

**2025 Dredged Material Management Plan Update for the Port of New  
York and New Jersey**

**Integrated Report and Supplemental Environmental Assessment**

**APPENDIX A**  
**Distribution List**



**U.S Army Corps of Engineers**  
**New York District**

## **U.S. Senate**

Sen. Chuck Schumer (NY)  
Sen. Kirsten Gillibrand (NY)

Sen. Chris Murphy (CT)  
Sen. Cory Booker (NJ)

## **U.S. House of Representatives**

Rep. Gregory Meeks (NY)  
Rep. Grace Meng (NY)  
Rep. Hakeem Jefferies (NY)  
Rep. Yvette Clarke (NY)  
Rep. Nicole Malliotakis (NY)  
Rep. Jerrold Nadler (NY)

Rep. Adriano Espaillat (NY)  
Rep. Alexandria Ocasio-Cortez (NY)  
Rep. Richie Torres (NY)  
Rep. Josh Gottheimer (NJ)  
Rep. Frank Pallone (NJ)

## **Federal Agencies**

Bureau of Ocean Energy Management  
Department of the Interior  
Environmental Protection Agency  
Federal Emergency Management Agency  
Federal Transit Administration  
General Services Administration  
Department of Housing and Urban Development  
National Park Service  
Coast Guard  
Fish and Wildlife Service  
U.S. Geological Survey  
Department of Homeland Security  
National Oceanic and Atmospheric Administration Fisheries

## **Tribal Partners**

Delaware Nation  
Delaware Tribe of Indians  
Shawnee Tribe  
Shinnecock Indian Nation  
Stockbridge-Munsee Community Band of Mohican Indians  
Unkechaug Nation

## **New York State Agencies/Departments**

New York State Department of Environmental Conservation  
New York State Office of Parks, Recreation, and Historic Preservation  
New York State Department of State  
New York State Department of Transportation  
New York Empire State Development Corporation  
New York Power Authority  
Hudson River Park Trust  
New York State Department of Health

## **Department of Public Works, Suffolk County, New York**

## **Planning Agency, Columbia County, New York**

### **New York City Agencies/Departments**

New York City Landmarks Preservation Commission  
New York City Department of City Planning  
New York City Department of Design and Construction  
New York City Department of Environmental Protection  
New York City Department of Transportation  
New York City Economic Development Cooperation  
New York City Mayor's Office of Environmental Coordination  
New York City Mayor's Office of Recovery and Resilience  
New York City Mayor's Office of Climate and Environmental Justice  
New York City Mayor's Office of Environmental Remediation  
New York City Department of Parks and Recreation  
New York City Soil and Water Conservation District

### **New Jersey State Agencies/Departments**

New Jersey Department of Environmental Protection  
New Jersey Historic Preservation Office  
New Jersey Department of Transportation  
New Jersey Economic Development Authority  
New Jersey Sports and Exposition Authority

### **Port Authority of New York and New Jersey**

### **Pennsylvania Department of Environmental Protection**

### **Borough of Rumson, New Jersey**

### **Brooklyn Borough President, New York City**

### **Non-Government, Non-Profit, and Academic Organizations**

Billion Oyster Project  
Breezy Point Cooperative  
Brownfield Coalition of the Northeast  
Cary Institute for Ecosystem Studies  
Clean Ocean Action  
Columbia University  
Conservation Law Foundation  
Edison Wetlands Association  
Environmental Defense Fund  
Delaware Riverkeeper  
Gowanus Canal Conservatory  
Guardians of Flushing Bay  
Hackensack Riverkeeper  
Hudson River Environmental Society  
Hudson River Fishermen's Association  
Hudson River Foundation  
Hudson Riverkeeper

Jamaica Bay Rockaway Parks Conservancy  
Littoral Society  
Meadowlands Research and Restoration Institute  
Metropolitan Transportation Authority  
National Association of State Land Reclamationists  
National Fish and Wildlife Foundation  
National Parks Conservation Association  
National Parks of New York Harbor Conservancy  
Natural Resources Defense Council  
Natural Resources Protective Association  
New Jersey Environmental Justice Alliance  
New York Botanical Garden  
New York Restoration Project  
Newtown Creek Alliance  
New Jersey Licensed Site Remediation Professional Association  
New Jersey Sea Grant  
New York Sea Grant  
New Jersey Audubon  
North Shore Waterfront Conservancy of Staten Island  
New York League of Conservation Voters  
New York / New Jersey Baykeeper  
New York City Bird Alliance  
New York City Environmental Justice Alliance  
NYC H2O  
Stonybrook University  
Oceana  
Queens College  
Raritan Riverkeeper  
Regional Plan Association  
Resilience Paddle Sports  
Rutgers University  
Save the Sound  
Seatuck Environmental Association  
Surfers Environmental Alliance  
Surfrider Foundation  
SWIM Coalition  
The Nature Conservancy  
Trust for Public Land  
Urban Ocean Lab  
Waterfront Alliance  
WE ACT for Environmental Justice  
Wetlands Institute  
Wildlife Conservation Society

Note: The Integrated Report and Supplemental Environmental Assessment was distributed electronically. Due to the large geographic scale of the study area, this distribution list may be limited. Therefore, stakeholders are invited to forward the Integrated Report and Supplemental Environmental Assessment to other relevant parties. To be added to the distribution mailing list, please e-mail: [dmmp-update@usace.army.mil](mailto:dmmp-update@usace.army.mil).

**2025 Dredged Material Management Plan Update for the Port of New  
York and New Jersey**

**Integrated Report and Supplemental Environmental Assessment**

**APPENDIX B**  
**Environmental Coordination**



**U.S Army Corps of Engineers**  
**New York District**



**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
NATIONAL MARINE FISHERIES SERVICE  
GREATER ATLANTIC REGIONAL FISHERIES OFFICE  
55 Great Republic Drive  
Gloucester, MA 01930

July 16, 2024

Peter M. Weppler  
Chief, Environmental Analysis Branch  
New York District  
U.S. Army Corps of Engineers  
26 Federal Plaza  
New York, NY 10278-0900

RE: Invitation to be a Cooperating Agency in the Environmental Review for Interim  
Dredged Material Management Plan Update for the Port of New York and New Jersey

Dear Mr. Weppler:

Thank you for your July 24, 2024, letter inviting us to be a cooperating agency in the National Environmental Policy Act (NEPA) process for development of the Interim Dredged Material Management Plan Update (Interim DMMP Update) for the Port of New York and New Jersey (Port). The U.S. Army Corps of Engineers, New York District (District), in cooperation with the U.S. Environmental Protection Agency (USEPA), New York State Department of Environmental Conservation (NYSDEC), New Jersey Department of Environmental Protection (NJDEP), New Jersey Department of Transportation Office of Maritime Resources (NJDOT/OMR), Port Authority of New York and New Jersey (PANYNJ), New York City Economic Development Corporation (NYCEDC), and Pennsylvania Department of Environmental Protection (PADEP), are developing the Interim Plan Update to meet all the dredged material placement capacity requirements expected from dredging within the Port through the end of year 2029. As part of the plan update, the District will prepare a Supplemental Environmental Assessment (EA). In accordance with the Council on Environmental Quality's NEPA Implementing Procedures (40 CFR §1501.6, Cooperating agencies), we accept your invitation to participate as a cooperating agency to help foster a collaborative process and interagency coordination on these projects.

Because our role and degree of involvement as a cooperating agency is dependent on existing staff and fiscal resources, our contribution to the process will be limited to participating in project meetings and providing written comments in response to your documents prepared as part of the NEPA process. We will provide technical information identifying aquatic species and habitats of concern, identification of issues to be considered and evaluated during the NEPA process and guidance on evaluating, avoiding and minimizing project effects to our trust resources. At this time, we are unable to undertake any data collection, conduct analyses or to prepare any sections of the NEPA documents as our staff and resources are fully committed to other obligatory programs of NOAA Fisheries.

Please note that our involvement as a cooperating agency does not constitute an endorsement of this project, nor does it obviate the need for consultations required under the Magnuson-Stevens



Fishery Conservation and Management Act (MSA), Fish and Wildlife Coordination Act (FWCA), and the Endangered Species Act (ESA). As project design moves forward, should adverse impacts to EFH or other NOAA trust resources be anticipated, consultation with us under the Section 305(b) of MSA and FWCA is required. Similarly, potential impacts to species protected under the ESA should be coordinated with our Protected Resources Division. Please also be aware the proposed timelines for all projects posted on the [Permitting Dashboard](#) that include NOAA Fisheries' milestones must be provided to us for review and approval prior to their posting.

Thank you for the opportunity to participate as a cooperating agency on this study. We look forward to continued coordination as these projects move forward. If you have any questions regarding this matter, please contact me at Jessie Murray in our Highlands, NJ field office ([jessie.murray@noaa.gov](mailto:jessie.murray@noaa.gov), 732-872-3116) or Edith Carson-Supino ([edith.carson.supino@noaa.gov](mailto:edith.carson.supino@noaa.gov), 978- 282-8490) in our Protected Resources Division regarding threatened and endangered species listed by us under the ESA.

Sincerely,



Louis A. Chiarella  
Assistant Regional Administrator  
for Habitat and Ecosystem Services

cc: E. Pasay (USACE)  
D. Youngkin, (NMFS OPR)  
J. Anderson, C. Vaccaro, E. Carson-Supino (NMFS PRD)  
K. Greene, J. Murray (NMFS HESD)



**DEPARTMENT OF THE ARMY**  
**U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT**  
**JACOB K. JAVITS FEDERAL BUILDING**  
**26 FEDERAL PLAZA**  
**NEW YORK NEW YORK 10278-0090**

June 24, 2024

Planning Division

Lou Chiarella  
Assistant Regional Administrator for Habitat  
and Ecosystem Services Division  
NOAA Fisheries  
55 Great Republic Drive  
Gloucester, MA 01930

Subject: Invitation to be a Cooperating Agency in the Environmental Review for Interim  
Dredged Material Management Plan Update for the Port of New York and New Jersey

Dear Mr. Chiarella:

The U.S. Army Corps of Engineers, New York District (District), in cooperation with the U.S. Environmental Protection Agency (USEPA), New York State Department of Environmental Conservation (NYSDEC), New Jersey Department of Environmental Protection (NJDEP), New Jersey Department of Transportation Office of Maritime Resources (NJDOT/OMR), Port Authority of New York and New Jersey (PANYNJ), New York City Economic Development Corporation (NYCEDC), and Pennsylvania Department of Environmental Protection (PADEP), is preparing an Interim Dredged Material Management Plan Update (Interim DMMP Update) for the Port of New York and New Jersey (Port). A DMMP is a planning document that identifies the quantity of material to be dredged from federal, state, and local navigation channels, both new and existing, and how the dredged material can be managed in an economically and environmentally acceptable manner. The study area encompasses the Port, including New York City, portions of Nassau, Suffolk, Westchester Counties in New York, and portions of Monmouth, Middlesex, Union, Essex, Bergen, Passaic, and Hudson Counties in New Jersey. The study area includes New York's 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, and 17<sup>th</sup> Congressional Districts and New Jersey's 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, and 12<sup>th</sup> Congressional Districts. The study area lies within the New York – New Jersey Harbor Estuary (NY-NJ Harbor) and the New York Bight Apex, an area of the Atlantic Ocean closest to the mouth of the NY-NJ Harbor.

The objective of the Interim DMMP Update is to develop a regionally supported plan to meet all the dredged material placement capacity requirements expected from dredging within the Port through the end of year 2029. As part of the plan update, the District will prepare a Supplemental Environmental Assessment (EA) pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended. The Supplemental EA will be integrated with the Interim DMMP Update Report. The Supplemental EA will evaluate environmental impacts from reasonable project alternatives, including the No Action Alternative, and determine the potential for significant impacts related to potential management measures being considered, including, but not limited to, the beneficial use of



dredged material for environmental remediation, beach nourishment, and habitat creation, enhancement, and restoration.

The Port is the largest seaport on the East Coast and is critical to the economic well-being of the region and our Nation. The Port must be periodically dredged to create or maintain sufficient depths for the safe and efficient operation of waterborne vessels such as large container ships, oil tankers, cruise ships, and barges. Engineer Regulation (ER) 1105-2-100 provides guidance for the completion of a 20-year DMMP. However, an interim approach is being taken for this plan update due to a number of regional uncertainties including: i) the limited dredged material placement capacity of the Historic Area Remediation Site in the New York Bight Apex; ii) the upcoming design and construction of the Harbor Deepening and Channel Improvements civil works project; and iii) the implementation of Water Resources Development Act 2020 Section 125 (WRDA, 2020) (33 U.S.C. § 2326g) which outlines a revised approach to the calculation of the Federal Standard, defined as the least costly dredged material disposal alternative(s) consistent with engineering and environmental requirements. Following the completion of the Interim DMMP Update period, the District would prepare and issue a comprehensive 20-year DMMP per the guidance provided in ER 1105-2-100.

The team is in the preliminary stages of the Interim DMMP Update and environmental analysis. The District is planning to host an interagency meeting in spring 2024. In addition, public information sessions are planned for spring and fall of 2024. The District anticipates releasing the draft integrated report in fall 2024, followed by a public comment period and subsequent release of the final integrated report by the end of 2024. As part of the environmental review process for this project, the District is required by law<sup>1</sup> to identify, as early as practicable, any federal and non-federal agencies that may have an interest in the project, and invite such agencies to become cooperating or participating agencies in the environmental review process.<sup>2</sup>

This letter is a formal invitation for the National Oceanic and Atmospheric Administration (NOAA) to participate as a cooperating agency during the required NEPA process. The USACE will serve as the lead agency to ensure NEPA compliance for the study. All previously conducted surveys and reports conducted by the USACE in accordance with NEPA compliance for this and related projects will be provided to NOAA. Additionally, the USACE will include NOAA in all future correspondence with federal and state agencies.

Should your agency choose to assume cooperating status, your agency's specific responsibilities as a cooperating agency will include:

- Attendance at and input during agency coordination meetings

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<sup>1</sup> Section 2045 of the Water Resources Development Act of 2007 (33 U.S.C. 2348), as amended

<sup>2</sup> Designation as a "participating agency" or "cooperating agency" does not imply that the participating agency supports the proposed project or its potential impacts. A "participating agency" differs from a "cooperating agency," which is defined in regulations implementing the National Environmental Policy Act as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment" 40 CFR 4 – 1508.5.

- Comment and feedback on the schedule, overall scope of the NEPA document(s), significant issues to be evaluated, environmental impacts, study and assessment methodologies, range of alternatives and proposed compensatory mitigation, if applicable
- Guidance on relevant technical studies required as part of the NEPA analysis
- Identification of issues related to your agency's jurisdiction by law and special expertise
- Participation, as appropriate, at public meetings and hearings
- Timely review of the administrative and public drafts of the Draft Integrated Report/NEPA document and Final Integrated Report/NEPA document
- Providing staff support at the lead agency's request to enhance the latter's interdisciplinary capability

As a cooperating agency, you have the right to expect that the NEPA document will enable you to discharge your jurisdictional responsibilities. Likewise, you have the obligation to tell us if, at any point in the process, your agency's requirements are not being met. We expect that, at the end of the NEPA process, the NEPA document(s) will satisfy your NEPA requirements including those related to project alternatives, environmental consequences, and mitigation.

If your agency does not wish to be a cooperating agency, your agency still has the opportunity to become a participating agency in the environmental review process. As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation

Your agency does not have to accept this invitation to be a cooperating agency or a participating agency. If, however, you elect to not become a cooperating agency, you must decline this invitation in writing, indicating that your agency has no jurisdiction with respect to the project, no expertise or information relevant to the project, or does not intend to submit comments on the project.<sup>3</sup> The declination may be transmitted electronically to Mr. Eric Pasay, Project Biologist at [eric.s.pasay@usace.army.mil](mailto:eric.s.pasay@usace.army.mil).

In order to give your agency adequate opportunity to weigh the relevance of your participation as either a cooperating agency or a participating agency or both in this environmental review process, written response to this invitation is not due until thirty days upon receipt of this letter. Details will follow regarding further coordination on this project.

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<sup>3</sup> Per Section 1005 of WRRDA 2017, which amends Section 2045 of WRDA 2007

The District looks forward to your response to this request and your role as a cooperating or participating agency on this study. If you have questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the study process, please contact Mr. Eric Pasay at (917) 790-6205 or email above.

Sincerely,

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Peter M. Weppler  
Chief, Environmental Analysis Branch

cc:

Karen Greene – NOAA Fisheries – Mid-Atlantic Branch Chief / EFH Regional Coordinator



# United States Department of the Interior

FISH AND WILDLIFE SERVICE

Long Island Office  
340 Smith Road  
Shirley, New York 11967



July 24, 2024

Peter M. Weppeler  
Chief, Environmental Analysis Branch  
New York District  
U.S. Army Corps of Engineers  
26 Federal Plaza  
New York, NY 10278

Dear Peter Weppeler:

This is in response to your June 24, 2024, correspondence inviting the U.S. Fish and Wildlife Service (Service) as a Participating Agency in the National Environmental Policy Act (NEPA) (42 USC 4321 et seq.) environmental review process for the U.S. Army Corps of Engineer's (Corps) Interim Dredged Material Management Plan Update (Interim DMMP Update) and Supplemental Environmental Assessment for the Port of New York and New Jersey Dredge Material Management Plan.

The Service accepts your invitation as a Participating Agency. As noted in your letter, we will be invited to participate on the following activities:

- Defining the purpose of and need for the project
- Determining the range of alternatives to be considered for the project
- Providing input on the impact assessment methodologies and level of detail in your agency's area of expertise
- Participating in coordination meetings, conference calls, and joint field reviews, as appropriate, and
- Reviewing and commenting on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

If you have any questions, or require further assistance, please have your staff contact Steve Papa of the Long Island Field Office at 631-286-0485.

