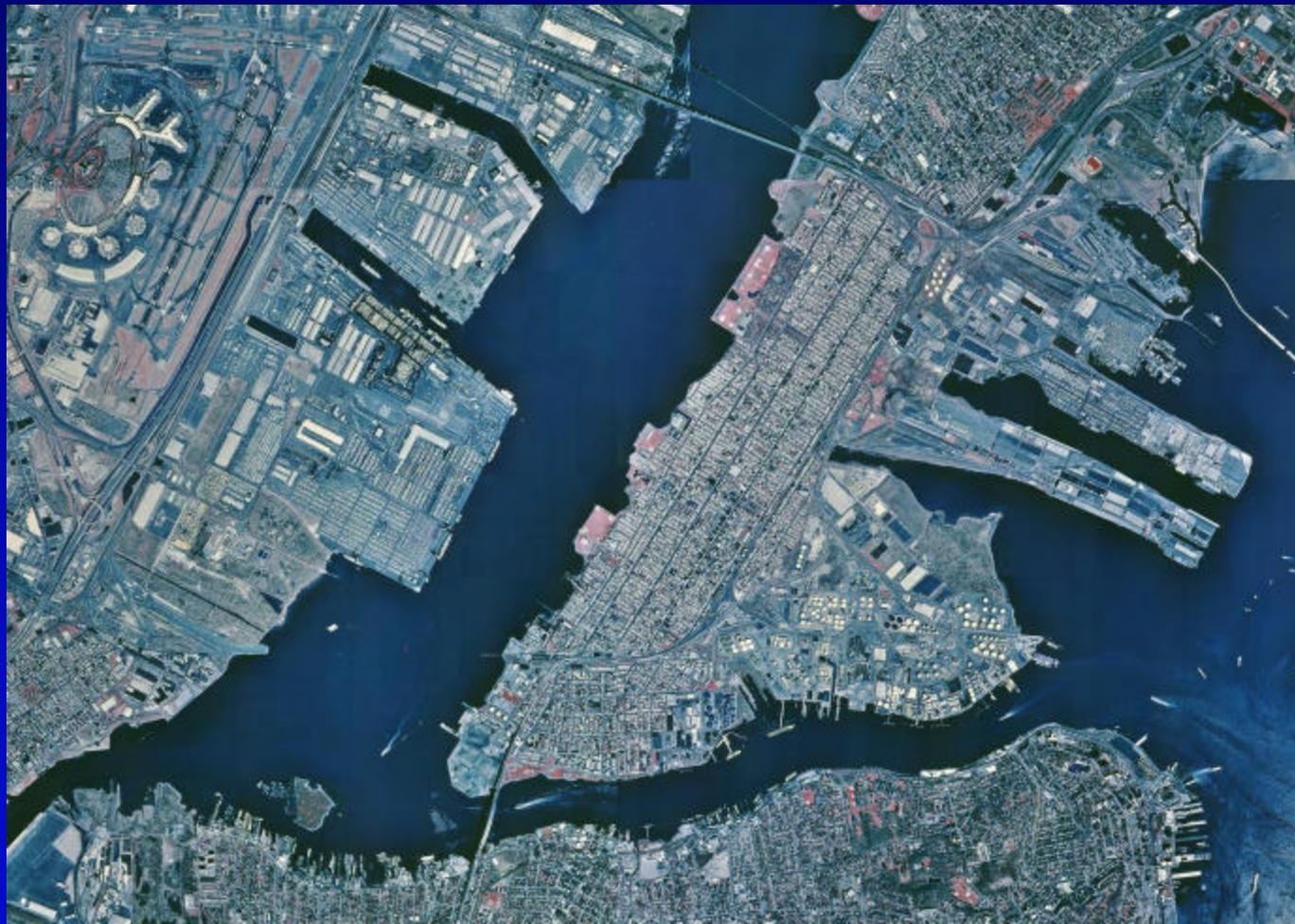




US Army Corps
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New York District

NY & NJ Harbor Estuary Initiatives



One estuary, One port, One vision



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Significance of the Port

- Largest container port on the East Coast, third largest in US
- Largest petroleum products importing port & cocoa port in the country
- \$ 82 B in ocean borne cargo
- 3.3 M containers (TEUs) annually
- Largest vehicle import/ export handling port in the country (549k)
- Passenger Ship Terminal
Passengers: 397,340





