



**US Army Corps
of Engineers®**
New York District

NEW YORK AND NEW JERSEY HARBOR DEEPENING CHANNEL IMPROVEMENTS

NAVIGATION STUDY

INTEGRATED FEASIBILITY REPORT & ENVIRONMENTAL ASSESSMENT

APPENDIX E: Letter of Support

March 11, 2022

Mr. Clifford Jones
Project Manager
US Army Corps of Engineers, NY District
26 Federal Plaza
New York, NY 10007

**RE: New York and New Jersey Harbor Deepening Channel Improvements Navigation Study
Final Integrated Feasibility Report and Environmental Assessment (“Feasibility Report”)**

Dear Mr. Jones:

The Port Authority of New York and New Jersey (Port Authority) has reviewed the Feasibility Report prepared by the United States Army Corps of Engineers – New York District (“USACE”) dated January 2022. We support and concur with the findings and recommendations contained therein as they are consistent with the Port Authority's “Port Master Plan 2050” study completed in June 2019. The Feasibility Report is also consistent with the current and known fleet enhancements taking place within the container shipping industry today.

The Port Authority has championed channel deepening and navigation improvements in the Port of New York and New Jersey for decades, including increasing channel depths from 35 feet to the current 50 feet, and raising the Bayonne Bridge to increase navigational clearance under the bridge. This project, should it proceed, is evidence of a deep understanding of the issues faced by the maritime and logistics industry in the region. The Port of New York and New Jersey supports over half a million regional jobs and, as the last two years have made explicit, maritime transportation plays a critical role in the daily lives of all Americans.

As you know, the Port Authority acted as the Non-Federal Sponsor for the Feasibility Report under a Project Management Plan dated November 29, 2019 (as updated August 20, 2020) and as such, we look forward to inclusion of our project in the upcoming Chief’s Report and authorization in a subsequent update to the Water Resources Development Act. The Port Authority is also prepared to work with the USACE to study the pathway to the Howland Hook Marine Terminal (HHMT) located on Staten Island, New York. Together, these federal channel infrastructure improvements will serve the harbor and the region well for many decades to come.

Although we agree that the recommended channel deepening and navigation improvements contained in the Feasibility Report represent an important and necessary upgrade to the region's navigational needs, this letter is not a commitment of funding for any portion of the project, which may only be made through a binding Project Partnership Agreement (or similar agreement), which we understand is required to memorialize USACE's commitment, as well. Such a Port Authority commitment will require a resolution of the Port Authority's Board of Commissioners (which, as all resolutions, is subject to veto by the Governors of New York or New Jersey). In addition, the Port Authority's Non-Federal Sponsor's share will need to be included in a future Port Authority Capital Plan also approved by the Board of Commissioners.

Once the project is federally authorized, the Port Authority anticipates that it will solicit funding from public and private sector users and beneficiaries to help support the Non-Federal Share that is required for this critical navigation project.

The Port Authority truly appreciates the serious efforts to improve the region's navigation safety which is embodied in the Feasibility Report. We look forward to our on-going and proven track record of successful partnership with USACE.

Sam Ruda

Sam Ruda
Port Department