Sincerely,

**IAN DREW**

Ian Drew  
Field Supervisor

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**DEPARTMENT OF THE ARMY**  
**U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT**  
**JACOB K. JAVITS FEDERAL BUILDING**  
**26 FEDERAL PLAZA**  
**NEW YORK NEW YORK 10278-0090**

June 24, 2024

Planning Division

Ian Drew  
Field Office Supervisor  
USFWS-New York Field Office  
3817 Luker Road  
Cortland, NY 13045

Subject: Invitation to be a Participating Agency in the Environmental Review for Interim Dredged Material Management Plan Update for the Port of New York and New Jersey

Dear Mr. Drew:

The U.S. Army Corps of Engineers, New York District (District), in cooperation with the U.S. Environmental Protection Agency (USEPA), New York State Department of Environmental Conservation (NYSDEC), New Jersey Department of Environmental Protection (NJDEP), New Jersey Department of Transportation Office of Maritime Resources (NJDOT/OMR), Port Authority of New York and New Jersey (PANYNJ), New York City Economic Development Corporation (NYCEDC), and Pennsylvania Department of Environmental Protection (PADEP), is preparing an Interim Dredged Material Management Plan Update (Interim DMMP Update) for the Port of New York and New Jersey (Port). A DMMP is a planning document that identifies the quantity of material to be dredged from federal, state, and local navigation channels, both new and existing, and how the dredged material can be managed in an economically and environmentally acceptable manner. The study area encompasses the Port, including New York City, portions of Nassau, Suffolk, Westchester Counties in New York, and portions of Monmouth, Middlesex, Union, Essex, Bergen, Passaic, and Hudson Counties in New Jersey. The study area includes New York's 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, and 17<sup>th</sup> Congressional Districts and New Jersey's 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, and 12<sup>th</sup> Congressional Districts. The study area lies within the New York – New Jersey Harbor Estuary (NY-NJ Harbor) and the New York Bight Apex, an area of the Atlantic Ocean closest to the mouth of the NY-NJ Harbor.

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The Port is the largest seaport on the East Coast and is critical to the economic well-being of the region and our Nation. The Port must be periodically dredged to create or maintain sufficient depths for the safe and efficient operation of waterborne vessels such as large container ships, oil tankers, cruise ships, and barges. Engineer Regulation (ER) 1105-2-100 provides guidance for the completion of a 20-year DMMP. However, an interim approach is being taken for this plan update due to a number of regional uncertainties including: i) the limited dredged material placement capacity of the Historic Area Remediation Site in the New York Bight Apex; ii) the upcoming design and construction of the Harbor Deepening and Channel Improvements civil works project; and iii) the implementation of Water Resources Development Act 2020 Section 125 (WRDA, 2020) (33 U.S.C. § 2326g) which outlines a revised approach to the calculation of the Federal Standard, defined as the least costly dredged material disposal alternative(s) consistent with engineering and environmental requirements. Following the completion of the Interim DMMP Update period, the District would prepare and issue a comprehensive 20-year DMMP per the guidance provided in ER 1105-2-100.

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This letter is a formal invitation for USFWS to be a participating agency during the required NEPA process. The USACE will serve as the lead agency to ensure NEPA compliance for the study. All previously conducted surveys and reports conducted by the USACE in accordance with NEPA compliance for this and related projects will be provided to USFWS. Additionally, the USACE will include USFWS in all future correspondence with federal and state agencies.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise

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<sup>1</sup> Section 2045 of the Water Resources Development Act of 2007 (33 U.S.C. 2348), as amended

<sup>2</sup> Designation as a "participating agency" or "cooperating agency" does not imply that the participating agency supports the proposed project or its potential impacts. A "participating agency" differs from a "cooperating agency," which is defined in regulations implementing the National Environmental Policy Act as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment" 40 CFR 4 – 1508.5.

- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation

Your agency does not have to accept this invitation to be a participating agency. If, however, you elect to not become a participating agency, you must decline this invitation in writing, indicating that your agency has no jurisdiction with respect to the project, no expertise or information relevant to the project, or does not intend to submit comments on the project.<sup>3</sup> The declination may be transmitted electronically to Mr. Eric Pasay, Project Biologist at [eric.s.pasay@usace.army.mil](mailto:eric.s.pasay@usace.army.mil).

In order to give your agency adequate opportunity to weigh the relevance of your participation as a participating agency in this environmental review process, written response to this invitation is not due until thirty days upon receipt of this letter. Details will follow regarding further coordination on this project.

The District looks forward to your response to this request and your role as a participating agency on this study. If you have questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the study process, please contact Mr. Eric Pasay at (917) 790-6205 or email above.

Sincerely,

**WEPPLER.PETER**  
**.M.1228647353**  
Peter M. Wepler  
Chief, Environmental Analysis Branch

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CC:

Andrew L. Raddant – U.S. Department of the Interior – Regional Environmental Officer  
Eric Schrading – USFWS New Jersey Field Office – Field Office Supervisor

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<sup>3</sup> Per Section 1005 of WRRDA 2017, which amends Section 2045 of WRDA 2007



**THE PORT AUTHORITY OF NY & NJ**

Bethann Rooney  
*Director*  
*Port Department*

August 1, 2024

Peter Weppler  
Chief, Environmental Analysis Branch  
New York District  
U.S. Army Corps of Engineers  
Planning - c/o PSC Mail Center  
(Room 17-420)  
26 Federal Plaza  
New York, NY 10278-0090

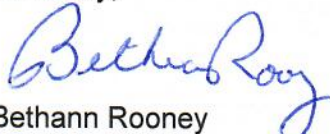
Mr. Weppler,

On behalf of the Port Authority of New York and New Jersey, I formally accept the invitation from the United States Army Corps of Engineers to participate as a Cooperating Agency for the Interim DMMP Update. The future management of dredged material in Port of New York and New Jersey is of the utmost importance for the continued growth of commerce through our gateway.

Over the past five years, The Port Authority has particularly seen a substantial change in where our own dredge material goes. Our dredge material was placed upland for beneficial use on Staten Island from 2008-2020. Now, due to the dwindling capacity for local placement sites in New York and New Jersey, we are placing our processed dredged material in Pennsylvania. Climate change has further exacerbated significant weather events, leading to more frequent flooding. This flooding has contributed to higher sedimentation rates and more dredging, requiring more upland capacity.

We look forward to joining the Corps along with all other cooperating agencies in this endeavor. Our primary point of contact to begin the study will be Jeffrey Brauner. He can be reached at [jbrauner@panynj.gov](mailto:jbrauner@panynj.gov).

Sincerely,

  
Bethann Rooney

150 Greenwich St, 17th Floor  
New York, NY 10007  
T: 212 435 4215 F: 212 435 4201  
[berooney@panynj.gov](mailto:berooney@panynj.gov)



**DEPARTMENT OF THE ARMY**  
**U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT**  
**JACOB K. JAVITS FEDERAL BUILDING**  
**26 FEDERAL PLAZA**  
**NEW YORK NEW YORK 10278-0090**

June 24, 2024

Planning Division

Beth Rooney, Port Director  
Port Authority of New York and New Jersey  
4 World Trade Center  
150 Greenwich Street – 17<sup>th</sup> Floor  
New York, New York 10007

Subject: Invitation to be a Cooperating Agency in the Environmental Review for Interim Dredged Material Management Plan Update for the Port of New York and New Jersey

Dear Ms. Rooney:

The U.S. Army Corps of Engineers, New York District (District), in cooperation with the U.S. Environmental Protection Agency (USEPA), New York State Department of Environmental Conservation (NYSDEC), New Jersey Department of Environmental Protection (NJDEP), New Jersey Department of Transportation Office of Maritime Resources (NJDOT/OMR), Port Authority of New York and New Jersey (PANYNJ), New York City Economic Development Corporation (NYCEDC), and Pennsylvania Department of Environmental Protection (PADEP), is preparing an Interim Dredged Material Management Plan Update (Interim DMMP Update) for the Port of New York and New Jersey (Port). A DMMP is a planning document that identifies the quantity of material to be dredged from federal, state, and local navigation channels, both new and existing, and how the dredged material can be managed in an economically and environmentally acceptable manner. The study area encompasses the Port, including New York City, portions of Nassau, Suffolk, Westchester Counties in New York, and portions of Monmouth, Middlesex, Union, Essex, Bergen, Passaic, and Hudson Counties in New Jersey. The study area includes New York's 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, and 17<sup>th</sup> Congressional Districts and New Jersey's 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, and 12<sup>th</sup> Congressional Districts. The study area lies within the New York – New Jersey Harbor Estuary (NY-NJ Harbor) and the New York Bight Apex, an area of the Atlantic Ocean closest to the mouth of the NY-NJ Harbor.

The objective of the Interim DMMP Update is to develop a regionally supported plan to meet all the dredged material placement capacity requirements expected from dredging within the Port through the end of year 2029. As part of the plan update, the District will prepare a Supplemental Environmental Assessment (EA) pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended. The Supplemental EA will be integrated with the Interim DMMP Update Report. The Supplemental EA will evaluate environmental impacts from reasonable project alternatives, including the No Action Alternative, and determine the potential for significant impacts related to potential management measures being considered, including, but not limited to, the beneficial use of dredged material for environmental remediation, beach nourishment, and habitat creation, enhancement, and restoration.

The Port is the largest seaport on the East Coast and is critical to the economic well-being of the region and our Nation. The Port must be periodically dredged to create or maintain sufficient depths for the safe and efficient operation of waterborne vessels such as large container ships, oil tankers, cruise ships, and barges. Engineer Regulation (ER) 1105-2-100 provides guidance for the completion of a 20-year DMMP. However, an interim approach is being taken for this plan update due to a number of regional uncertainties including: i) the limited dredged material placement capacity of the Historic Area Remediation Site in the New York Bight Apex; ii) the upcoming design and construction of the Harbor Deepening and Channel Improvements civil works project; and iii) the implementation of Water Resources Development Act 2020 Section 125 (WRDA, 2020) (33 U.S.C. § 2326g) which outlines a revised approach to the calculation of the Federal Standard, defined as the least costly dredged material disposal alternative(s) consistent with engineering and environmental requirements. Following the completion of the Interim DMMP Update period, the District would prepare and issue a comprehensive 20-year DMMP per the guidance provided in ER 1105-2-100.

The team is in the preliminary stages of the Interim DMMP Update and environmental analysis. The District is planning to host an interagency meeting in spring 2024. In addition, public information sessions are planned for spring and fall of 2024. The District anticipates releasing the draft integrated report in fall 2024, followed by a public comment period and subsequent release of the final integrated report by the end of 2024. As part of the environmental review process for this project, the District is required by law<sup>1</sup> to identify, as early as practicable, any federal and non-federal agencies that may have an interest in the project, and invite such agencies to become cooperating or participating agencies in the environmental review process.<sup>2</sup>

This letter is a formal invitation for PANYNJ to participate as a cooperating agency during the required NEPA process. The USACE will serve as the lead agency to ensure NEPA compliance for the study. All previously conducted surveys and reports conducted by the USACE in accordance with NEPA compliance for this and related projects will be provided to PANYNJ. Additionally, the USACE will include PANYNJ in all future correspondence with federal and state agencies.

Should your agency choose to assume cooperating status, your agency's specific responsibilities as a cooperating agency will include:

- Attendance at and input during agency coordination meetings
- Comment and feedback on the schedule, overall scope of the NEPA document(s), significant issues to be evaluated, environmental impacts, study and assessment

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<sup>1</sup> Section 2045 of the Water Resources Development Act of 2007 (33 U.S.C. 2348), as amended

<sup>2</sup> Designation as a "participating agency" or "cooperating agency" does not imply that the participating agency supports the proposed project or its potential impacts. A "participating agency" differs from a "cooperating agency," which is defined in regulations implementing the National Environmental Policy Act as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment" 40 CFR 4 – 1508.5.

methodologies, range of alternatives and proposed compensatory mitigation, if applicable

- Guidance on relevant technical studies required as part of the NEPA analysis
- Identification of issues related to your agency's jurisdiction by law and special expertise
- Participation, as appropriate, at public meetings and hearings
- Timely review of the administrative and public drafts of the Draft Integrated Report/NEPA document and Final Integrated Report/NEPA document
- Providing staff support at the lead agency's request to enhance the latter's interdisciplinary capability

As a cooperating agency, you have the right to expect that the NEPA document will enable you to discharge your jurisdictional responsibilities. Likewise, you have the obligation to tell us if, at any point in the process, your agency's requirements are not being met. We expect that, at the end of the NEPA process, the NEPA document(s) will satisfy your NEPA requirements including those related to project alternatives, environmental consequences, and mitigation.

If your agency does not wish to be a cooperating agency, your agency still has the opportunity to become a participating agency in the environmental review process. As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation

Your agency does not have to accept this invitation to be a cooperating agency or a participating agency. If, however, you elect to not become a cooperating agency, you must decline this invitation in writing, indicating that your agency has no jurisdiction with respect to the project, no expertise or information relevant to the project, or does not intend to submit comments on the project.<sup>3</sup> The declination may be transmitted electronically to Mr. Eric Pasay, Project Biologist at [eric.s.pasay@usace.army.mil](mailto:eric.s.pasay@usace.army.mil).

In order to give your agency adequate opportunity to weigh the relevance of your participation as either a cooperating agency or a participating agency or both in this environmental review process, written response to this invitation is not due until thirty days upon receipt of this letter. Details will follow regarding further coordination on this project.

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<sup>3</sup> Per Section 1005 of WRRDA 2017, which amends Section 2045 of WRDA 2007

The District looks forward to your response to this request and your role as a cooperating or participating agency on this study. If you have questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the study process, please contact Mr. Eric Pasay at (917) 790-6205 or email above.

Sincerely,

**WEPPLER.PETER.  
M.1228647353**

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Date: 2024.06.24 10:32:37 -04'00'

Peter M. Weppler  
Chief, Environmental Analysis Branch

cc:

Jeffrey Brauner – PANYNJ Agency Major Maintenance Program – Program Manager



## NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

### Division of Environmental Permits, Region 2

47-40 21st Street, Long Island City, NY 11101

P: (718) 482-4997 | F: (718) 482-4975

[www.dec.ny.gov](http://www.dec.ny.gov)

December 16<sup>th</sup>, 2024

Eric Pasay  
Biologist, Environmental Analysis Branch  
U.S. Army Corps of Engineers  
New York District  
26 Federal Plaza  
New York, NY 10278-0090

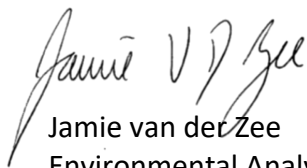
Dear Eric Pasay,

Thank you for your invitation for The New York State Department of Environmental Conservation (DEC) to be a cooperating or participating agency in the National Environmental Policy Act (NEPA) environmental review process for the Army Corps of Engineers (ACOE) Interim Dredged Material Management Plan Update, received on June 24, 2024. The DEC accepts your invitation to be a participating agency, which includes being involve in defining the purpose and need for the project, providing input, participating in meetings, calls, reviews, as well as reviewing and commenting on pre-draft and pre-final environmental review documents.

Our collaboration does not necessarily mean an endorsement of the project, although we look forward to the opportunity to ensure this project is meeting the standards of NEPA, and the Environmental Conservation Laws of the State of New York.

If DEC can be of further assistance, please contact Jamie van der Zee at [jamie.vanderzee@dec.ny.gov](mailto:jamie.vanderzee@dec.ny.gov), or 718-482-4969.

Sincerely,



Jamie van der Zee  
Environmental Analyst I



Department of  
Environmental  
Conservation



**DEPARTMENT OF THE ARMY**  
**U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT**  
**JACOB K. JAVITS FEDERAL BUILDING**  
**26 FEDERAL PLAZA**  
**NEW YORK NEW YORK 10278-0090**

June 24, 2024

Planning Division

Sean Mahar  
Interim Commissioner  
New York State Department  
of Environmental Conservation  
625 Broadway  
Albany, NY 12233-1011

Subject: Invitation to be a Cooperating Agency in the Environmental Review for Interim Dredged Material Management Plan Update for the Port of New York and New Jersey

Dear Commissioner Mahar:

The U.S. Army Corps of Engineers, New York District (District), in cooperation with the U.S. Environmental Protection Agency (USEPA), New York State Department of Environmental Conservation (NYSDEC), New Jersey Department of Environmental Protection (NJDEP), New Jersey Department of Transportation Office of Maritime Resources (NJDOT/OMR), Port Authority of New York and New Jersey (PANYNJ), New York City Economic Development Corporation (NYCEDC), and Pennsylvania Department of Environmental Protection (PADEP), is preparing an Interim Dredged Material Management Plan Update (Interim DMMP Update) for the Port of New York and New Jersey (Port). A DMMP is a planning document that identifies the quantity of material to be dredged from federal, state, and local navigation channels, both new and existing, and how the dredged material can be managed in an economically and environmentally acceptable manner. The study area encompasses the Port, including New York City, portions of Nassau, Suffolk, Westchester Counties in New York, and portions of Monmouth, Middlesex, Union, Essex, Bergen, Passaic, and Hudson Counties in New Jersey. The study area includes New York's 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, and 17<sup>th</sup> Congressional Districts and New Jersey's 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, and 12<sup>th</sup> Congressional Districts. The study area lies within the New York – New Jersey Harbor Estuary (NY-NJ Harbor) and the New York Bight Apex, an area of the Atlantic Ocean closest to the mouth of the NY-NJ Harbor.

The objective of the Interim DMMP Update is to develop a regionally supported plan to meet all the dredged material placement capacity requirements expected from dredging within the Port through the end of year 2029. As part of the plan update, the District will prepare a Supplemental Environmental Assessment (EA) pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended. The Supplemental EA will be integrated with the Interim DMMP Update Report. The Supplemental EA will evaluate environmental impacts from reasonable project alternatives, including the No Action Alternative, and determine the potential for significant impacts related to potential management measures being considered, including, but not limited to, the beneficial use of

dredged material for environmental remediation, beach nourishment, and habitat creation, enhancement, and restoration.

The Port is the largest seaport on the East Coast and is critical to the economic well-being of the region and our Nation. The Port must be periodically dredged to create or maintain sufficient depths for the safe and efficient operation of waterborne vessels such as large container ships, oil tankers, cruise ships, and barges. Engineer Regulation (ER) 1105-2-100 provides guidance for the completion of a 20-year DMMP. However, an interim approach is being taken for this plan update due to a number of regional uncertainties including: i) the limited dredged material placement capacity of the Historic Area Remediation Site in the New York Bight Apex; ii) the upcoming design and construction of the Harbor Deepening and Channel Improvements civil works project; and iii) the implementation of Water Resources Development Act 2020 Section 125 (WRDA, 2020) (33 U.S.C. § 2326g) which outlines a revised approach to the calculation of the Federal Standard, defined as the least costly dredged material disposal alternative(s) consistent with engineering and environmental requirements. Following the completion of the Interim DMMP Update period, the District would prepare and issue a comprehensive 20-year DMMP per the guidance provided in ER 1105-2-100.

