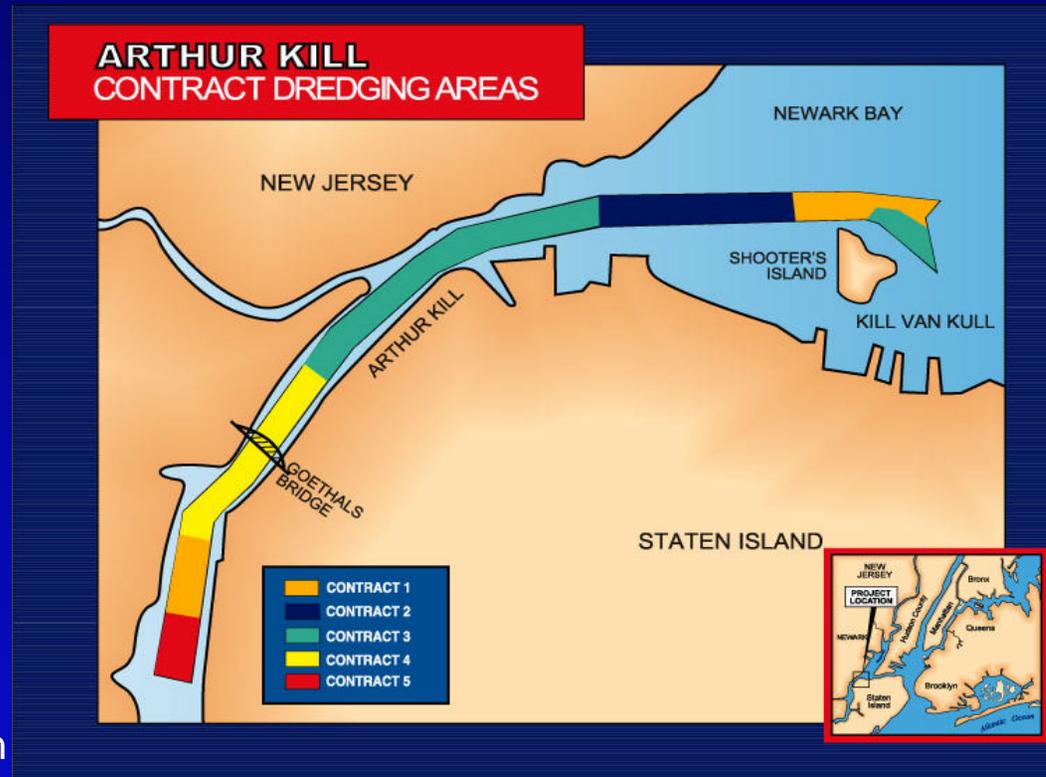




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Arthur Kill Channel Howland Hook Marine Terminal (41/40 foot Project)

- **DESCRIPTION:**
 - ◆ Channel Deepening from 35 ft to 41/40 ft
- **STATUS:**
 - ◆ Project Cooperation Agreement – Jul 02
 - ◆ First Construction Contract Award anticipated – Mar 03
 - ◆ Project Construction – Apr 03
- **PLANNED COMPLETION:** 2006
- **TOTAL PROJECT COST:** \$402 Million
- **SPONSOR:** Port Authority of NY & NJ
- **POINT-OF-CONTACT:** Michael Millard, Project Manager, 212-264-2054





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New York & New Jersey Harbor (50-foot Project)

- **DESCRIPTION:** Deepen the Ambrose Channel to 53 ft, the Anchorage, Bay Ridge, Port Jersey, Kill Van Kull, Newark Bay and Arthur Kill to Howland Hook to 50 ft (52 ft in rock)
- **STATUS:**
 - ◆ WRDA Authorization – Dec 2000
 - ◆ Design Agreement Executed with Port Authority – Jan 01
 - ◆ Consolidation efforts being integrated into new Project Management Plan
 - ◆ PCA execution schedule – May 04
 - ◆ Construction scheduled to begin in FY 2004
- **FUNDING:**
 - ◆ Total Project Cost: \$1.8 billion
 - ◆ Total PED Cost: \$20 million
- **SPONSOR:** Port Authority of NY & NJ for Engineering, Design and Construction
- **POINT-OF-CONTACT:** Tom Shea, Project Manager, 212-264-5570





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Consolidation of Harbor Deepening Activities

Challenge: to develop a construction sequence and strategy to combine certain dredging activities to expedite the achievement of 50' deep channels leading to major container terminals, while at the same time meeting customer commitments, reducing overall project costs and protecting relevant public interests and the environment.