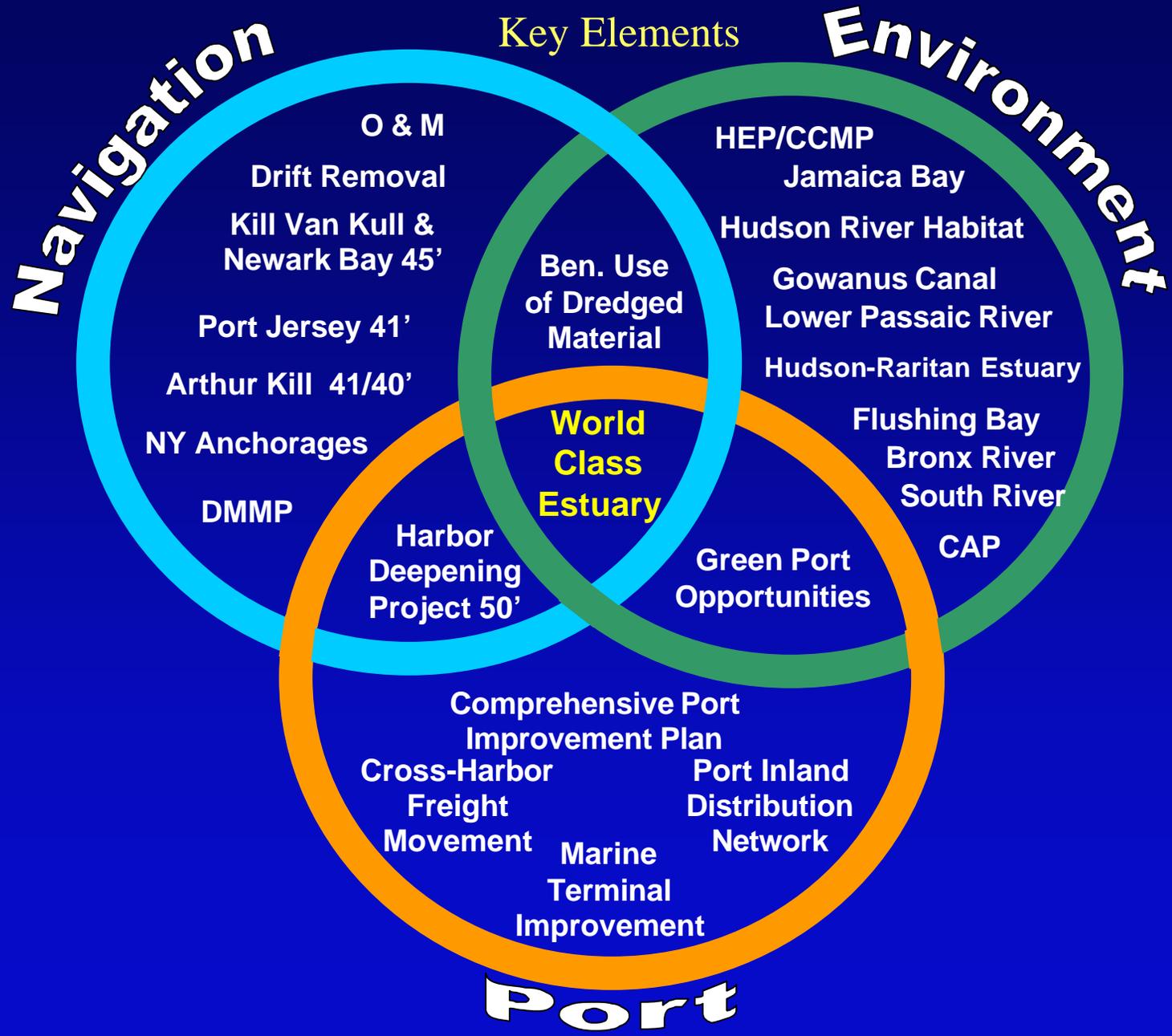
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New York-New Jersey Harbor



- **240 miles of federal channels**
- **228,950 direct & indirect jobs**
- **\$12 B in NJ & NY wages & taxes**
- **Serves 35 percent of America's people**

A Vision for the NY & NJ Harbor Estuary





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Kill Van Kull & Newark Bay Channels (45 foot Project)

- **DESCRIPTION:** Channel deepening from 40 ft to 45 ft.