The team is in the preliminary stages of the Interim DMMP Update and environmental analysis. The District is planning to host an interagency meeting in spring 2024. In addition, public information sessions are planned for spring and fall of 2024. The District anticipates releasing the draft integrated report in fall 2024, followed by a public comment period and subsequent release of the final integrated report by the end of 2024. As part of the environmental review process for this project, the District is required by law<sup>1</sup> to identify, as early as practicable, any federal and non-federal agencies that may have an interest in the project, and invite such agencies to become cooperating or participating agencies in the environmental review process.<sup>2</sup>

This letter is a formal invitation for NYSDEC to participate as a cooperating agency during the required NEPA process. The USACE will serve as the lead agency to ensure NEPA compliance for the study. All previously conducted surveys and reports conducted by the USACE in accordance with NEPA compliance for this and related projects will be provided to NYSDEC. Additionally, the USACE will include NYSDEC in all future correspondence with federal and state agencies.

Should your agency choose to assume cooperating status, your agency's specific responsibilities as a cooperating agency will include:

- Attendance at and input during agency coordination meetings

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<sup>1</sup> Section 2045 of the Water Resources Development Act of 2007 (33 U.S.C. 2348), as amended

<sup>2</sup> Designation as a "participating agency" or "cooperating agency" does not imply that the participating agency supports the proposed project or its potential impacts. A "participating agency" differs from a "cooperating agency," which is defined in regulations implementing the National Environmental Policy Act as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment" 40 CFR 4 – 1508.5.



- Comment and feedback on the schedule, overall scope of the NEPA document(s), significant issues to be evaluated, environmental impacts, study and assessment methodologies, range of alternatives and proposed compensatory mitigation, if applicable
- Guidance on relevant technical studies required as part of the NEPA analysis
- Identification of issues related to your agency's jurisdiction by law and special expertise
- Participation, as appropriate, at public meetings and hearings
- Timely review of the administrative and public drafts of the Draft Integrated Report/NEPA document and Final Integrated Report/NEPA document
- Providing staff support at the lead agency's request to enhance the latter's interdisciplinary capability

As a cooperating agency, you have the right to expect that the NEPA document will enable you to discharge your jurisdictional responsibilities. Likewise, you have the obligation to tell us if, at any point in the process, your agency's requirements are not being met. We expect that, at the end of the NEPA process, the NEPA document(s) will satisfy your NEPA requirements including those related to project alternatives, environmental consequences, and mitigation.

If your agency does not wish to be a cooperating agency, your agency still has the opportunity to become a participating agency in the environmental review process. As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation

Your agency does not have to accept this invitation to be a cooperating agency or a participating agency. If, however, you elect to not become a cooperating agency, you must decline this invitation in writing, indicating that your agency has no jurisdiction with respect to the project, no expertise or information relevant to the project, or does not intend to submit comments on the project.<sup>3</sup> The declination may be transmitted electronically to Mr. Eric Pasay, Project Biologist at [eric.s.pasay@usace.army.mil](mailto:eric.s.pasay@usace.army.mil).

In order to give your agency adequate opportunity to weigh the relevance of your participation as either a cooperating agency or a participating agency or both in this environmental review process, written response to this invitation is not due until thirty days upon receipt of this letter. Details will follow regarding further coordination on this project.

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<sup>3</sup> Per Section 1005 of WRRDA 2017, which amends Section 2045 of WRDA 2007

The District looks forward to your response to this request and your role as a cooperating or participating agency on this study. If you have questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the study process, please contact Mr. Eric Pasay at (917) 790-6205 or email above.

Sincerely,

WEPPLER.PETER  
.M.1228647353

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Date: 2024.06.24 10:25:34  
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Peter M. Weppler  
Chief, Environmental Analysis Branch

cc:

Stephen Watts – NYSDEC Region 2 – Regional Permit Administrator  
Meaghan McCormack – NYSDEC Region 2  
Jamie Van Der Zee – NYSDEC Region 2



## REGION 2

NEW YORK, N.Y. 10007

November 20, 2024

SENT VIA EMAIL

Eric Pasay  
Biologist, Environmental Analysis Branch  
U.S. Army Corps of Engineers  
New York District – Planning (Room 17-421)  
c/o PSC Mail Center  
26 Federal Plaza  
New York, NY 10278-0090

RE: Cooperating Agency Invitation for the Interim Dredged Material Management Plan Update for the Port of New York and New Jersey

Dear Mr. Pasay:

Thank you for your recent correspondence inviting the U.S. Environmental Protection Agency (EPA) to participate as a cooperating agency in the preparation of the Supplemental Environmental Assessment (EA) for the Interim Dredged Material Management Plan (DMMP) Update for the Port of New York and New Jersey (the Project). The objective of the Interim DMMP Update is to develop a plan to meet dredged material placement capacity requirements expected from dredging within the Port through the end of the year 2029. It is our understanding that a Supplemental EA will be integrated within this DMMP Update report and will evaluate the potential impacts associated with a range of material management measures being considered.

In accordance with the regulations pertaining to the National Environmental Policy Act (NEPA), the EPA accepts the invitation to participate as a cooperating agency along with the expectations outlined in the U.S. Army Corps of Engineers' (USACE) correspondence. In particular, as a cooperating agency we commit to reviewing and submitting comments on documents pertaining to the environmental review (given reasonable timeframes) and attending coordination meetings as appropriate and as resources permit to ensure that all areas under our jurisdiction are sufficiently considered and addressed in the EA. To that end, we anticipate participation from staff across a number of programs, including the Dredging, Sediments & Oceans Section. We also note that EPA retains all independent authorities, including but not limited to those pursuant to our review authority under Section 309 of the Clean Air Act and those relating to various Clean Air Act and Clean Water Act permitting actions and responsibilities under the Marine Protection, Research, and Sanctuaries Act.

The EPA appreciates the opportunity to coordinate with the USACE throughout the environmental review process for the Project to the greatest extent practicable. Should you have questions on our comments noted above please contact me at 212-637-3666 or [nyer.samantha@epa.gov](mailto:nyer.samantha@epa.gov).

Sincerely,

A handwritten signature in cursive script that reads "Samantha Nyer".

Samantha Nyer, PhD

Acting Section Supervisor

Environmental Reviews and Strategic Programs Section



**DEPARTMENT OF THE ARMY**  
**U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT**  
**JACOB K. JAVITS FEDERAL BUILDING**  
**26 FEDERAL PLAZA**  
**NEW YORK NEW YORK 10278-0090**

June 24, 2024

Planning Division

Lisa Garcia  
Regional Administrator  
USEPA Region II  
290 Broadway  
New York, NY 10007

Subject: Invitation to be a Cooperating Agency in the Environmental Review for Interim Dredged Material Management Plan Update for the Port of New York and New Jersey

Dear Ms. Garcia:

The U.S. Army Corps of Engineers, New York District (District), in cooperation with the U.S. Environmental Protection Agency (USEPA), New York State Department of Environmental Conservation (NYSDEC), New Jersey Department of Environmental Protection (NJDEP), New Jersey Department of Transportation Office of Maritime Resources (NJDOT/OMR), Port Authority of New York and New Jersey (PANYNJ), New York City Economic Development Corporation (NYCEDC), and Pennsylvania Department of Environmental Protection (PADEP), is preparing an Interim Dredged Material Management Plan Update (Interim DMMP Update) for the Port of New York and New Jersey (Port). A DMMP is a planning document that identifies the quantity of material to be dredged from federal, state, and local navigation channels, both new and existing, and how the dredged material can be managed in an economically and environmentally acceptable manner. The study area encompasses the Port, including New York City, portions of Nassau, Suffolk, Westchester Counties in New York, and portions of Monmouth, Middlesex, Union, Essex, Bergen, Passaic, and Hudson Counties in New Jersey. The study area includes New York's 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, and 17<sup>th</sup> Congressional Districts and New Jersey's 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, and 12<sup>th</sup> Congressional Districts. The study area lies within the New York – New Jersey Harbor Estuary (NY-NJ Harbor) and the New York Bight Apex, an area of the Atlantic Ocean closest to the mouth of the NY-NJ Harbor.

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This letter is a formal invitation for USEPA to participate as a cooperating agency during the required NEPA process. The USACE will serve as the lead agency to ensure NEPA compliance for the study. All previously conducted surveys and reports conducted by the USACE in accordance with NEPA compliance for this and related projects will be provided to USEPA. Additionally, the USACE will include USEPA in all future correspondence with federal and state agencies.

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- Attendance at and input during agency coordination meetings
- Comment and feedback on the schedule, overall scope of the NEPA document(s), significant issues to be evaluated, environmental impacts, study and assessment

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methodologies, range of alternatives and proposed compensatory mitigation, if applicable

- Guidance on relevant technical studies required as part of the NEPA analysis
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In order to give your agency adequate opportunity to weigh the relevance of your participation as either a cooperating agency or a participating agency or both in this environmental review process, written response to this invitation is not due until thirty days upon receipt of this letter. Details will follow regarding further coordination on this project.

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<sup>3</sup> Per Section 1005 of WRRDA 2017, which amends Section 2045 of WRDA 2007

The District looks forward to your response to this request and your role as a cooperating or participating agency on this study. If you have questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the study process, please contact Mr. Eric Pasay at (917) 790-6205 or email above.

Sincerely,

WEPLER.PETER  
.M.1228647353

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Peter M. Wepler  
Chief, Environmental Analysis Branch

cc:

Mark Austin – USEPA, Region 2 – Environmental Review Team  
Samatha Nyer – USEPA, Region 2 – Environmental Review Team  
Mark Reiss – USEPA, Region 2 – Sediment and Oceans Team





# State of New Jersey

## DEPARTMENT OF ENVIRONMENTAL PROTECTION

### WATERSHED AND LAND MANAGEMENT PROGRAM

Mail Code 501-02A

P.O. Box 420

Trenton, New Jersey 08625-0420

[www.dep.nj.gov/wlm](http://www.dep.nj.gov/wlm)

**PHILIP D. MURPHY**

*Governor*

**TAHESHA L. WAY**

*Lt. Governor*

**SHAWN M. LATOURETTE**

*Commissioner*

December 30, 2024

Peter M. Wepler, Chief  
Army Corps of Engineers  
Jacob K. Javits Federal Building  
26 Federal Plaza  
New York, New York 10278-009

RE: Invitation to be a Cooperating Agency in the Environmental Review for Interim Dredged Material Management Plan Update for the Port of New York and New Jersey

Chief Wepler,

The New Jersey Department of Environmental Protection (Department) is in receipt of your invitation to serve as a cooperating agency during the required National Environmental Policy Act process for the Interim Dredged Material Management Plan Update for the Port of New York and New Jersey.

The Department hereby accepts the invitation and looks forward to engaging with federal and state partners on this study. While Department experts will give this initiative the utmost attention, the Department reserves the right, should other program commitments require, to decline any involvement or the degree of involvement requested by the lead agency on a case-by-case basis.

Going forward, you may contact me at [jennifer.moriarty@dep.nj.gov](mailto:jennifer.moriarty@dep.nj.gov) with copy to Executive Assistant Jessica Cobb ([jessica.cobb@dep.nj.gov](mailto:jessica.cobb@dep.nj.gov)) for coordination. Thank you.

Sincerely,



Jennifer Moriarty  
Assistant Commissioner

C: Nicholas Angarone, NJDEP  
Metthea Yepsen, NJDEP  
Colleen Keller, NJDEP  
Eric Pasay, USACE





**DEPARTMENT OF THE ARMY**  
**U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT**  
**JACOB K. JAVITS FEDERAL BUILDING**  
**26 FEDERAL PLAZA**  
**NEW YORK NEW YORK 10278-0090**

June 24, 2024

Planning Division

Shawn M. LaTourette  
Commissioner  
New Jersey Department of Environmental Protection  
Mail Code 401-07  
401 East State Street  
PO Box 402  
Trenton, NJ 08625-0420

Subject: Invitation to be a Cooperating Agency in the Environmental Review for Interim Dredged Material Management Plan Update for the Port of New York and New Jersey

Dear Commissioner LaTourette:

The U.S. Army Corps of Engineers, New York District (District), in cooperation with the U.S. Environmental Protection Agency (USEPA), New York State Department of Environmental Conservation (NYSDEC), New Jersey Department of Environmental Protection (NJDEP), New Jersey Department of Transportation Office of Maritime Resources (NJDOT/OMR), Port Authority of New York and New Jersey (PANYNJ), New York City Economic Development Corporation (NYCEDC), and Pennsylvania Department of Environmental Protection (PADEP), is preparing an Interim Dredged Material Management Plan Update (Interim DMMP Update) for the Port of New York and New Jersey (Port). A DMMP is a planning document that identifies the quantity of material to be dredged from federal, state, and local navigation channels, both new and existing, and how the dredged material can be managed in an economically and environmentally acceptable manner. The study area encompasses the Port, including New York City, portions of Nassau, Suffolk, Westchester Counties in New York, and portions of Monmouth, Middlesex, Union, Essex, Bergen, Passaic, and Hudson Counties in New Jersey. The study area includes New York's 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, and 17<sup>th</sup> Congressional Districts and New Jersey's 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, and 12<sup>th</sup> Congressional Districts. The study area lies within the New York – New Jersey Harbor Estuary (NY-NJ Harbor) and the New York Bight Apex, an area of the Atlantic Ocean closest to the mouth of the NY-NJ Harbor.

The objective of the Interim DMMP Update is to develop a regionally supported plan to meet all the dredged material placement capacity requirements expected from dredging within the Port through the end of year 2029. As part of the plan update, the District will prepare a Supplemental Environmental Assessment (EA) pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended. The Supplemental EA will be integrated with the Interim DMMP Update Report. The Supplemental EA will evaluate environmental impacts from reasonable project alternatives, including the No Action Alternative, and determine the potential for significant impacts related to potential management measures being considered, including, but not limited to, the beneficial use of

dredged material for environmental remediation, beach nourishment, and habitat creation, enhancement, and restoration.

The Port is the largest seaport on the East Coast and is critical to the economic well-being of the region and our Nation. The Port must be periodically dredged to create or maintain sufficient depths for the safe and efficient operation of waterborne vessels such as large container ships, oil tankers, cruise ships, and barges. Engineer Regulation (ER) 1105-2-100 provides guidance for the completion of a 20-year DMMP. However, an interim approach is being taken for this plan update due to a number of regional uncertainties including: i) the limited dredged material placement capacity of the Historic Area Remediation Site in the New York Bight Apex; ii) the upcoming design and construction of the Harbor Deepening and Channel Improvements civil works project; and iii) the implementation of Water Resources Development Act 2020 Section 125 (WRDA, 2020) (33 U.S.C. § 2326g) which outlines a revised approach to the calculation of the Federal Standard, defined as the least costly dredged material disposal alternative(s) consistent with engineering and environmental requirements. Following the completion of the Interim DMMP Update period, the District would prepare and issue a comprehensive 20-year DMMP per the guidance provided in ER 1105-2-100.

The team is in the preliminary stages of the Interim DMMP Update and environmental analysis. The District is planning to host an interagency meeting in spring 2024. In addition, public information sessions are planned for spring and fall of 2024. The District anticipates releasing the draft integrated report in fall 2024, followed by a public comment period and subsequent release of the final integrated report by the end of 2024. As part of the environmental review process for this project, the District is required by law<sup>1</sup> to identify, as early as practicable, any federal and non-federal agencies that may have an interest in the project, and invite such agencies to become cooperating or participating agencies in the environmental review process.<sup>2</sup>

This letter is a formal invitation for NJDEP to participate as a cooperating agency during the required NEPA process. The USACE will serve as the lead agency to ensure NEPA compliance for the study. All previously conducted surveys and reports conducted by the USACE in accordance with NEPA compliance for this and related projects will be provided to NJDEP. Additionally, the USACE will include NJDEP in all future correspondence with federal and state agencies.

Should your agency choose to assume cooperating status, your agency's specific responsibilities as a cooperating agency will include:

- Attendance at and input during agency coordination meetings

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<sup>1</sup> Section 2045 of the Water Resources Development Act of 2007 (33 U.S.C. 2348), as amended

<sup>2</sup> Designation as a "participating agency" or "cooperating agency" does not imply that the participating agency supports the proposed project or its potential impacts. A "participating agency" differs from a "cooperating agency," which is defined in regulations implementing the National Environmental Policy Act as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment" 40 CFR 4 – 1508.5.

- Comment and feedback on the schedule, overall scope of the NEPA document(s), significant issues to be evaluated, environmental impacts, study and assessment methodologies, range of alternatives and proposed compensatory mitigation, if applicable
- Guidance on relevant technical studies required as part of the NEPA analysis
- Identification of issues related to your agency's jurisdiction by law and special expertise
- Participation, as appropriate, at public meetings and hearings
- Timely review of the administrative and public drafts of the Draft Integrated Report/NEPA document and Final Integrated Report/NEPA document
- Providing staff support at the lead agency's request to enhance the latter's interdisciplinary capability

As a cooperating agency, you have the right to expect that the NEPA document will enable you to discharge your jurisdictional responsibilities. Likewise, you have the obligation to tell us if, at any point in the process, your agency's requirements are not being met. We expect that, at the end of the NEPA process, the NEPA document(s) will satisfy your NEPA requirements including those related to project alternatives, environmental consequences, and mitigation.

If your agency does not wish to be a cooperating agency, your agency still has the opportunity to become a participating agency in the environmental review process. As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation

Your agency does not have to accept this invitation to be a cooperating agency or a participating agency. If, however, you elect to not become a cooperating agency, you must decline this invitation in writing, indicating that your agency has no jurisdiction with respect to the project, no expertise or information relevant to the project, or does not intend to submit comments on the project.<sup>3</sup> The declination may be transmitted electronically to Mr. Eric Pasay, Project Biologist at [eric.s.pasay@usace.army.mil](mailto:eric.s.pasay@usace.army.mil).

In order to give your agency adequate opportunity to weigh the relevance of your participation as either a cooperating agency or a participating agency or both in this environmental review process, written response to this invitation is not due until thirty days upon receipt of this letter. Details will follow regarding further coordination on this project.