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Congressional Direction

From Conference Report Language, Energy and Water
Development Appropriations, FY 2002:

The conferees are aware of the urgent need to facilitate efficient construction of improvements for New York and New Jersey Harbor to meet the needs of navigation interests and save significant Federal and non-Federal resources.

Therefore, the conferees direct the Secretary of the Army to combine the previously authorized [KVK, AK, PJ and HDP] into a single project designated the New York and New Jersey Harbor Deepening Project, ... The Secretary of the Army is directed to use these funds to continue construction of the combined New York and New Jersey Harbor Project to the depths authorized in the Water Resource Development Act of 2000.”



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Consolidation Opportunities

● Vertical Consolidation:

- ◆ Combine existing projects into a single deepening effort (Drill and blast one time straight down to 50')
- ◆ Increases productivity; reduces overall time
- ◆ Decreases mobilization costs, supervision costs
- ◆ Environmental and Social benefits
- ◆ Channels for Consideration:
 - ◆ Kill Van Kull
 - ◆ Port Jersey
 - ◆ Arthur Kill

● Horizontal Consolidation

- ◆ Enlarges the geographical size of contract areas, thereby reducing the total number of contracts
- ◆ Increases productivity; some time savings
- ◆ Decreases mobilization, supervision and administration costs
- ◆ Provides additional flexibility in navigational safety
- ◆ All Channels Considered





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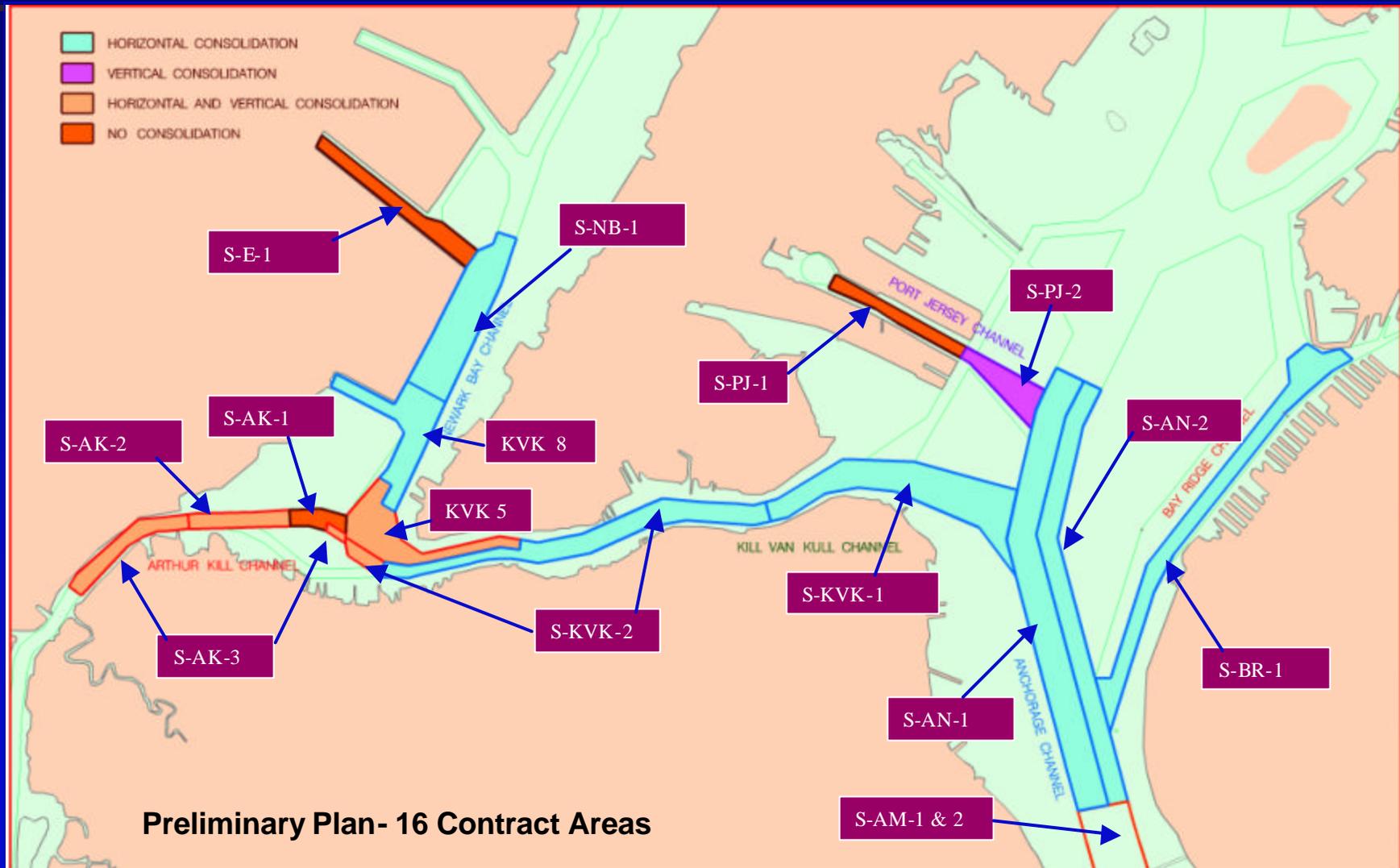
Preferred Consolidation Plan