- **STATUS:**

- ◆ **Nine Construction Areas:**

- ◆ Area 1, 2, 3 & 4a Completed

- ◆ **On-Going Work:**

- ◆ Area 7 (Jul 02 Completion)
- ◆ Area 5 (Sep 04 Completion)

- ◆ **Planned 02 Awards**

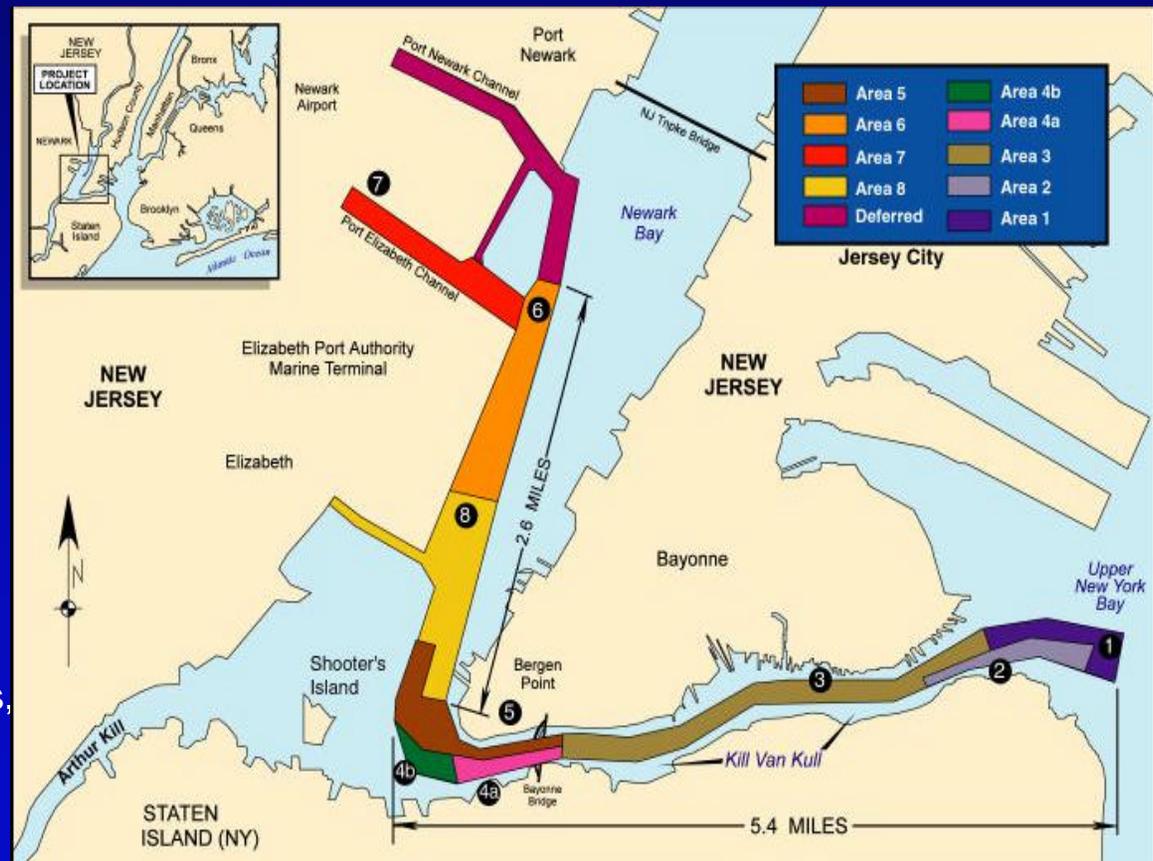
- ◆ Area 6 – Jul 02
- ◆ Area 8 – Dec 02

- **COMPLETION:** 2004

- **TOTAL PROJECT COST:** \$733 million

- **SPONSOR:** Port Authority of NY & NJ

- **POINT-OF-CONTACT:** Harold Hawkins,
212-264-9092

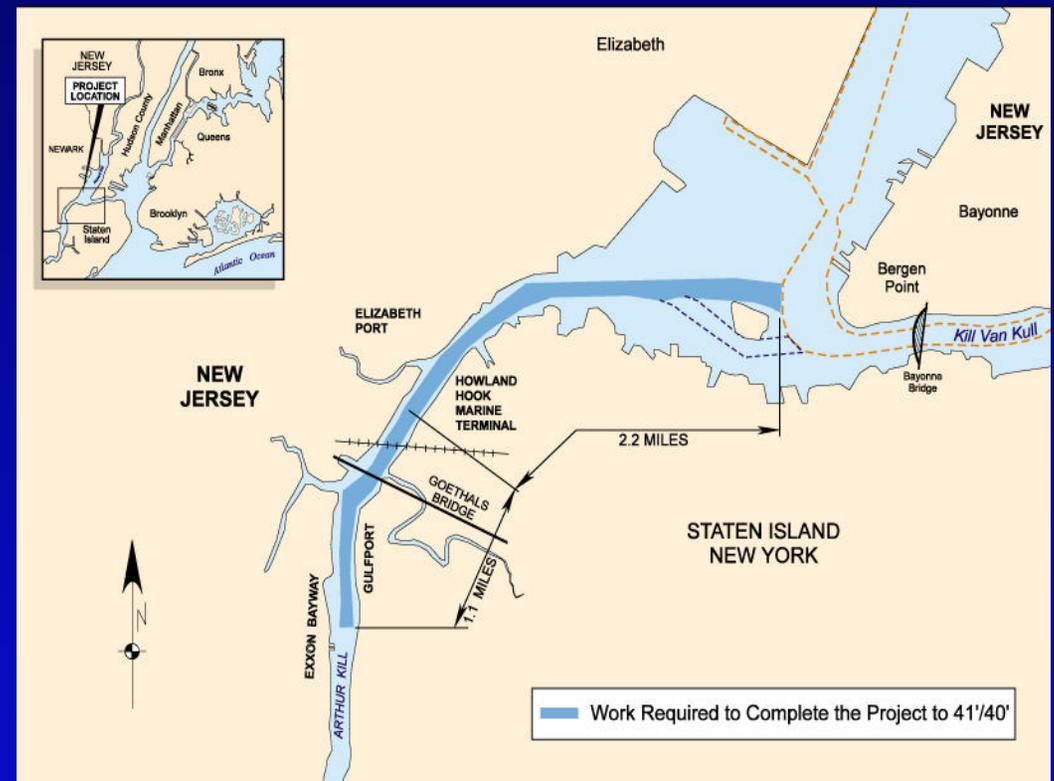




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Arthur Kill Channel Howland Hook Marine Terminal (41/40 foot Project)

- **DESCRIPTION:**
 - ◆ Channel Deepening from 35 ft to 41/40 ft
- **STATUS:**
 - ◆ Execute Project Cooperation Agreement – Jun 02
 - ◆ First Construction Contract Award anticipated Aug 02
- **COMPLETION:** 2005
- **TOTAL PROJECT COST:** \$362 Million
- **SPONSOR:** Port Authority of NY & NJ
- **POINT-OF-CONTACT:** Michael Millard, 212-264-2054





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Port Jersey Channel

(41-foot Project)

- **DESCRIPTION:**

- Channel Deepening from 35/38 ft to 41 ft.