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<sup>3</sup> Per Section 1005 of WRRDA 2017, which amends Section 2045 of WRDA 2007

The District looks forward to your response to this request and your role as a cooperating or participating agency on this study. If you have questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the study process, please contact Mr. Eric Pasay at (917) 790-6205 or email above.

Sincerely,

**WEPPLER.PETER**  
**.M.1228647353**

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WEPPLER.PETER.M.1228647353  
Date: 2024.06.24 10:59:00  
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Peter M. Weppler  
Chief, Environmental Analysis Branch

cc:

David Pepe – NJDEP – Office of Permitting and Project Navigation

Gary Nickerson – NJDEP – Contaminated Site Remediation and Development

**From:** [Clifton, Genevieve \[DOT\]](#)  
**To:** [Pasay, Eric S CIV USARMY CENAN \(USA\)](#)  
**Cc:** [Douglas, Walter \(Scott\) \[DOT\]](#); [Masciandaro, Vincent S \[DOT\]](#); [Alcoba, Catherine J CIV USARMY CENAN \(USA\)](#); [Weppler, Peter M CIV USARMY CENAN \(USA\)](#); [DMMP-Update](#)  
**Subject:** [Non-DoD Source] RE: USACE Interim DMMP Update Cooperating Letter  
**Date:** Monday, June 24, 2024 4:07:39 PM

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Hello Eric:

NJDOT/OMR looks forward to participating. Genevieve

---

**From:** Pasay, Eric S CIV USARMY CENAN (USA) <Eric.S.Pasay@usace.army.mil>  
**Sent:** Monday, June 24, 2024 2:01 PM  
**To:** Clifton, Genevieve [DOT] <Genevieve.Clifton@dot.nj.gov>  
**Cc:** Douglas, Walter (Scott) [DOT] <SCOTT.DOUGLAS@dot.nj.gov>; Masciandaro, Vincent S [DOT] <VincentS.Masciandaro@dot.nj.gov>; Alcoba, Catherine J CIV USARMY CENAN (USA) <Catherine.J.Alcoba@usace.army.mil>; Weppler, Peter M CIV USARMY CENAN (USA) <Peter.M.Weppler@usace.army.mil>; DMMP-Update <DMMP-Update@usace.army.mil>  
**Subject:** [EXTERNAL] USACE Interim DMMP Update Cooperating Letter

**\*\*\* CAUTION \*\*\***

This message came from an **EXTERNAL** address ([eric.s.pasay@usace.army.mil](mailto:eric.s.pasay@usace.army.mil)). **DO NOT** click on links or attachments unless you know the sender and the content is safe.

**New Jersey State Government Employees Should Forward Messages That May Be Cyber Security Risks To [PhishReport@cyber.nj.gov](mailto:PhishReport@cyber.nj.gov).**

Good Afternoon,

Please see the attached letter inviting the NJDOT to be a Cooperating Agency on the NEPA Report for the Interim Dredged Material Management Plan Update for the Port of New York and New Jersey. Please do not hesitate to contact me with any questions.

Thank you,

Eric Pasay

Biologist, Environmental Analysis Branch

U.S. Army Corps of Engineers

New York District – Planning (Room 17-421)

c/o PSC Mail Center

26 Federal Plaza

New York, NY 10278-0090

P: 917-790-6205

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**DEPARTMENT OF THE ARMY**  
**U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT**  
**JACOB K. JAVITS FEDERAL BUILDING**  
**26 FEDERAL PLAZA**  
**NEW YORK NEW YORK 10278-0090**

June 24, 2024

Planning Division

Genevieve Clifton  
Manager, Office of Maritime Resources  
New Jersey Department of Transportation  
1035 Parkway Avenue  
3rd Floor Main Office Building  
PO Box 600  
Trenton, NJ 08625

Subject: Invitation to be a Cooperating Agency in the Environmental Review for Interim Dredged Material Management Plan Update for the Port of New York and New Jersey

Dear Ms. Clifton:

The U.S. Army Corps of Engineers, New York District (District), in cooperation with the U.S. Environmental Protection Agency (USEPA), New York State Department of Environmental Conservation (NYSDEC), New Jersey Department of Environmental Protection (NJDEP), New Jersey Department of Transportation Office of Maritime Resources (NJDOT/OMR), Port Authority of New York and New Jersey (PANYNJ), New York City Economic Development Corporation (NYCEDC), and Pennsylvania Department of Environmental Protection (PADEP), is preparing an Interim Dredged Material Management Plan Update (Interim DMMP Update) for the Port of New York and New Jersey (Port). A DMMP is a planning document that identifies the quantity of material to be dredged from federal, state, and local navigation channels, both new and existing, and how the dredged material can be managed in an economically and environmentally acceptable manner. The study area encompasses the Port, including New York City, portions of Nassau, Suffolk, Westchester Counties in New York, and portions of Monmouth, Middlesex, Union, Essex, Bergen, Passaic, and Hudson Counties in New Jersey. The study area includes New York's 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, and 17<sup>th</sup> Congressional Districts and New Jersey's 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, and 12<sup>th</sup> Congressional Districts. The study area lies within the New York – New Jersey Harbor Estuary (NY-NJ Harbor) and the New York Bight Apex, an area of the Atlantic Ocean closest to the mouth of the NY-NJ Harbor.

The objective of the Interim DMMP Update is to develop a regionally supported plan to meet all the dredged material placement capacity requirements expected from dredging within the Port through the end of year 2029. As part of the plan update, the District will prepare a Supplemental Environmental Assessment (EA) pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended. The Supplemental EA will be integrated with the Interim DMMP Update Report. The Supplemental EA will evaluate environmental impacts from reasonable project alternatives, including the No Action Alternative, and determine the potential for significant impacts related to potential

management measures being considered, including, but not limited to, the beneficial use of dredged material for environmental remediation, beach nourishment, and habitat creation, enhancement, and restoration.

The Port is the largest seaport on the East Coast and is critical to the economic well-being of the region and our Nation. The Port must be periodically dredged to create or maintain sufficient depths for the safe and efficient operation of waterborne vessels such as large container ships, oil tankers, cruise ships, and barges. Engineer Regulation (ER) 1105-2-100 provides guidance for the completion of a 20-year DMMP. However, an interim approach is being taken for this plan update due to a number of regional uncertainties including: i) the limited dredged material placement capacity of the Historic Area Remediation Site in the New York Bight Apex; ii) the upcoming design and construction of the Harbor Deepening and Channel Improvements civil works project; and iii) the implementation of Water Resources Development Act 2020 Section 125 (WRDA, 2020) (33 U.S.C. § 2326g) which outlines a revised approach to the calculation of the Federal Standard, defined as the least costly dredged material disposal alternative(s) consistent with engineering and environmental requirements. Following the completion of the Interim DMMP Update period, the District would prepare and issue a comprehensive 20-year DMMP per the guidance provided in ER 1105-2-100.

The team is in the preliminary stages of the Interim DMMP Update and environmental analysis. The District is planning to host an interagency meeting in spring 2024. In addition, public information sessions are planned for spring and fall of 2024. The District anticipates releasing the draft integrated report in fall 2024, followed by a public comment period and subsequent release of the final integrated report by the end of 2024. As part of the environmental review process for this project, the District is required by law<sup>1</sup> to identify, as early as practicable, any federal and non-federal agencies that may have an interest in the project and invite such agencies to become cooperating or participating agencies in the environmental review process.<sup>2</sup>

This letter is a formal invitation for NJDOT/OMR to participate as a cooperating agency during the required NEPA process. The USACE will serve as the lead agency to ensure NEPA compliance for the study. All previously conducted surveys and reports conducted by the USACE in accordance with NEPA compliance for this and related projects will be provided to NJDOT/OMR. Additionally, the USACE will include NJDOT/OMR in all future correspondence with federal and state agencies.

Should your agency choose to assume cooperating status, your agency's specific responsibilities as a cooperating agency will include:

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<sup>1</sup> Section 2045 of the Water Resources Development Act of 2007 (33 U.S.C. 2348), as amended

<sup>2</sup> Designation as a "participating agency" or "cooperating agency" does not imply that the participating agency supports the proposed project or its potential impacts. A "participating agency" differs from a "cooperating agency," which is defined in regulations implementing the National Environmental Policy Act as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment" 40 CFR 4 – 1508.5.

- Attendance at and input during agency coordination meetings
- Comment and feedback on the schedule, overall scope of the NEPA document(s), significant issues to be evaluated, environmental impacts, study and assessment methodologies, range of alternatives and proposed compensatory mitigation, if applicable
- Guidance on relevant technical studies required as part of the NEPA analysis
- Identification of issues related to your agency's jurisdiction by law and special expertise
- Participation, as appropriate, at public meetings and hearings
- Timely review of the administrative and public drafts of the Draft Integrated Report/NEPA document and Final Integrated Report/NEPA document
- Providing staff support at the lead agency's request to enhance the latter's interdisciplinary capability

As a cooperating agency, you have the right to expect that the NEPA document will enable you to discharge your jurisdictional responsibilities. Likewise, you have the obligation to tell us if, at any point in the process, your agency's requirements are not being met. We expect that, at the end of the NEPA process, the NEPA document(s) will satisfy your NEPA requirements including those related to project alternatives, environmental consequences, and mitigation.

If your agency does not wish to be a cooperating agency, your agency still has the opportunity to become a participating agency in the environmental review process. As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation

Your agency does not have to accept this invitation to be a cooperating agency or a participating agency. If, however, you elect to not become a cooperating agency, you must decline this invitation in writing, indicating that your agency has no jurisdiction with respect to the project, no expertise or information relevant to the project, or does not intend to submit comments on the project.<sup>3</sup> The declination may be transmitted electronically to Mr. Eric Pasay, Project Biologist at [eric.s.pasay@usace.army.mil](mailto:eric.s.pasay@usace.army.mil).

In order to give your agency adequate opportunity to weigh the relevance of your participation as either a cooperating agency or a participating agency or both in this

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<sup>3</sup> Per Section 1005 of WRRDA 2017, which amends Section 2045 of WRDA 2007

environmental review process, written response to this invitation is not due until thirty days upon receipt of this letter. Details will follow regarding further coordination on this project.

The District looks forward to your response to this request and your role as a cooperating or participating agency on this study. If you have questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the study process, please contact Mr. Eric Pasay at (917) 790-6205 or email above.

Sincerely,

WEPPLER.PETER  
.M.1228647353

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Date: 2024.06.24 11:07:08  
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Peter M. Wepler  
Chief, Environmental Analysis Branch

cc:

Scott Douglass – NJDOT/OMR – Dredging Program Manager  
Vincent Masciandaro – NJDOT/OMR – Program Specialist



**DEPARTMENT OF THE ARMY**  
**U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT**  
**JACOB K. JAVITS FEDERAL BUILDING**  
**26 FEDERAL PLAZA**  
**NEW YORK NEW YORK 10278-0090**

April 22, 2024

Reply to:  
Environmental Analysis Branch  
Planning Division

Subject: Invitation to be a Consulting Party in the Cultural and Environmental Review for Interim Dredged Material Management Plan Update for the Port of New York and New Jersey

Dear Stakeholder:

The U.S. Army Corps of Engineers, New York District (District), in cooperation with the U.S. Environmental Protection Agency (USEPA), New York State Department of Environmental Conservation (NYSDEC), New Jersey Department of Environmental Protection (NJDEP), New Jersey Department of Transportation Office of Maritime Resources (NJDOT/OMR), Port Authority of New York and New Jersey (PANYNJ), New York City Economic Development Corporation (NYCEDC), and Pennsylvania Department of Environmental Protection (PADEP), is preparing an Interim Dredged Material Management Plan Update (Interim DMMP Update) for the Port of New York and New Jersey (Port). A DMMP is a planning document that identifies the quantity of material to be dredged from federal, state, and local navigation channels, both new and existing, and how the dredged material can be managed in an economically and environmentally acceptable manner. The study area encompasses the Port, including New York City, portions of Nassau, Suffolk, and Westchester Counties in New York, and portions of Monmouth, Middlesex, Union, Essex, Bergen, Passaic, and Hudson Counties in New Jersey. The study area includes New York's 2<sup>nd</sup> through 17<sup>th</sup> Congressional Districts and New Jersey's 5<sup>th</sup>, through 10<sup>th</sup>, and 12<sup>th</sup> Congressional Districts. The study area lies within the New York – New Jersey Harbor Estuary (NY-NJ Harbor) and the New York Bight Apex, an area of the Atlantic Ocean closest to the mouth of the NY-NJ Harbor.

The objective of the Interim DMMP Update is to develop a regionally supported plan to meet all the dredged material placement capacity requirements expected from dredging within the Port through the end of year 2029. In accordance with Section 106 of the NHPA, as amended, its implementing regulation 36 CFR Part 800, and the National Environmental Policy Act (NEPA), the District will prepare a Supplemental Environmental Assessment (EA). In accordance with Section 106 of the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality regulations, Section 106 (54 U.S.C. Section 306108) of the National Historic Preservation Act of 1966 (NHPA), as amended, and its implementing regulation 36 Code of Federal Regulations (CFR) Part 800 (Protection of Historic Properties) the District will be conducting a Cultural Resources Assessment. The Supplemental EA will be integrated with the Interim DMMP Update Report. The Supplemental EA will evaluate environmental impacts from reasonable project alternatives, including the No Action Alternative, and determine the potential for significant impacts related to potential management measures being considered, including, but not limited to, the beneficial use of dredged material for environmental remediation, beach nourishment, and habitat creation, enhancement, and restoration. The District is also developing an updated Programmatic Agreement (PA) that will

guide Section 106 compliance activities throughout the next design and construction phases of the project.

The Port is the largest seaport on the East Coast and is critical to the economic well-being of the region and the Nation. The Port must be periodically dredged to create or maintain sufficient depths for the safe and efficient operation of waterborne vessels such as large container ships, oil tankers, cruise ships, and barges. Engineer Regulation (ER) 1105-2-100 provides guidance for the completion of a 20-year DMMP. However, an interim approach is being taken for this plan update due to a number of regional uncertainties including: i) the limited dredged material placement capacity of the Historic Area Remediation Site in the New York Bight Apex; ii) the upcoming design and construction of the Harbor Deepening and Channel Improvements civil works project; and iii) the implementation of Water Resources Development Act 2020 Section 125 (WRDA, 2020) (33 U.S.C. § 2326g) which outlines a revised approach to the calculation of the Federal Standard, defined as the least costly dredged material disposal alternative(s) consistent with engineering and environmental requirements. Following the completion of the Interim DMMP Update period, the District would prepare and issue a comprehensive 20-year DMMP per the guidance provided in ER 1105-2-100.

The team is in the preliminary stages of the Interim DMMP Update and environmental analysis. The District is planning to host an interagency meeting in spring 2024. In addition, public information sessions are planned for spring and fall of 2024. The District anticipates to release the draft integrated report and draft Programmatic Agreement in fall 2024, followed by a public comment period and subsequent release of the final integrated report and Programmatic Agreement by the end of 2024. The District is also working to identifying interested parties to participate in the Section 106 consultation process and study planning. The District also intends to provide the Advisory Council on Historic Preservation (ACHP) the opportunity to comment and participate in accordance with 36 CFR Part 800.

This letter serves to initiate consultation with your office under 36 CFR 800.3(c)(4). We would also like to invite you to join us for any of the upcoming informational meetings to learn more about the project and to discuss the District's ongoing efforts to evaluate the project's potential to affect cultural resources, an invitation outlining the time and date will be forthcoming. Please provide any written response within 30 calendar days to the Project Archaeologist, Mr. Ryan Clark by mail (US Army Corps of Engineers, CENAN-PL-EA, 26 Federal Plaza, Room 17-421 c/o PSC Mail Center, New York, NY 10278) or by email to [ryan.n.clark@usace.army.mil](mailto:ryan.n.clark@usace.army.mil). If you have questions or would like to receive further information, please contact Mr. Clark at (917) 790-8629 or by email.