- KVK Area 5 as a PANYNJ permit.* **(Work Ongoing)**
- Port Jersey Area 2 35 ft to 50 ft (as a permit).
- KVK area 4b (40 ft to 50 ft) combined with KVK Area 4a (45 ft to 50 ft) and part of KVK Area 3 (45 ft to 50 ft).
- Horizontal consolidation(reduction in contract areas) of the Ambrose, Anchorage and Bay Ridge Channels
- Estimated Cost Savings: Up to \$100M
- Preliminary total schedule savings: 2 years



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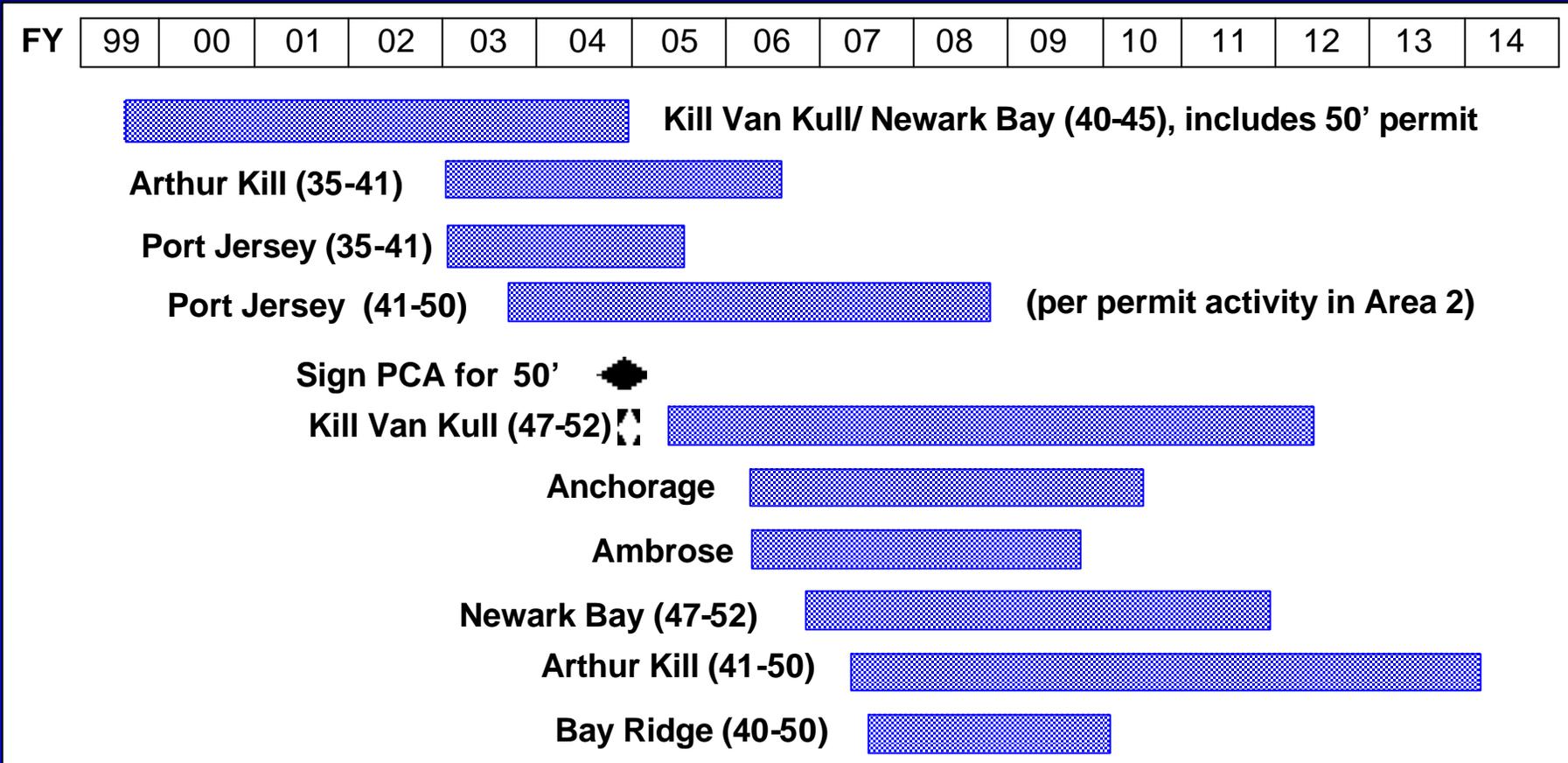
Preferred Consolidation Plan