- **STATUS:**

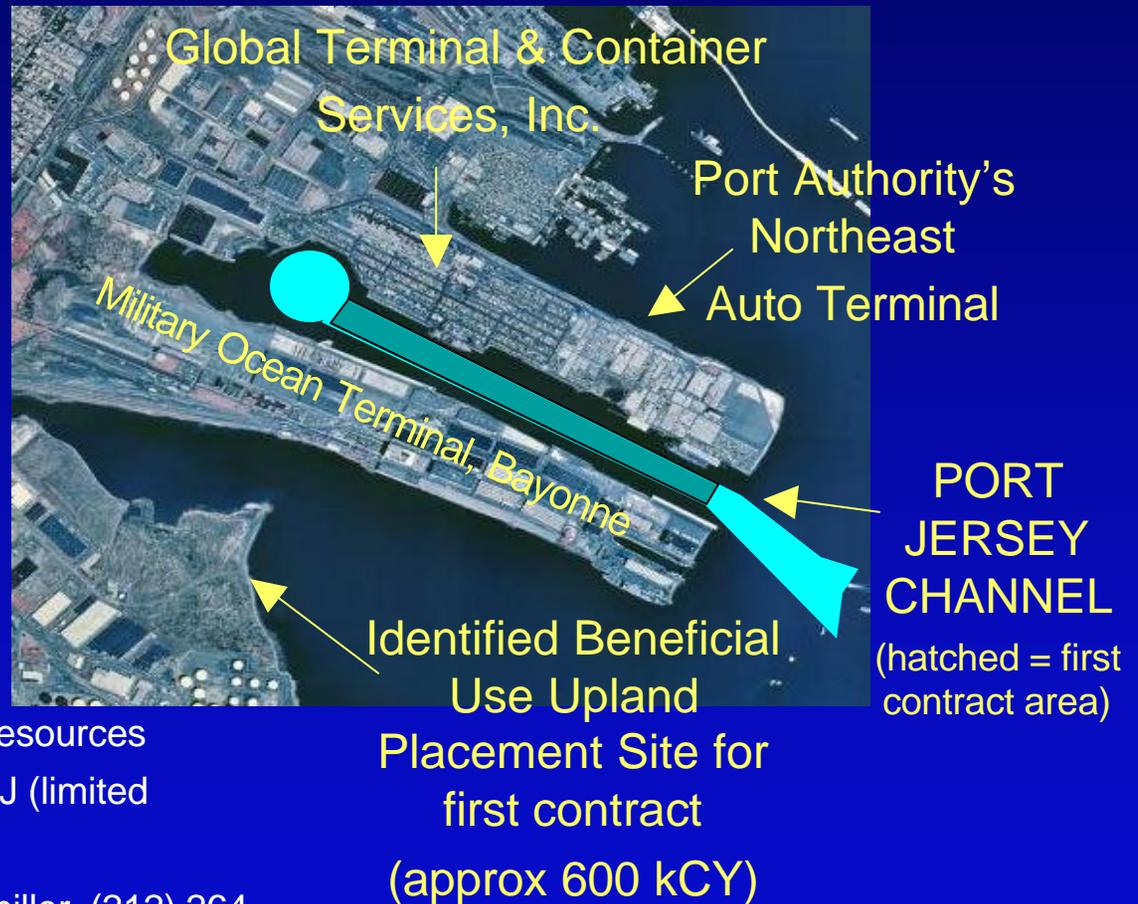
- Execute Project Cooperation Agreement – June 02
- Plans & Specifications for 1st Contract Completed
- Construction Contract Award – July 02

- **COMPLETION:** 2004

- **TOTAL PROJECT COST:** \$119 Million

- **SPONSOR:** NJ Office of Maritime Resources (primary) & Port Authority of NY & NJ (limited sponsor)

- **POINT-OF-CONTACT:** Bryce Wisemiller, (212) 264-5797





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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 50 ft (52 ft in rock)
- **STATUS:**
 - ◆ Final Report/FEIS – Dec 99
 - ◆ Chiefs Report signed May 2000
 - ◆ WRDA Authorization – Dec 2000
 - ◆ Design Agreement executed Jan 01
 - ◆ Construction expected to begin in FY 2004
 - ◆ Consolidation being evaluated.
- **FUNDING:**
 - ◆ Total Project Cost: \$1.8 billion
 - ◆ Total PED Cost: \$20 million
- **SPONSOR:** Port Authority of NY & NJ
- **POINT-OF-CONTACT:** Tom Shea, 212-264-5570





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New York Anchorages

(Navigation Feasibility Study)

- **DESCRIPTION:**
 - ◆ Determine the feasibility of deepening the Red Hook Flats Anchorage for lightering purposes and to relieve congestion in the Arthur Kill.
- **STATUS:**
 - ◆ Recon. phase completed 1994
 - ◆ Feasibility Study started Sep 2000
 - ◆ Draft Feasibility Report/DEIS expected in July 2003
- **FUNDING:**
 - ◆ Total Study Cost: \$3.2 mil
- **SPONSOR:** Port Authority of NY & NJ
- **POINT-OF-CONTACT:** Tom Shea,
212-264-5570





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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 – Summer 2002
- **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 Use of Dredged Material