Sincerely,

WEPPLER.PETER  
.M.1228647353

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WEPPLER.PETER.M.1228647353  
Date: 2024.04.22 10:14:27  
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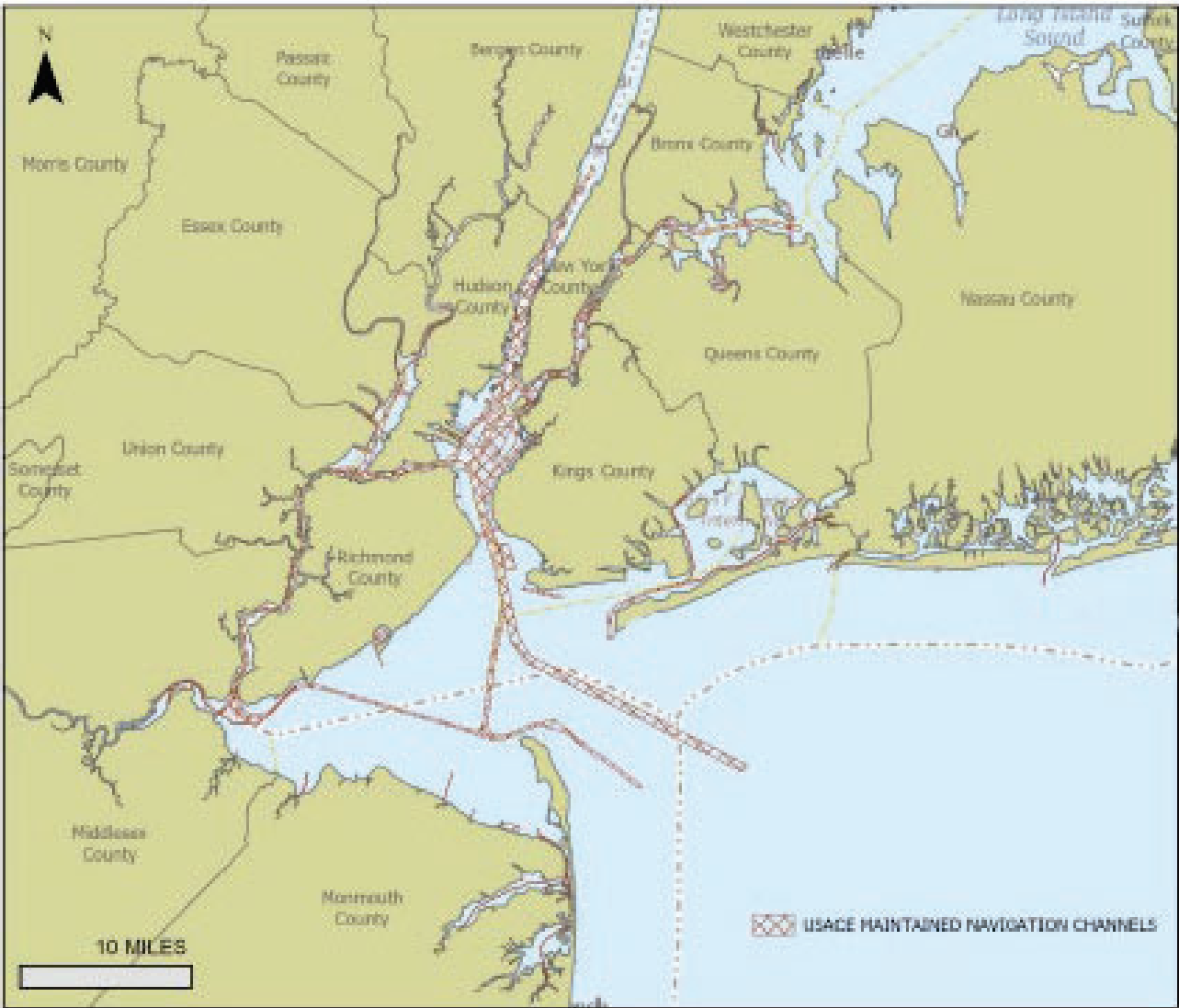
Peter M. Wepler  
Chief, Environmental Analysis Branch

Enclosures:

Enclosure 1: Study Area



Enclosure 1: Study Area







**DEPARTMENT OF THE ARMY**  
**U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT**  
**JACOB K. JAVITS FEDERAL BUILDING**  
**26 FEDERAL PLAZA**  
**NEW YORK NEW YORK 10278-0090**

April 18, 2024

Reply to:  
Environmental Analysis Branch  
Planning Division

Rainbow Chavis  
Shinnecock Indian Nation Tribal Office  
Cultural Resource Department  
P.O. Box 5006  
Southampton, NY 11968

Subject: Invitation to be a Consulting Party in the Cultural and Environmental Review for Interim Dredged Material Management Plan Update for the Port of New York and New Jersey

Dear Ms. Chavis:

The U.S. Army Corps of Engineers, New York District (District), in cooperation with the U.S. Environmental Protection Agency (USEPA), New York State Department of Environmental Conservation (NYSDEC), New Jersey Department of Environmental Protection (NJDEP), New Jersey Department of Transportation Office of Maritime Resources (NJDOT/OMR), Port Authority of New York and New Jersey (PANYNJ), New York City Economic Development Corporation (NYCEDC), and Pennsylvania Department of Environmental Protection (PADEP), is preparing an Interim Dredged Material Management Plan Update (Interim DMMP Update) for the Port of New York and New Jersey (Port). A DMMP is a planning document that identifies the quantity of material to be dredged from federal, state, and local navigation channels, both new and existing, and how the dredged material can be managed in an economically and environmentally acceptable manner. The study area encompasses the Port, including New York City, portions of Nassau, Suffolk, and Westchester Counties in New York, and portions of Monmouth, Middlesex, Union, Essex, Bergen, Passaic, and Hudson Counties in New Jersey. The study area includes New York's 2<sup>nd</sup> through 17<sup>th</sup> Congressional Districts and New Jersey's 5<sup>th</sup>, through 10<sup>th</sup>, and 12<sup>th</sup> Congressional Districts. The study area lies within the New York – New Jersey Harbor Estuary (NY-NJ Harbor) and the New York Bight Apex, an area of the Atlantic Ocean closest to the mouth of the NY-NJ Harbor.

The objective of the Interim DMMP Update is to develop a regionally supported plan to meet all the dredged material placement capacity requirements expected from dredging within the Port through the end of year 2029. In accordance with Section 106 of the NHPA, as amended, its implementing regulation 36 CFR Part 800, and the National Environmental Policy Act (NEPA), the District will prepare a Supplemental Environmental Assessment (EA). In accordance with Section 106 of the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality regulations, Section 106 (54 U.S.C. Section 306108) of the National Historic Preservation Act of 1966 (NHPA), as amended, and its implementing regulation 36 Code of Federal Regulations (CFR) Part 800 (Protection of Historic Properties) the District will be conducting a Cultural Resources Assessment. The Supplemental EA will be integrated with the Interim DMMP Update Report. The Supplemental EA will evaluate

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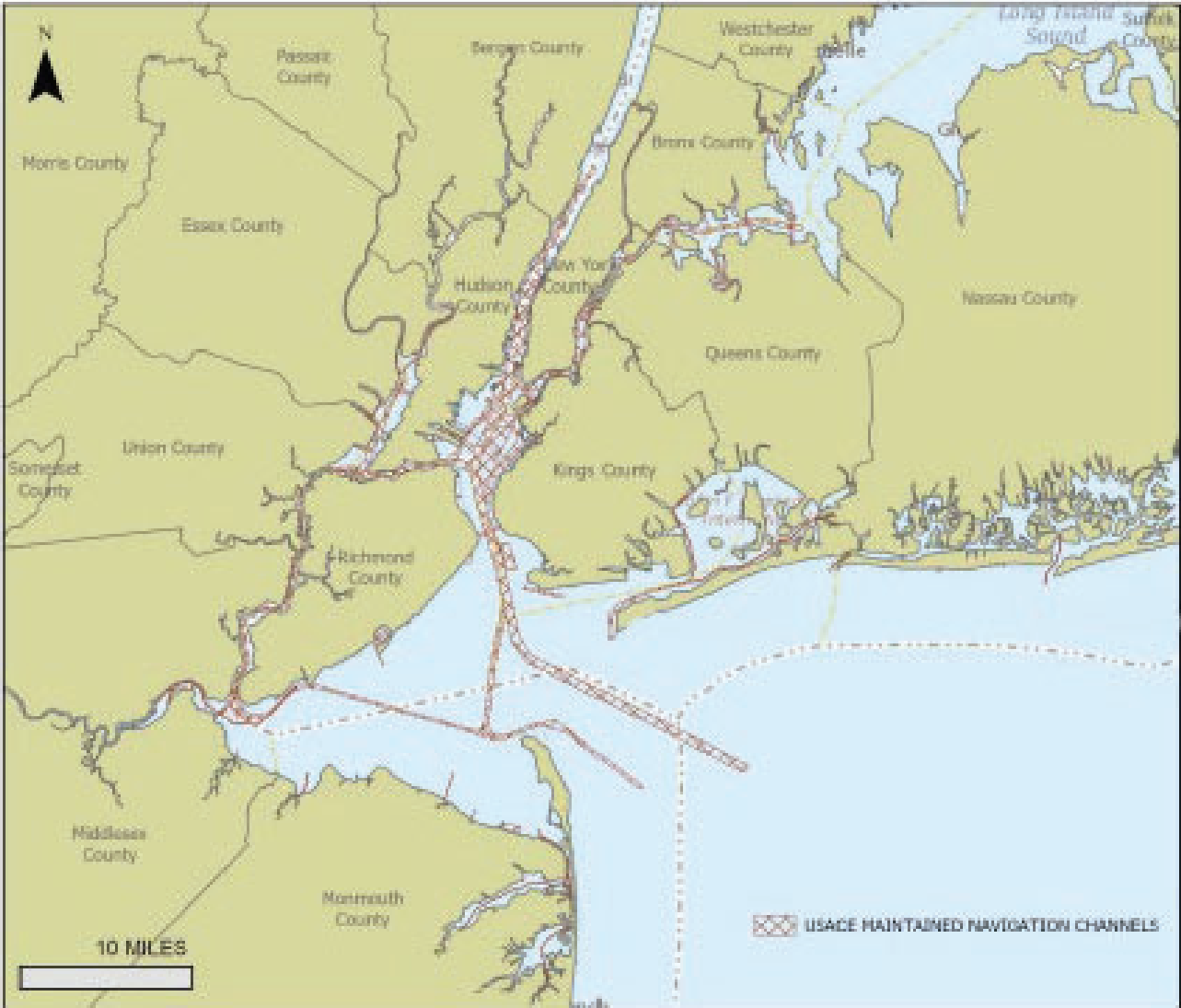
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Sincerely,

Carissa Scarpa  
District Tribal Liaison  
U.S. Army Corps of Engineers, New York District

Enclosures:  
Enclosure 1: Study Area

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**DEPARTMENT OF THE ARMY**  
**U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT**  
**JACOB K. JAVITS FEDERAL BUILDING**  
**26 FEDERAL PLAZA**  
**NEW YORK NEW YORK 10278-0090**

April 18, 2024

Reply to:  
Environmental Analysis Branch  
Planning Division

Susan Bachor  
Historic Preservation Officer  
Delaware Tribe of Indians  
5100 Tuxedo Blvd.  
Bartlesville, OK 74006

Subject: Invitation to be a Consulting Party in the Cultural and Environmental Review for Interim Dredged Material Management Plan Update for the Port of New York and New Jersey

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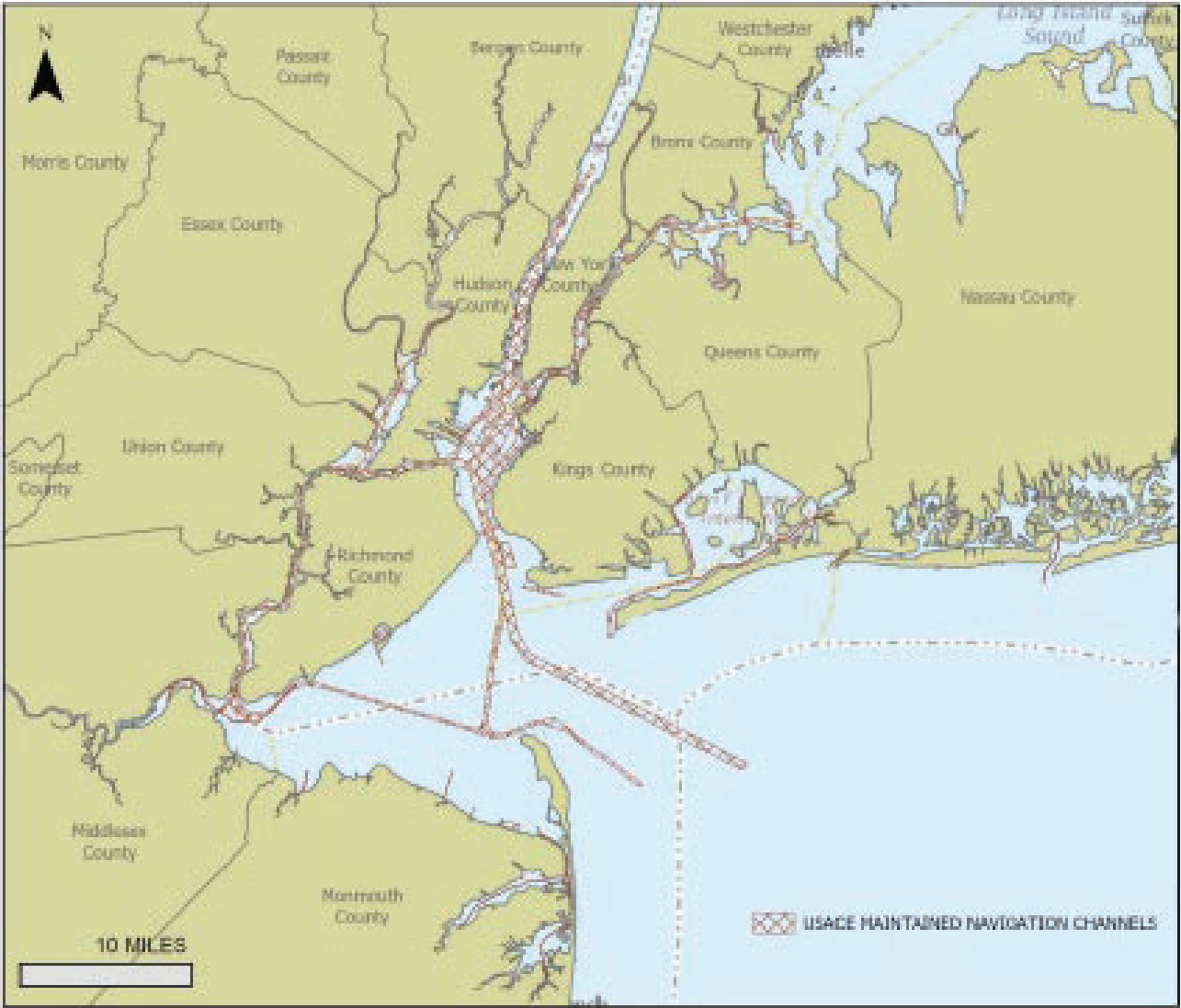
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Carissa Scarpa  
District Tribal Liaison  
U.S. Army Corps of Engineers, New York District

Enclosures:  
Enclosure 1: Study Area

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**DEPARTMENT OF THE ARMY**  
**U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT**  
**JACOB K. JAVITS FEDERAL BUILDING**  
**26 FEDERAL PLAZA**  
**NEW YORK NEW YORK 10278-0090**

April 18, 2024

Reply to:  
Environmental Analysis Branch  
Planning Division

Katelyn Lucas  
Tribal Historic Preservation Office  
Delaware Nation  
2825 Fish Hatchery Road  
Allentown, PA 18103

Subject: Invitation to be a Consulting Party in the Cultural and Environmental Review for Interim Dredged Material Management Plan Update for the Port of New York and New Jersey

Dear Ms. Lucas:

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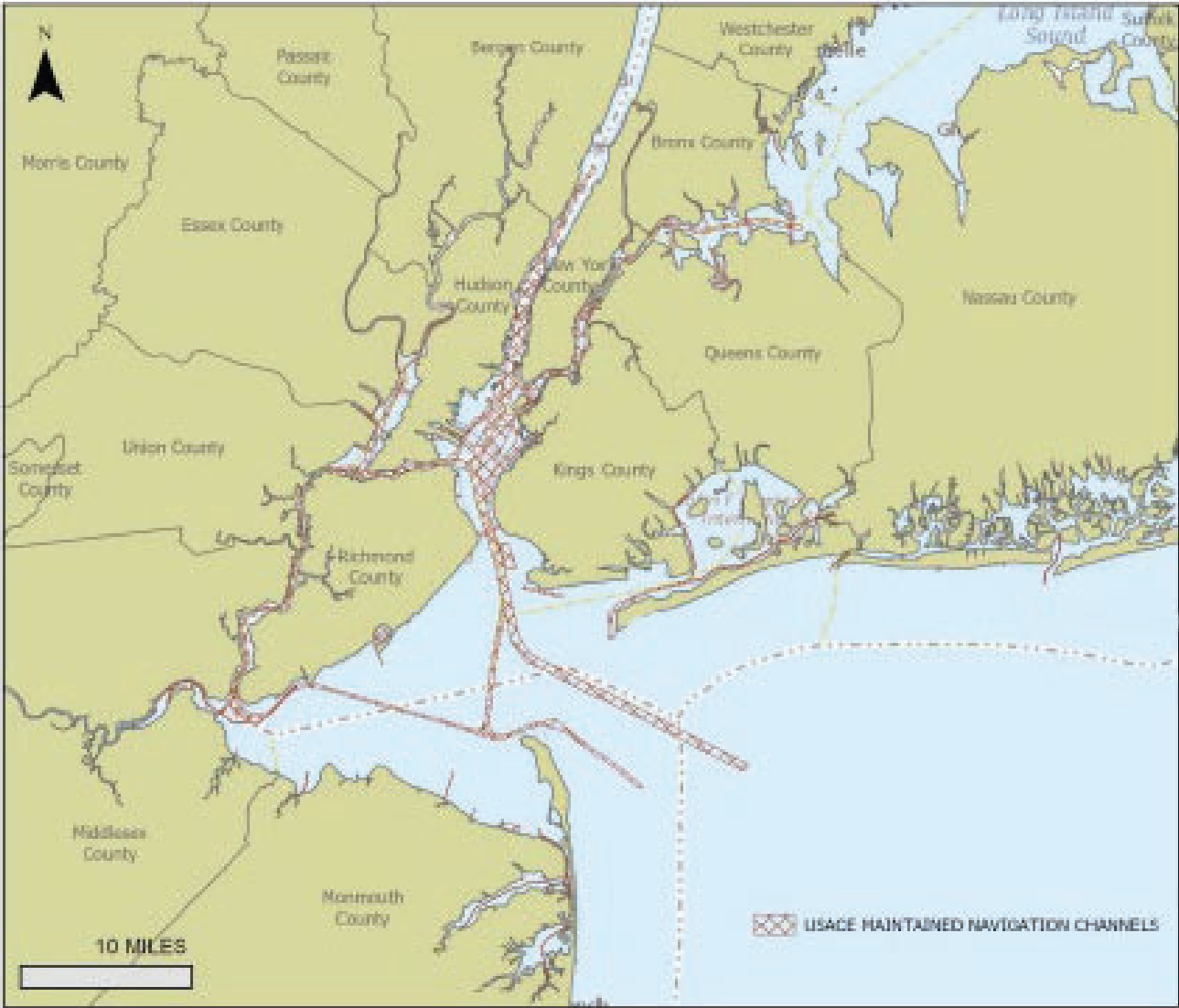
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Carissa Scarpa  
District Tribal Liaison  
U.S. Army Corps of Engineers, New York District

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Enclosure 1: Study Area

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**JACOB K. JAVITS FEDERAL BUILDING**  
**26 FEDERAL PLAZA**  
**NEW YORK NEW YORK 10278-0090**

April 18, 2024

Reply to:  
Environmental Analysis Branch  
Planning Division

Jeffrey Bendremer, PhD, RPA  
Tribal Historic Preservation Officer  
Stockbridge-Munsee Community Band of Mohican Indians  
86 Spring Street  
Williamstown, MA 01267

Subject: Invitation to be a Consulting Party in the Cultural and Environmental Review for Interim Dredged Material Management Plan Update for the Port of New York and New Jersey

Dear Dr. Bendremer:

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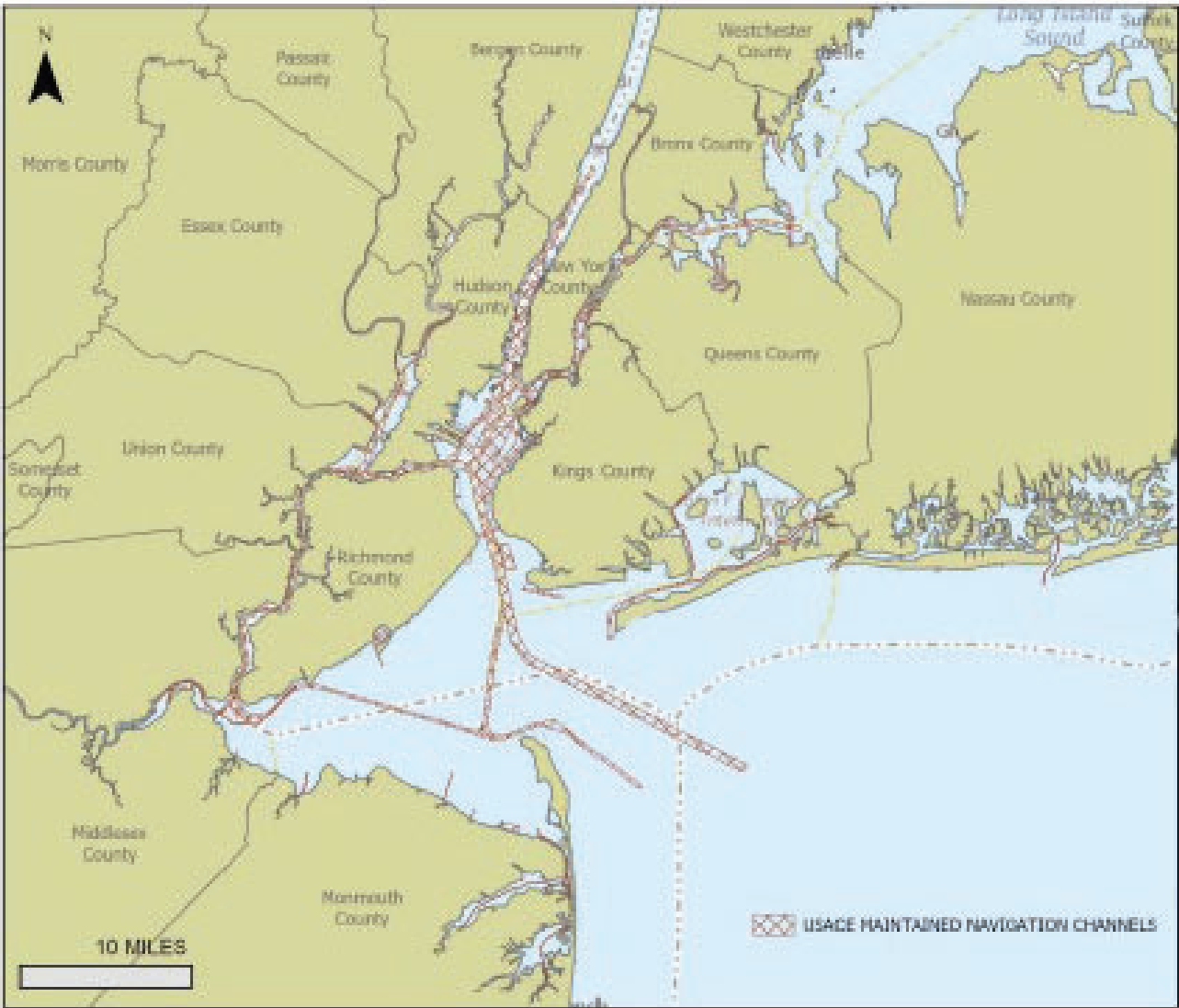
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April 18, 2024

Reply to:  
Environmental Analysis Branch  
Planning Division

Tonya Tipton  
Shawnee Tribe  
Historic Preservation Office  
PO Box 189  
Miami, OK 74355

Subject: Invitation to be a Consulting Party in the Cultural and Environmental Review for Interim Dredged Material Management Plan Update for the Port of New York and New Jersey

Dear Ms. Tipton:

The U.S. Army Corps of Engineers, New York District (District), in cooperation with the U.S. Environmental Protection Agency (USEPA), New York State Department of Environmental Conservation (NYSDEC), New Jersey Department of Environmental Protection (NJDEP), New Jersey Department of Transportation Office of Maritime Resources (NJDOT/OMR), Port Authority of New York and New Jersey (PANYNJ), New York City Economic Development Corporation (NYCEDC), and Pennsylvania Department of Environmental Protection (PADEP), is preparing an Interim Dredged Material Management Plan Update (Interim DMMP Update) for the Port of New York and New Jersey (Port). A DMMP is a planning document that identifies the quantity of material to be dredged from federal, state, and local navigation channels, both new and existing, and how the dredged material can be managed in an economically and environmentally acceptable manner. The study area encompasses the Port, including New York City, portions of Nassau, Suffolk, and Westchester Counties in New York, and portions of Monmouth, Middlesex, Union, Essex, Bergen, Passaic, and Hudson Counties in New Jersey. The study area includes New York's 2<sup>nd</sup> through 17<sup>th</sup> Congressional Districts and New Jersey's 5<sup>th</sup>, through 10<sup>th</sup>, and 12<sup>th</sup> Congressional Districts. The study area lies within the New York – New Jersey Harbor Estuary (NY-NJ Harbor) and the New York Bight Apex, an area of the Atlantic Ocean closest to the mouth of the NY-NJ Harbor.

The objective of the Interim DMMP Update is to develop a regionally supported plan to meet all the dredged material placement capacity requirements expected from dredging within the Port through the end of year 2029. In accordance with Section 106 of the NHPA, as amended, its implementing regulation 36 CFR Part 800, and the National Environmental Policy Act (NEPA), the District will prepare a Supplemental Environmental Assessment (EA). In accordance with Section 106 of the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality regulations, Section 106 (54 U.S.C. Section 306108) of the National Historic Preservation Act of 1966 (NHPA), as amended, and its implementing regulation 36 Code of Federal Regulations (CFR) Part 800 (Protection of Historic Properties) the District will be conducting a Cultural Resources Assessment. The Supplemental EA will be integrated with the Interim DMMP Update Report. The Supplemental EA will evaluate

environmental impacts from reasonable project alternatives, including the No Action Alternative, and determine the potential for significant impacts related to potential management measures being considered, including, but not limited to, the beneficial use of dredged material for environmental remediation, beach nourishment, and habitat creation, enhancement, and restoration. The District is also developing an updated Programmatic Agreement (PA) that will guide Section 106 compliance activities throughout the next design and construction phases of the project.

The Port is the largest seaport on the East Coast and is critical to the economic well-being of the region and the Nation. The Port must be periodically dredged to create or maintain sufficient depths for the safe and efficient operation of waterborne vessels such as large container ships, oil tankers, cruise ships, and barges. Engineer Regulation (ER) 1105-2-100 provides guidance for the completion of a 20-year DMMP. However, an interim approach is being taken for this plan update due to a number of regional uncertainties including: i) the limited dredged material placement capacity of the Historic Area Remediation Site in the New York Bight Apex; ii) the upcoming design and construction of the Harbor Deepening and Channel Improvements civil works project; and iii) the implementation of Water Resources Development Act 2020 Section 125 (WRDA, 2020) (33 U.S.C. § 2326g) which outlines a revised approach to the calculation of the Federal Standard, defined as the least costly dredged material disposal alternative(s) consistent with engineering and environmental requirements. Following the completion of the Interim DMMP Update period, the District would prepare and issue a comprehensive 20-year DMMP per the guidance provided in ER 1105-2-100.

In accordance with Section 106 of the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality regulations, Section 106 (54 U.S.C. Section 306108) of the National Historic Preservation Act of 1966 (NHPA), as amended, and its implementing regulation 36 Code of Federal Regulations (CFR) Part 800 (Protection of Historic Properties) the District will be conducting an evaluation of the Area of Potential Effect (APE) for each of the proposed alternatives to identify cultural resources that may be affected by the Study directly and indirectly. The District is planning to carry out its Section 106 compliance activities through use of the NEPA process as described in 36 CFR 800.1(c). This letter serves to invite you to participate as a consulting party for this Project under 36 CFR 800.3(f)(2).

The District is seeking your input on this study early in the process to help identify resources of concern. Please be assured that, in accordance with confidentiality and disclosure stipulations in Section 106 of the NHPA, we will maintain strict confidentiality about certain types of information regarding historic properties and properties of religious and/or cultural significance to your tribe. We will also continue to consult with your office under Section 106 of the NHPA if project parameters change in a matter that may impact cultural resources.

As a tribe with significant cultural and historical interest in this area your feedback is important to us and we wish to inform you of upcoming opportunities to engage with us. The District will be holding two virtual public information sessions on May 20, 2024, from 09:00AM – 11:00AM and 06:00PM – 08:00PM. The District is also in the process of scheduling a virtual Interagency Coordination Meeting among the District, U.S. Fish and Wildlife Service, the National Park Service, the Department of the Interior, the National Marine Fisheries Service, the U.S. Environmental Protection Agency, the Federal Emergency Management Agency, the

United States Coast Guard, and Tribal Nations. Invitations for these meetings are being provided via email but additional details can be found here: <https://www.nan.usace.army.mil/Missions/Navigation/Dredged-Material-Management-Plan/>. In addition to your tribe the District has also invited the Delaware Nation, the Delaware Tribe of Indians, the Shinnecock Nation, the Stockbridge-Munsee Community Band of Mohican Indians to attend these events.

In addition to these coordination opportunities, the District appreciates that your tribe may prefer to have a one-on-one meeting with the District and, if desired, will work with you to schedule one at a time that is convenient for you. Beyond that, if we can provide any assistance or additional information that would aid in your review, please contact Ryan Clark, Project Archaeologist, at (917) 790-8605 or by email at [Ryan.N.Clark@usace.army.mil](mailto:Ryan.N.Clark@usace.army.mil) or myself at [Carissa.A.Scarpa@usace.army.mil](mailto:Carissa.A.Scarpa@usace.army.mil) or 917-790-8612. Thank you for your assistance with this Study.

Sincerely,

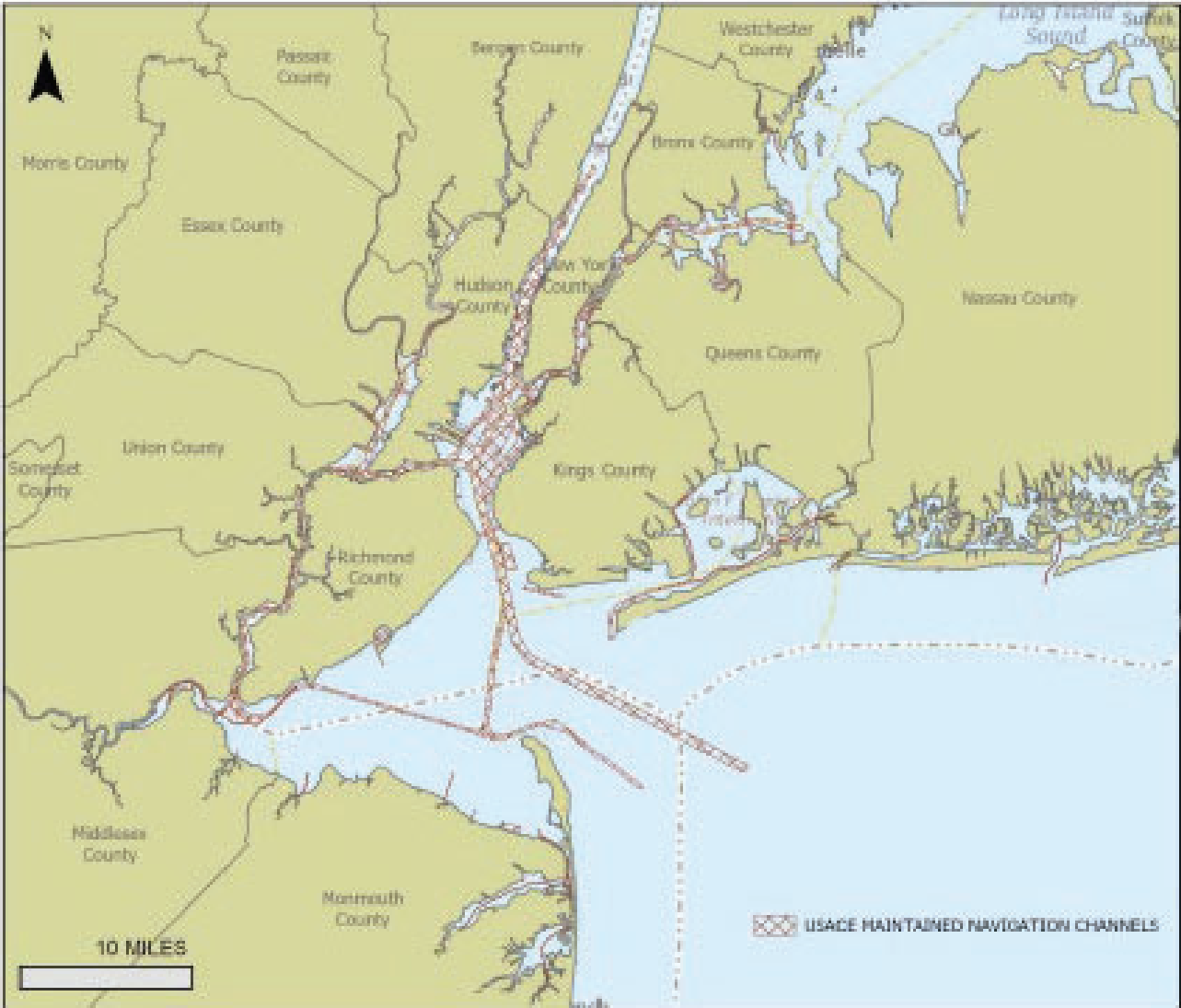
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Carissa Scarpa  
District Tribal Liaison  
U.S. Army Corps of Engineers, New York District

Enclosures:  
Enclosure 1: Study Area

Enclosure 1: Study Area





**DEPARTMENT OF THE ARMY**  
**U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT**  
**JACOB K. JAVITS FEDERAL BUILDING**  
**26 FEDERAL PLAZA**  
**NEW YORK NEW YORK 10278-0090**

April 22, 2024

Reply to:  
Environmental Analysis Branch  
Planning Division

Mr. Daniel Mackay,  
Deputy Commissioner  
New York State Division for Historic Preservation  
Peebles Island State Park  
P.O. Box 189  
Waterford, NY 12188-0189

Subject: Invitation to be a Consulting Party in the Cultural and Environmental Review for  
Interim Dredged Material Management Plan Update for the Port of New York and New Jersey

Dear Mr. Mackay:

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The team is in the preliminary stages of the Interim DMMP Update and environmental analysis. The District is planning to host an interagency meeting in spring 2024. In addition, public information sessions are planned for spring and fall of 2024. The District anticipates to release the draft integrated report and draft Programmatic Agreement in fall 2024, followed by a public comment period and subsequent release of the final integrated report and Programmatic Agreement by the end of 2024. The District is also working to identifying interested parties to participate in the Section 106 consultation process and study planning. The District also intends to provide the Advisory Council on Historic Preservation (ACHP) the opportunity to comment and participate in accordance with 36 CFR Part 800.

This letter serves to initiate consultation with your office under 36 CFR 800.3(c)(4). We would also like to invite you to join us for any of the upcoming informational meetings to learn more about the project and to discuss the District's ongoing efforts to evaluate the project's potential to affect cultural resources, an invitation outlining the time and date will be forthcoming. Please provide any written response within 30 calendar days to the Project Archaeologist, Mr. Ryan Clark by mail (US Army Corps of Engineers, CENAN-PL-EA, 26 Federal Plaza, Room 17-421 c/o PSC Mail Center, New York, NY 10278) or by email to [ryan.n.clark@usace.army.mil](mailto:ryan.n.clark@usace.army.mil). If you have questions or would like to receive further information, please contact Mr. Clark at (917) 790-8629 or by email.