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Construction Schedule to Achieve a 50-Foot Deep Port



Note: Some components of the KVK 45', AK 41' and PJ 41' projects may be delayed initially to facilitate implementation of 50' consolidation opportunities.



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Dredged Material Management Plan

Port of New York & New Jersey

- **DESCRIPTION:** Sediment contamination and Mud Dump closure caused dredging “gridlock” in the mid-90’s. The Corps in the “tri-party letter” to Congress (July 1996) committed to develop a DMMP for the Port to address conflicts between dredging needs and environmentally acceptable dredged material placement options. A comprehensive, regionally supported plan that identifies preferred and contingency dredged material management options to allow unimpeded maintenance and deepening of the Port through 2040.
- **STATUS:**
 - ◆ DMMP Implementation Report and Draft PEIS – Sep 99
 - ◆ Biannual Updated Report and Final PEIS – Fall 2003
- **ISSUES:**
 - ◆ Obtaining Regional Support
 - ◆ Flexible, non-Traditional Approach
 - ◆ Cost-Sharing of Higher Cost Beneficial Use Options
 - ◆ Controversial Borrow Pit Habitat Restoration Options





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Beneficial Reuse of Dredged Material

Capping Landfills & Brownfields in Port Region



- Processing typically required for geophysical site requirements & to reduce leaching
- Focus on sites in Harbor Estuary to take advantage of environmental restoration/remediation opportunities
- Larger capacity sites exist far from Harbor Estuary adding Transport & Handling Costs
- Opportunities available under CAP and WRDA

Pennsylvania Coal Mine Reclamation





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Hudson-Raritan Estuary (Environmental Restoration Feasibility Study)

- **DESCRIPTION:** Identify, Select and Evaluate solutions for Estuary-Wide Ecosystem Restoration projects, including creation, enhancement and restoration of aquatic, wetland and adjacent upland habitats, and environmental dredging.

Three Components:

- ◆ Comprehensive Study
- ◆ Gowanus Canal
- ◆ Lower Passaic River
- ◆ Hackensack Meadowlands
- **POINT-OF-CONTACT:** Thomas Shea, 212-264-5570





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Hudson-Raritan Estuary (Comprehensive Study) (Environmental Restoration Feasibility Study)

- Two Components:
 - ◆ Comprehensive Restoration Improvement Plan
 - ◆ Address habitat fragmentation and other system-wide issues on a watershed basis
 - ◆ Coordinate all opportunities into a management plan for restoring the estuary as a whole
 - ◆ Recommend future restoration actions based on what's best for the system (may include non-Corps initiatives)
 - ◆ 13 Specific study locations;
 - ◆ Determine immediate restoration projects (information feeds into CRIP)
 - ◆ Move project recommendations independently from others if warranted.
- STATUS: FCSA signed July 01
- FUNDING: \$19 million, cost-shared 50-50 with The Port Authority of NY & NJ