Capping Landfills & Brownfields in Port Region

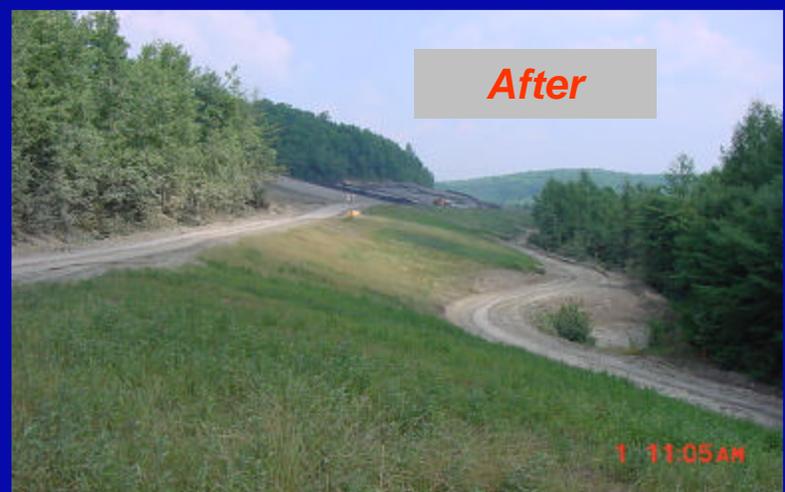


Pennsylvania Coal Mine Reclamation



Before

Dredging Rock for Reef Enhancement



After

1 11:05AM



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Comprehensive Port Improvement Plan for the Port of NY & NJ

- ❑ Initiated via Memorandum of Understanding Executed in December 1999/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 Acquiring the CPIP-EIS Consultant Support
- ❑ Stakeholder Consultation Begun
- ❑ New York District Point of Contact: Bryce Wisemiller, 212-264-5797





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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
 - ◆ All separate, but will integrate
- **POINT-OF-CONTACT:** Tom 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

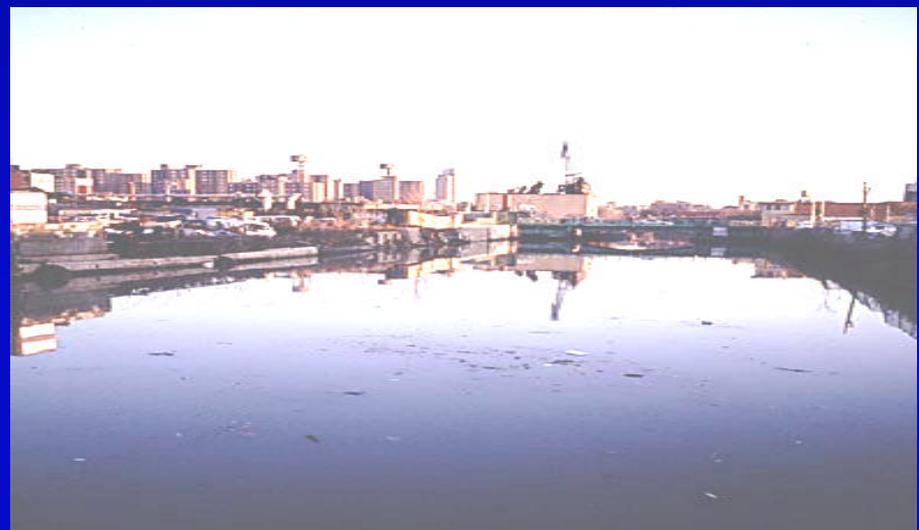




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Gowanus Canal, Hudson-Raritan Estuary (Environmental Restoration Feasibility Study)

- **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:** FCSEA 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 early 3rd Qtr, FY 2002
- **FUNDING:**
 - ◆ \$5 million, cost-shared 50-50 with sponsor
- **SPONSOR:** NJDOT Office of Maritime Resources





US Army Corps
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New York District

District Points-of-Contact

Harbor Programs Branch

- ◆ Joe Seebode, (212) 264-0110: Chief, Harbor Programs Branch
- ◆ Hal Hawkins (212) 264-9092: Kill Van Kull and Newark Bay Channels
- ◆ Joe Forcina, (212) 264-5504, Kill Van Kull & Newark Bay
- ◆ Mike Millard, (212) 264-2054: Arthur Kill Channel-Howland Hook
- ◆ Tom Shea, (212) 264-5570: NY & NJ Harbor (50 ft), Hudson-Raritan Estuary, NY Anchorages
- ◆ Bryce Wisemiller, (212) 264-5797: Port Jersey Channel, Comprehensive Port Improvement Plan, DMMP
- ◆ Visit Us At www.nan.usace.army.mil/harbor