Sincerely,

WEPPLER.PETER  
.M.1228647353

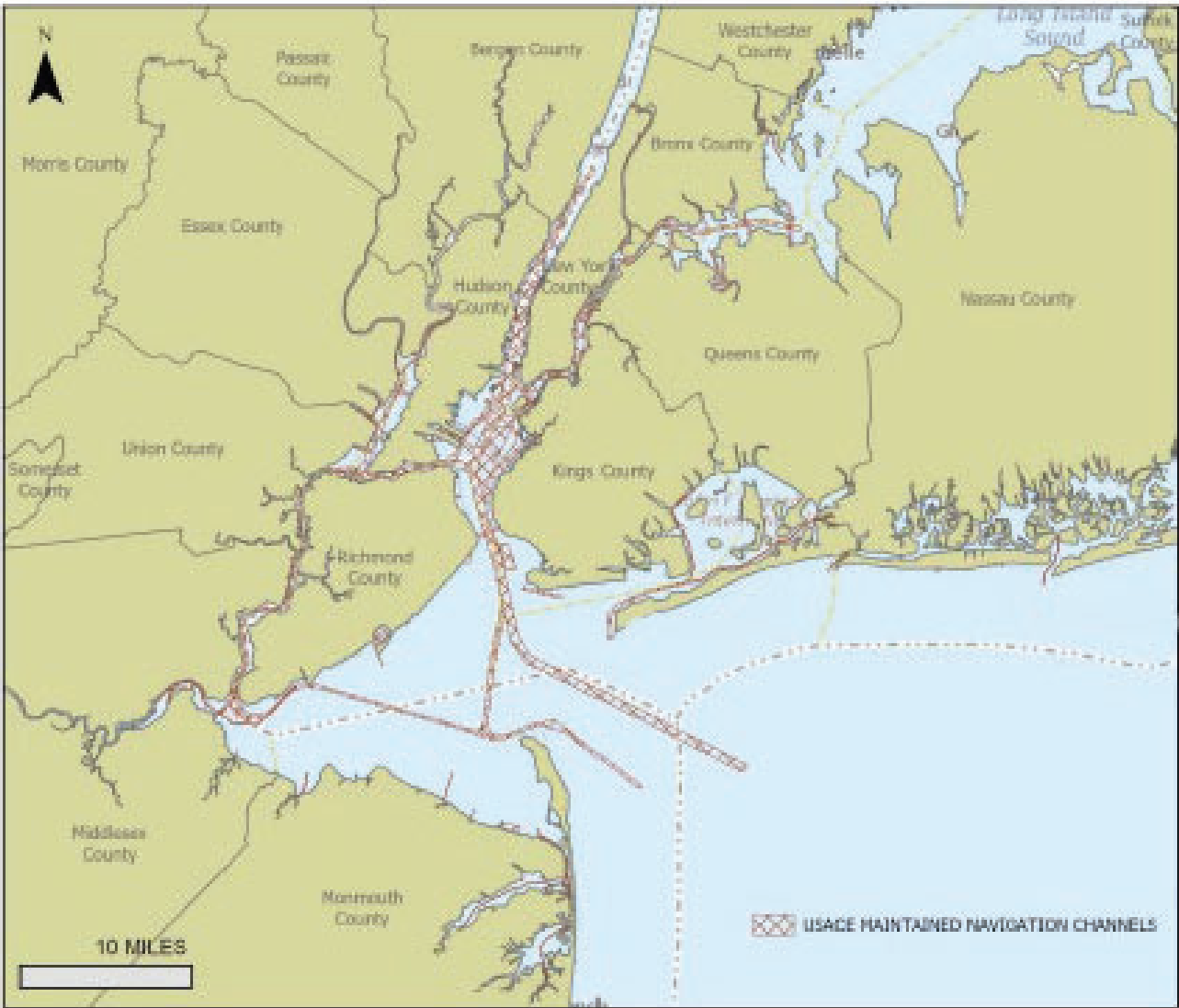
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Peter M. Weppler  
Chief, Environmental Analysis Branch

Enclosures:  
Enclosure 1: Study Area



Enclosure 1: Study Area







**DEPARTMENT OF THE ARMY**  
**U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT**  
**JACOB K. JAVITS FEDERAL BUILDING**  
**26 FEDERAL PLAZA**  
**NEW YORK NEW YORK 10278-0090**

April 22, 2024

Reply to:  
Environmental Analysis Branch  
Planning Division

Ms. Gina Santucci  
New York City Landmarks Preservation Commission  
David N. Dinkins Municipal Building  
1 Center Street, 9<sup>th</sup> Floor  
New York, NY 10007

Subject: Invitation to be a Consulting Party in the Cultural and Environmental Review for Interim Dredged Material Management Plan Update for the Port of New York and New Jersey

Dear Ms. Santucci:

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Peter M. Weppler  
Chief, Environmental Analysis Branch

Enclosures:  
Enclosure 1: Study Area

This map illustrates the New York State Waterway System, highlighting major waterways and navigation channels. The map includes labels for various counties (e.g., Morris, Essex, Union, Somerset, Middlesex, Monmouth, Bergen, Hudson, Westchester, Bronx, New York, Queens, Kings, Richmond, Nassau, Suffolk, Long Island Sound) and major waterways (e.g., Hudson River, Harlem River, East River, Long Island Sound). A legend indicates 'USEC MAINTAINED NAVIGATION CHANNELS' with a red dashed line. A scale bar shows 10 miles.



**DEPARTMENT OF THE ARMY**  
**U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT**  
**JACOB K. JAVITS FEDERAL BUILDING**  
**26 FEDERAL PLAZA**  
**NEW YORK NEW YORK 10278-0090**

April 22, 2024

Reply to:  
Environmental Analysis Branch  
Planning Division

Dr. Katherine J. Marcopul  
Deputy State Historic Preservation Officer  
State of New Jersey  
Mail Code 501-074B  
Department of Environmental Protection  
Historic Preservation Office  
PO Box 420  
Trenton, NJ 08625-0420

Subject: Invitation to be a Consulting Party in the Cultural and Environmental Review for  
Interim Dredged Material Management Plan Update for the Port of New York and New Jersey

Dear Dr. Marcopul:

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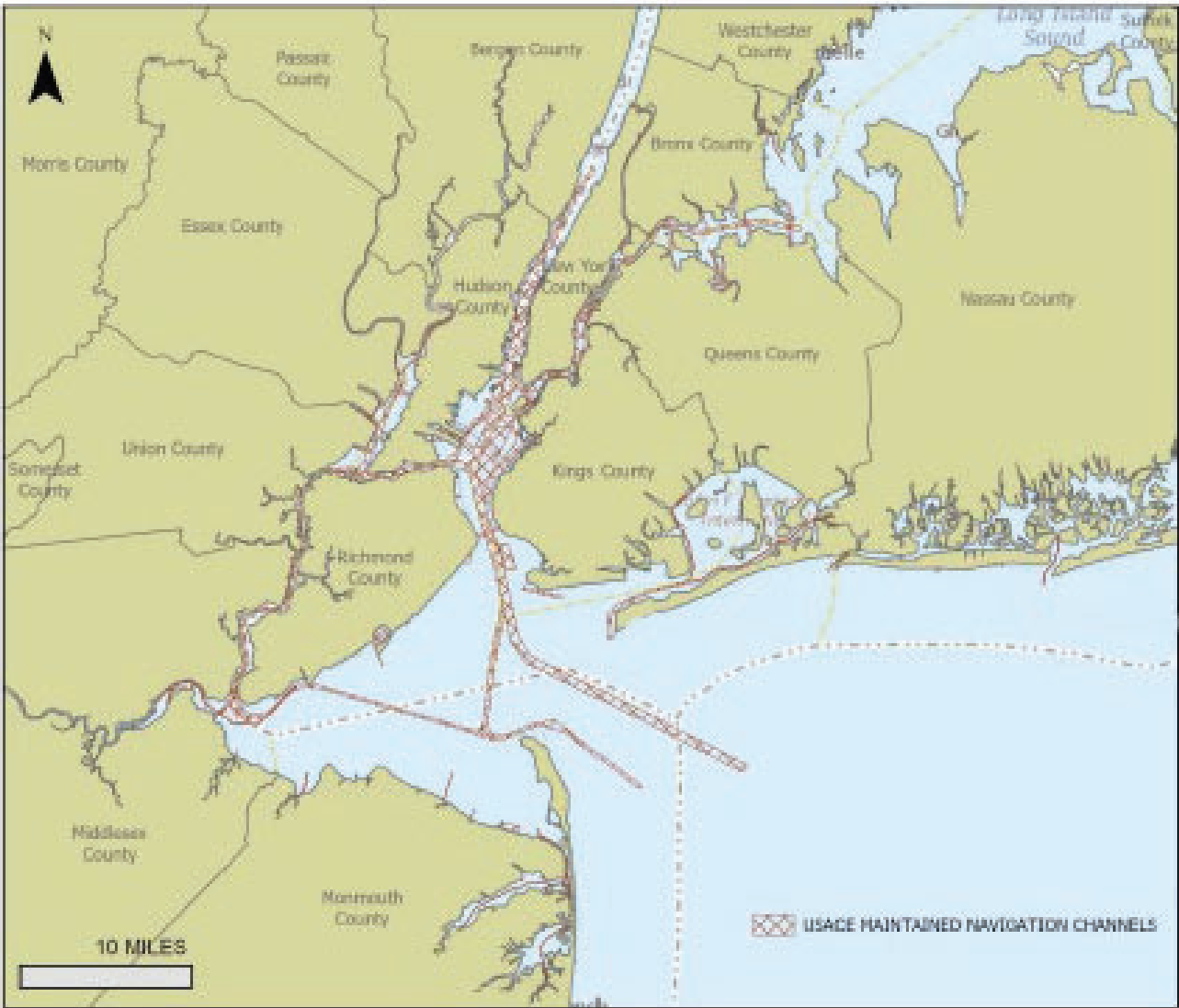
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Peter M. Weppler  
Chief, Environmental Analysis Branch

Enclosures:  
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**DEPARTMENT OF THE ARMY**  
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**JACOB K. JAVITS FEDERAL BUILDING**  
**26 FEDERAL PLAZA**  
**NEW YORK NEW YORK 10278-0090**

April 22, 2024

Reply to:  
Environmental Analysis Branch  
Planning Division

Jennifer Nersesian  
Superintendent  
Gateway National Recreation Area  
210 New York Avenue  
Staten Island, NY 10305

Subject: Invitation to be a Consulting Party in the Cultural and Environmental Review for  
Interim Dredged Material Management Plan Update for the Port of New York and New Jersey

Dear Ms. Nersesian:

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The Port is the largest seaport on the East Coast and is critical to the economic well-being of the region and the Nation. The Port must be periodically dredged to create or maintain sufficient depths for the safe and efficient operation of waterborne vessels such as large container ships, oil tankers, cruise ships, and barges. Engineer Regulation (ER) 1105-2-100 provides guidance for the completion of a 20-year DMMP. However, an interim approach is being taken for this plan update due to a number of regional uncertainties including: i) the limited dredged material placement capacity of the Historic Area Remediation Site in the New York Bight Apex; ii) the upcoming design and construction of the Harbor Deepening and Channel Improvements civil works project; and iii) the implementation of Water Resources Development Act 2020 Section 125 (WRDA, 2020) (33 U.S.C. § 2326g) which outlines a revised approach to the calculation of the Federal Standard, defined as the least costly dredged material disposal alternative(s) consistent with engineering and environmental requirements. Following the completion of the Interim DMMP Update period, the District would prepare and issue a comprehensive 20-year DMMP per the guidance provided in ER 1105-2-100.

The team is in the preliminary stages of the Interim DMMP Update and environmental analysis. The District is planning to host an interagency meeting in spring 2024. In addition, public information sessions are planned for spring and fall of 2024. The District anticipates to release the draft integrated report and draft Programmatic Agreement in fall 2024, followed by a public comment period and subsequent release of the final integrated report and Programmatic Agreement by the end of 2024. The District is also working to identifying interested parties to participate in the Section 106 consultation process and study planning. The District also intends to provide the Advisory Council on Historic Preservation (ACHP) the opportunity to comment and participate in accordance with 36 CFR Part 800.

This letter serves to initiate consultation with your office under 36 CFR 800.3(c)(4). We would also like to invite you to join us for any of the upcoming informational meetings to learn more about the project and to discuss the District's ongoing efforts to evaluate the project's potential to affect cultural resources, an invitation outlining the time and date will be forthcoming. Please provide any written response within 30 calendar days to the Project Archaeologist, Mr. Ryan Clark by mail (US Army Corps of Engineers, CENAN-PL-EA, 26 Federal Plaza, Room 17-421 c/o PSC Mail Center, New York, NY 10278) or by email to [ryan.n.clark@usace.army.mil](mailto:ryan.n.clark@usace.army.mil). If you have questions or would like to receive further information, please contact Mr. Clark at (917) 790-8629 or by email.

Sincerely,

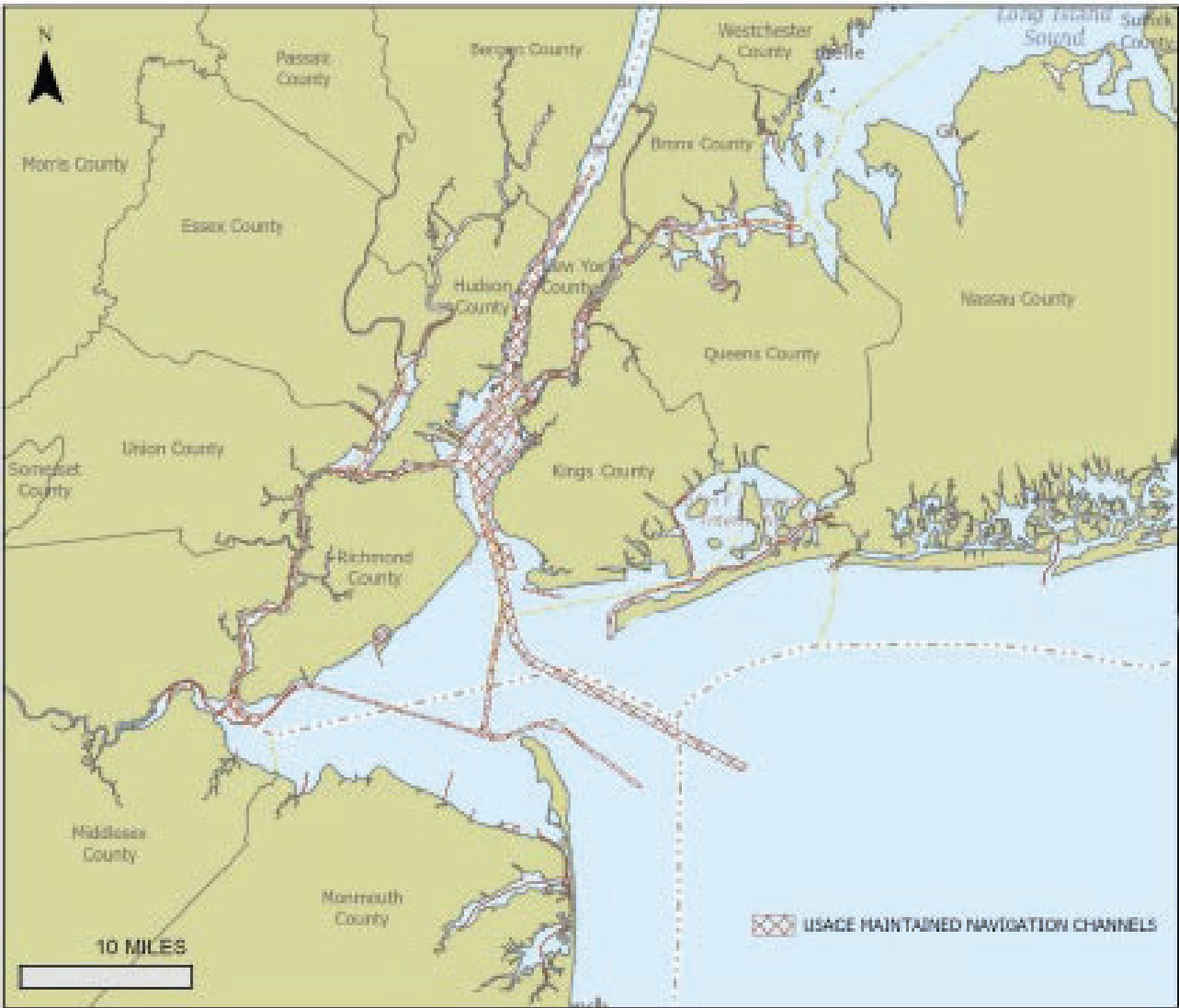
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Peter M. Wepler  
Chief, Environmental Analysis Branch

Enclosures:  
Enclosure 1: Study Area

Enclosure 1: Study Area



**2025 Dredged Material Management Plan Update for the Port of New  
York and New Jersey**

**Integrated Report and Supplemental Environmental Assessment**

**APPENDIX C**  
**Finding of No Significant Impact**



**U.S Army Corps of Engineers  
New York District**



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**FINDING OF NO SIGNIFICANT IMPACT**

**2025 Dredged Material Management Plan Update for the Port of New York and New Jersey  
New York/New Jersey/Pennsylvania**

The U.S. Army Corps of Engineers, New York District (Corps) has conducted an environmental analysis in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended. The Final Integrated Report and Supplemental Environmental Assessment (IR/SEA) dated DAY MONTH YEAR, for the 2025 Dredged Material Management Plan (DMMP) Update for the Port of New York and New Jersey (Port) addresses dredged material management needs in the Port from calendar year 2025 through 2029.

The Final IR/SEA, incorporated herein by reference, considered various alternatives that would address the administrative purpose and need of the 2025 DMMP Update as follows: 1) ensure sufficient dredged material placement capacity to meet placement demand; 2) identify the Federal Standard for dredged material placement in compliance with 33 United States Code (USC) 2326g; and 3) identify placement opportunities that maximize beneficial use of dredged material in compliance with 33 USC 2326g and the USACE Beneficial Use of Dredged Material Command Philosophy Notice (25 January 2023). The selected alternative is the five-year, 2025 Interim DMMP Update and includes the following findings:

- There is an estimated 27.2 million cubic yards (MCY) of capacity for Historic Area Remediation Site (HARS) suitable material (silt, sand, and rock), sufficient for placement of the expected 13.5 MCY of expected dredged material placement demand. Similarly, there is an estimated 25.1 MCY of capacity for beach- quality sand, which is more than sufficient for the forecasted 4.4 MCY of placement demand expected over the five-year period of analysis. Across all identified upland placement sites, there is an estimated 17.6 MCY of placement capacity, sufficient for the 3.4 MCY of expected placement demand through 2029.
- Benthic remediation (i.e., placement at the HARS) was determined to be the Federal Standard for HARS suitable material. For beach quality sand, placement at borrow areas was determined to be the lowest cost management measure for beach quality sand. For non-HARS suitable material, placement as non-structural fill was determined to be the Federal Standard. Regardless of these Harbor-wide Federal Standard determinations, the Federal Standard should be evaluated on a project-specific basis prior to bid solicitation, given suitable placement options anticipated to be available at the time of dredging.

***SUMMARY OF POTENTIAL EFFECTS:***

The potential effects were evaluated, as appropriate. A summary assessment of the potential effects is provided in Table 1:



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*Table 1: Summary of Potential Effects of the 2025 DMMP Update*

Resource	Less than significant effects	Less than significant effects as a result of mitigation*	Resource unaffected by action
Air Quality and Clean Air Act	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Bathymetry	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Benthic Fauna	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Coastal Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Cultural Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fish and Wildlife	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hazardous, Toxic, & Radioactive Waste	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise and Vibration	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Recreation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Socioeconomics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Special Status Habitats	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Special Status Species	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Vegetation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Visual Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Cumulative Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As part of the alternative development process, a 2025 Interim DMMP Update Alternative (Proposed Action) and a 20-year 2025 DMMP Update Alternative were evaluated based on whether they met the administrative purpose and need for the action and their compatibility with the current status of the HARS and the United States Environmental Protection Agency's (USEPA) Ocean Dredged Material Disposal Site (ODMDS) designation process. The HARS is an approximately 15-square nautical mile area of the New York Bight Apex in the Atlantic Ocean where a significant portion of the dredged material from the Port is placed to remediate contamination associated with historical ocean disposal. The HARS is running out of dredged material placement capacity. On 01 June 2023, the Corps formally requested USEPA Region 2 to begin the ODMDS designation process under Section 102 of the Marine Protection Research and Sanctuaries Act of 1972 (33 USC 1201 *et seq.*), to provide for future management of dredged material necessary to maintain safe navigation, promote marine commerce, and safeguard the economic well-being of the region.