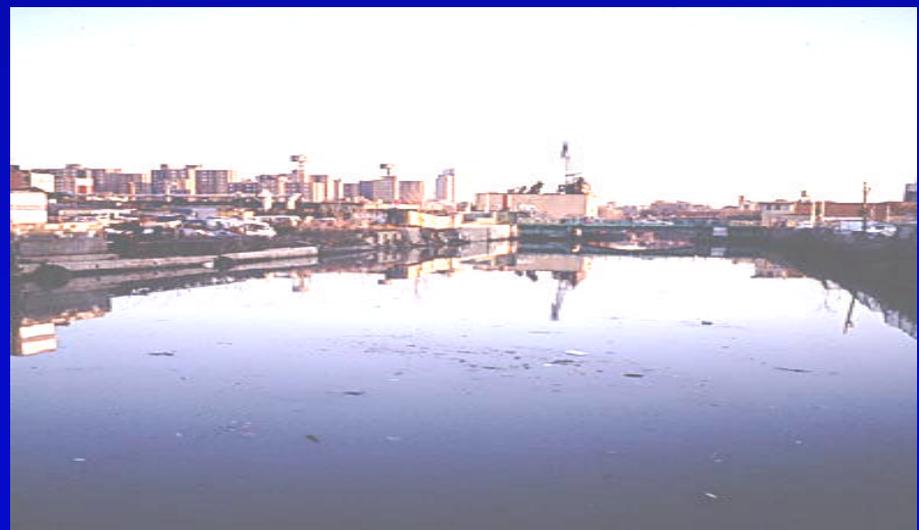




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Gowanus Canal, Hudson-Raritan Estuary (Environmental Restoration Feasibility Study)

- DESCRIPTION: Identify, Select and Evaluate solutions for Gowanus Canal Ecosystem Restoration project, including creation, enhancement and restoration of aquatic, wetland and adjacent upland habitats, and environmental dredging.
- STATUS: FCSA Signed Jan 02
- FUNDING: \$5 million
- SPONSOR: New York City DEP





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Lower Passaic River, Hudson-Raritan Estuary (Environmental Restoration Feasibility Study)

- **DESCRIPTION:** Identify, Select and Evaluate solutions for Lower Passaic River Ecosystem Restoration project, including creation, enhancement and restoration of aquatic, wetland and adjacent upland habitats, and environmental dredging.
- **STATUS:**
 - ◆ Sign FCSA FY 2003
- **FUNDING:**
 - ◆ \$5 million, cost-shared 50-50 with sponsor
- **SPONSOR:** NJDOT Office of Maritime Resources





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New Jersey Meadowlands Restoration Study, Hudson-Raritan Estuary (Environmental Restoration Feasibility Study)

- **DESCRIPTION:** The New Jersey Meadowlands Commission (NJMC) has identified several preliminary sites within the Meadowlands for creation, enhancement and restoration of aquatic, wetland and adjacent upland habitats. This study will develop a regionally-supported, comprehensive environmental restoration plan for the Meadowlands which includes specific actions for selected sites that may be implemented by other agencies / organizations as well as those that may be performed by the Corps.
- **STATUS:** The study scope, schedule and funding along with the Feasibility Cost-Sharing Agreement are under development with sponsor. Execution of the FCSA is scheduled for early 2003.
- **FUNDING:** TBD
- **SPONSOR:** NJMC





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Comprehensive Port Improvement Plan for the Port of NY & NJ

- ❑ Initiated via Memorandum of Understanding Executed in January 2000
- ❑ Goal of Concurrently Developing CPIP and CPIP-EIS within five years.
- ❑ Funded by Consortium comprising States, NYC, and PANY/NJ.
- ❑ Consortium Will Oversee Development of CPIP Concurrently With Federal & State Co-Leads Preparing CPIP-EIS under NEPA
- ❑ CPIP Plan Consultant has been hired and work is underway.
- ❑ Currently Initiating the CPIP-EIS
- ❑ Stakeholder Consultation Begun
- ❑ New York District Point of Contact: Bryce Wisemiller, 212-264-5797



A Vision for the NY & NJ Harbor Estuary



Goal: A thriving economic engine that is environmentally friendly, technologically advanced and responsible to the local/regional community



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Discussion



**Find NY/NJ Harbor Estuary information on the NY District
Web site at www.nan.usace.army.mil/harbor**