The Corps determined that the 20-year 2025 DMMP Update Alternative would not be compatible with the current status of the HARS and the ODMDS designation process, as the long-term placement capacity for HARS suitable material is too uncertain. Consequently, the 20-year 2025 DMMP Update Alternative was screened out of consideration and not carried forward for detailed analysis. The 2025



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Interim DMMP Update was selected as the preferred alternative, as the Corps was more confident in assessing the expected near-term capacity resulting from the USEPA's ODMDS designation process.

The No Action Alternative would not satisfy the purpose of and need for the 2025 DMMP Update as described in final IR/SEA; however, the Corps review process requires consideration of the No Action Alternative. The No Action Alternative is used in an EA to assess environmental consequences that may occur if the proposed action is not implemented. Therefore, the No Action Alternative was carried forward for detailed analysis and serves as a baseline against which the 2025 Interim DMMP Update is compared.

The 2025 Interim DMMP Update is an administrative planning activity that provides an array of dredged material management measures that could be implemented by various Federal, State, local, and private projects. No construction, dredging, or dredged material placement is recommended. The 2025 Interim DMMP Update does not commit the Corps to a decision regarding the uses of resources or the location of a project. For these reasons, impact avoidance, minimization, and compensatory mitigation are not required. Project proponents are responsible for complying with the applicable environmental requirements, including but not limited to NEPA, as amended, for dredged material management activities occurring in the future.

Public review of the draft IR/EA and FONSI was completed on DAY MONTH YEAR. All comments submitted during the public review period were responded to in the Final IFR/EA and FONSI.

#### **ENDANGERED SPECIES ACT**

Pursuant to Section 7 of the Endangered Species Act of 1973, as amended, the Corps determined that the 2025 Interim DMMP Update will have no effect on federally listed species or their designated critical habitat.

#### **NATIONAL HISTORIC PRESERVATION ACT**

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, the Corps determined that the 2025 Interim DMMP Update will have no effect on historic properties.

#### **CLEAN WATER ACT SECTION 404(B)(1) COMPLIANCE**

The 2025 Interim DMMP Update will not result in the discharge of dredged or fill material pursuant to the Clean Water Act of 1972, as amended. Therefore, the Clean Water Act Section 404(B)(1) Guidelines (40 CFR 230) are not applicable.

#### **CLEAN WATER ACT SECTION 401 COMPLIANCE**

The 2025 Interim DMMP Update will not result in discharge into the waters of the United States. Therefore, water quality certification pursuant to Section 401 of the Clean Water Act is not required.

#### **COASTAL ZONE MANAGEMENT ACT**

The 2025 Interim DMMP Update will not result in coastal effects. Pursuant to the Coastal Zone Management Act of 1972, the Corps determined that Federal consistency is not applicable.





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**EXECUTIVE ORDER 12114 ENVIRONMENTAL EFFECTS ABROAD OF MAJOR FEDERAL ACTIONS**

The 2025 Interim DMMP Update will not result in effects abroad. Therefore, the requirements of E.O. 12114, Environmental Effects Abroad of Major Federal Actions, 04 January 1979, are not applicable.

*OTHER ENVIRONMENTAL COMPLIANCE*

All applicable environmental laws have been considered and coordination with appropriate agencies and officials has been completed.

*FINDING*

All applicable laws, executive orders, regulations, and local government plans were considered in evaluation of alternatives. Based on this report, the reviews by other Federal, State and local agencies, Tribes, input of the public, and the review by my staff, it is my determination that the 2025 Interim DMMP Update would not cause significant adverse effects on the quality of the human environment; therefore, preparation of an Environmental Impact Statement is not required.

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Date

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Alexander L. Young  
Colonel, U.S. Army  
Commander and District Engineer

**2025 Dredged Material Management Plan Update for the Port of New  
York and New Jersey**

**Integrated Report and Supplemental Environmental Assessment**

**APPENDIX D**

**Dredged Material Placement Capacity,  
Demand, and Reliability Analysis**



**U.S Army Corps of Engineers  
New York District**

## **D.1. Introduction**

Pursuant to Appendix E of ER 1105-2-100, current guidance as of writing, the primary purpose of a dredged material management plan (DMMP) is to demonstrate that there exists sufficient capacity to place all dredged material generated for the project(s) of interest over a predetermined period of analysis. Though typically presented in deterministic terms (i.e., as a discrete value), estimates of placement capacity, as well as forecasts of placement demand (estimates of project-specific volumes of dredged material) are in fact quite uncertain, as it is impossible to know the precise volume of capacity remaining at any given time, or how much material will be dredged from a particular project. Recognizing this uncertainty, for the purposes of this 2025 DMMP Update, probabilistic estimates of placement capacity and demand were developed given readily available deterministic estimates and additional project and site-specific information. Given these probabilistic estimates, available placement capacity can also be evaluated probabilistically (i.e., placement capacity can be evaluated relative to placement demand via probabilistic approaches). This appendix details the approaches taken to characterize the uncertainty in placement capacity, placement demand, and the evaluation of the placement capacity via a reliability analysis.

## **D.2. Characterizing placement capacity**

The precise volume of material required at a given placement location to reach capacity is typically uncertain and can depend on a variety of location-specific factors. In certain circumstances, such as in the case of a beach that is part of a CSRM project with pre-specified periodic nourishment, the required placement volume is pre-specified and well known. By contrast, there are a number of upland placement sites owned or otherwise operated by private sector firms for which the placement volume required may be less well-defined. Regardless of the placement location, uncertainty in its estimated placement capacity was characterized via a triangular distribution, wherein minimum, most likely (i.e., mode), and maximum placement volumes were developed based on available information and volume estimates. What follows is a brief summary of how these uncertain placement demand estimates were developed for several groupings of placement locations.

### **D.2.1. Historic Area Remediation Site (HARS) suitable material**

At the time of writing, there is some uncertainty in the remaining capacity of the Historic Area Remediation Site (HARS). Based on recent bathymetric surveys, and estimated dredged material placement, the PDT estimated that the HARS will be reach full remediation upon placement of an additional 1.7 MCY ( $\pm 0.8$  MCY) during the period of analysis.

The PDT also anticipates that the Environmental Protection Agency's Ocean Dredged Material Disposal Site (ODMDS) designation process will identify additional placement capacity for HARS suitable material after 2027. Informed by available information on this ODMDS designation process, the USACE PDT estimates that this designation process will yield at least 20 MCY, most likely 25.5 MCY, and at most 50 MCY of additional placement capacity for HARS suitable material.

### **D.2.2. Beach Quality Sand**

Within the Harbor, beach quality sand is a sought-after commodity and is regularly used for ongoing beach nourishment (or otherwise stored temporarily in predesignated borrow areas), and ecosystem restoration projects. For a given CSRM project that includes beach nourishment, both

the volume of sand required for a renourishment cycle and the frequency of nourishment are typically well characterized. The frequency of renourishment is subject to both funding constraints, which may result in additional time between nourishments, and storm-induced erosion, which may necessitate sooner than anticipated (as well as emergency) nourishment. As such, for all beach nourishment projects, uncertainty in placement capacity was characterized by uncertainty in nourishment frequency, wherein the planned number of renourishments informed the most likely placement volume. The minimum placement capacity assumes one less renourishment occurs in the period of analysis; the maximum assumes one additional renourishment occurs. For offshore borrow areas, unless otherwise provided, the minimum capacity was informed by the number of renourishments remaining for the associated nourishment projects. It was assumed that the borrow areas could most likely accept twice this volume, and as much as four times the estimated required volume. Given that sand is periodically dredged from these borrow areas, these volumes estimates represent the volume of material that could be placed during the period of analysis.

For the Hudson-Raritan Estuary (HRE) ecosystem restoration projects, their collective placement capacities were informed by expectations of whether they would advance to construction during the period of analysis. As a worst case, assuming only Stony Creek proceeds to construction occurs during the period of analysis, the HRE portfolio of projects has a lower bound placement capacity of 152,000 CY. If 2 of the 5 near-term projects identified (Stony Creek and Duck Point) proceed as scheduled (assumed to be the most likely estimate) they will require 366,000 CY of material. At most, assuming all 5 near-term projects reach completion by end of 2029, they would require 1.3 MCY of material.

### **D.2.3. Upland Material**

There are a significant number of placement locations identified which could accept upland material. Many of these locations were provided by various members of the NY&NJ Harbor regional dredging team (RDT) via an actively maintained list of placement sites for dredged material. The amount of information characterizing any given upland placement location within this list was quite variable. As such, several different approaches were taken to develop probabilistic estimates of placement capacity, dependent upon the quality of the placement capacity estimates provided.

The majority of upland placement locations specify a single value as the estimated remaining capacity. Unless otherwise specified, for these placement locations, this estimate is taken as the most likely placement capacity; it is assumed that the capacity is within  $\pm 25\%$  of this estimate, as to reflect an equally likely chance of over- or under-estimating the available capacity.

Though the estimates provided by the RDT are ideally updated on a quarterly basis, longitudinal comparison of these estimates suggests that a subset of these placement capacities are updated on a less frequent basis. As such, for these less frequently updated placement locations, it is possible that the available capacity estimates are neglecting placement that has occurred since the last update. Recognizing this possibility, for these placement locations, the estimated remaining capacity listed in the most recent RDT list is conservatively taken as an upper bound, with the expected placement capacity is taken to be half this estimated value. A conservative (i.e., worst-case) lower bound of no remaining placement capacity is also assumed for these placement locations. This lower bound reflects the possibility that these placement locations may already have reached capacity.

Several upland placement locations listed a rather imprecise capacity estimate. For those placement locations that were listed as having greater than a specified volume (e.g., 100,000+ CY), the specified volume was taken to be the most likely volume. For these placement locations, an upper bound of twice the specified volume was assumed, along with and a conservative lower bound assumption of no additional placement capacity. For placement locations which have specified a minimum and maximum capacity, the most likely placement capacity was taken to be the average of these specified minimum and maximum values. If no placement capacity estimate was provided, then the site was assumed to be unlikely to accept material and no placement capacity for the period of analysis.

Several processing facilities were also included as viable upland placement locations. For these placement locations, their specified daily processing rates were utilized to estimate an upper bound on their potential capacity. The lower bound was assumed to be 25% of this daily processing rate, whereas the most likely capacity was conservatively assumed to be 50% of this daily processing rate. For processing facilities identified that do not currently process dredged material in large volumes, it was assumed that only up to half of their daily processing rate could be devoted towards the processing of dredged material.

### D.3. Characterizing Placement Demand

Though the need for dredging is often anticipated years in advance, it is not a certainty that an identified dredging project will receive funding and actually occur. Some dredging projects may also be further along in the planning process and more likely to come to fruition, whereas others, particularly those further out into the future, are best characterized as tentatively planned and not yet incorporated into a short- or long-term budget. Some dredging projects are part of routine maintenance, and others may not occur as regularly or are part of a package of new work. Further, there may also be uncertainty in the availability of funding for dredge projects. Some projects may already be funded, whereas others may not have yet received funding, or funding information may not be available, particularly for projects that are not directly under USACE authority or responsibility. Considering these sources of project uncertainty, dredge projects were classified based on their perceived likelihood of occurrence. Table D0-1 provides a breakdown as to how the project status, frequency, and funding inform the assigned classification.

*Table D0-1: Dredge project classification based on project status, type, and funding*

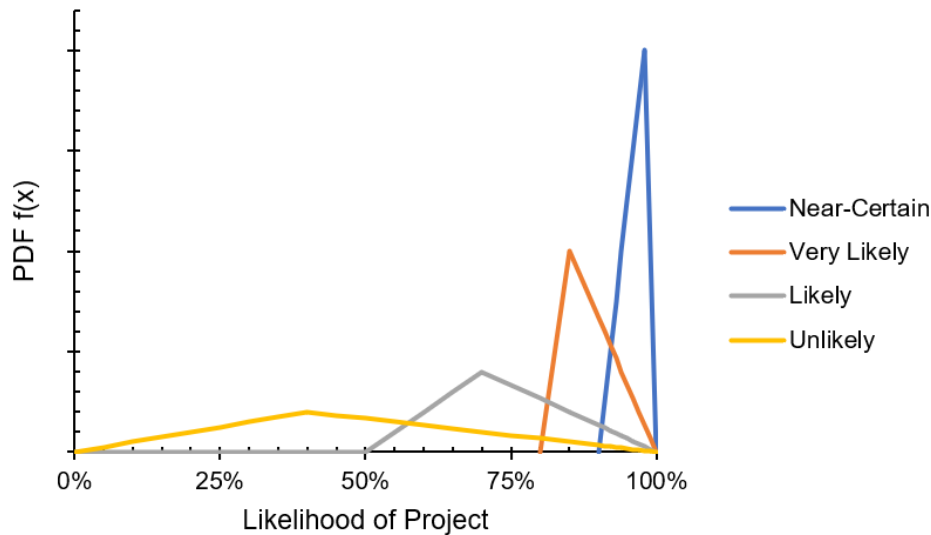
Status	Frequency	Funding	Classification
Completed	-	-	Certain
Planned	Routine	N/A	Near-Certain
Planned	Routine	Non-Funded	Very Likely
Planned	Routine	Funded	Near-Certain
Planned	Non-Routine	N/A	Likely
Planned	Non-Routine	Non-Funded	Likely
Planned	Non-Routine	Funded	Near Certain

Status	Frequency	Funding	Classification
Tentative	Routine	N/A	Very Likely
Tentative	Routine	Non-Funded	Very Likely
Tentative	Routine	Funded	Near-Certain
Tentative	Non-Routine	N/A	Likely
Tentative	Non-Routine	Non-Funded	Unlikely
Tentative	Non-Routine	Funded	Near-Certain

For each of these project classifications, a triangular distribution was developed to probabilistically characterize the likelihood of a dredge project proceeding. These distributions were informed by prior PDT experience, perceptions, and observations of prior dredge projects at similar stages of planning. Table D0-2 and Figure D0-1 present these distributions. Based on these project classifications, the provided dredge volume estimates for each projected were transformed into an initial probabilistic estimate.

*Table D0-2: Triangular distribution parameters characterizing the likelihood of dredge project completion*

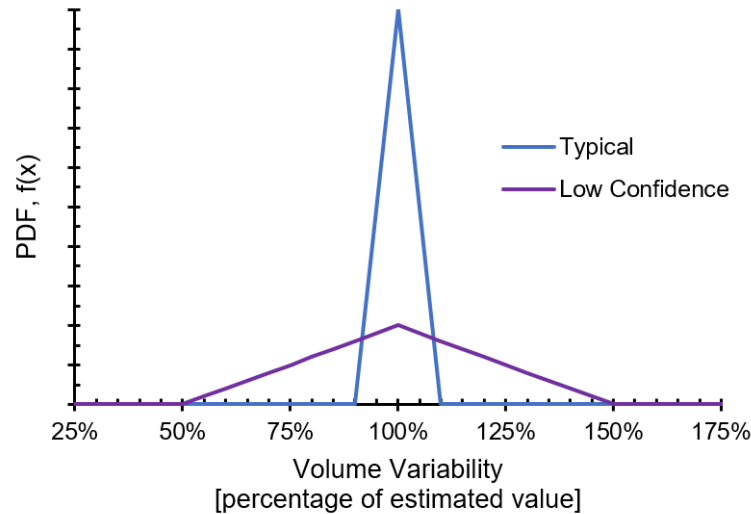
Classification	Minimum	Most Likely	Maximum
Certain	100%	100%	100%
Near-Certain	90%	98%	100%
Very Likely	80%	85%	100%
Likely	50%	70%	100%
Unlikely	0%	40%	100%



*Figure D0-1: Likelihood of dredge project completion by project classification*

In addition to this project uncertainty, the volume of material that will be dredged from a given maintenance cycle or new work project is impossible to know with precision in advance. That is, there is additional uncertainty in the estimated dredge volume. As a matter of practicality, this uncertainty is typically neglected when planning and forecasting dredge material volumes, though it is sometimes noted when there is less confidence in the volume estimate for a particular project.

Analysis of dredging projects within New York District from 2010-2024 listed within the Dredge Information System (DIS) demonstrates that the actual dredged volume differs from the estimated dredging volume at time of bid. For a majority of the projects, the actual dredge volumes listed were within  $\pm 10\%$  of the estimated dredge volume, though a subset of projects exhibited a wider range, falling within roughly  $\pm 50\%$  of the estimated dredge volume. Informed by these observations, uncertainty in typical dredge projects was characterized as a triangular distribution, wherein dredged volumes were assumed to be  $\pm 10\%$  of the estimated dredge volume. For projects with low confidence volume estimates, dredged volumes were represented as a triangular distribution, wherein volumes were assumed to be  $\pm 50\%$  of the estimated dredge volume. Figure D0-2 visually summarizes these volume uncertainty assumptions.



*Figure D0-2: Estimated uncertainty (i.e., variability) in typical and low confidence placement volume estimates*

Both project and volume uncertainty were considered when evaluating the potential placement demand imposed by a given dredge project. Assuming statistical independence, minimum, most likely, and maximum dredge volumes were derived by multiplying dredge project and volume uncertainty. For example, a near-certain dredge project of typical volume uncertainty would be characterized by a minimum volume equal to 81% of the estimated dredge volume (obtained by multiplying a 90% minimum project probability as shown in Figure D0-1 by a minimum volume of 90% the estimated dredge volume as shown in Figure D0-2).

After characterization of dredge project and volume uncertainty, placement demand was aggregated by material type. The anticipated volume of beach quality sand and upland material was characterized as a triangular distribution. By contrast, HARS suitable material was assumed to follow a beta distribution, characterized by the minimum, most likely, and maximum placement demand volumes, assuming that the minimum and maximum estimates were separated by six standard deviations. Uncertainty in HARS-suitable placement demand was characterized in this manner as to better characterized the upper bound tail of the resultant probability distribution.

#### **D.4. Placement Capacity Analysis**

Fundamentally, the primary purpose of a dredged material management plan is to ensure that there is sufficient placement capacity available for anticipated placement demand. Figure D-3 visually summarizes the probabilistic estimates of dredged material demand and placement capacity by material type for NY&NJ Harbor for the period of analysis.



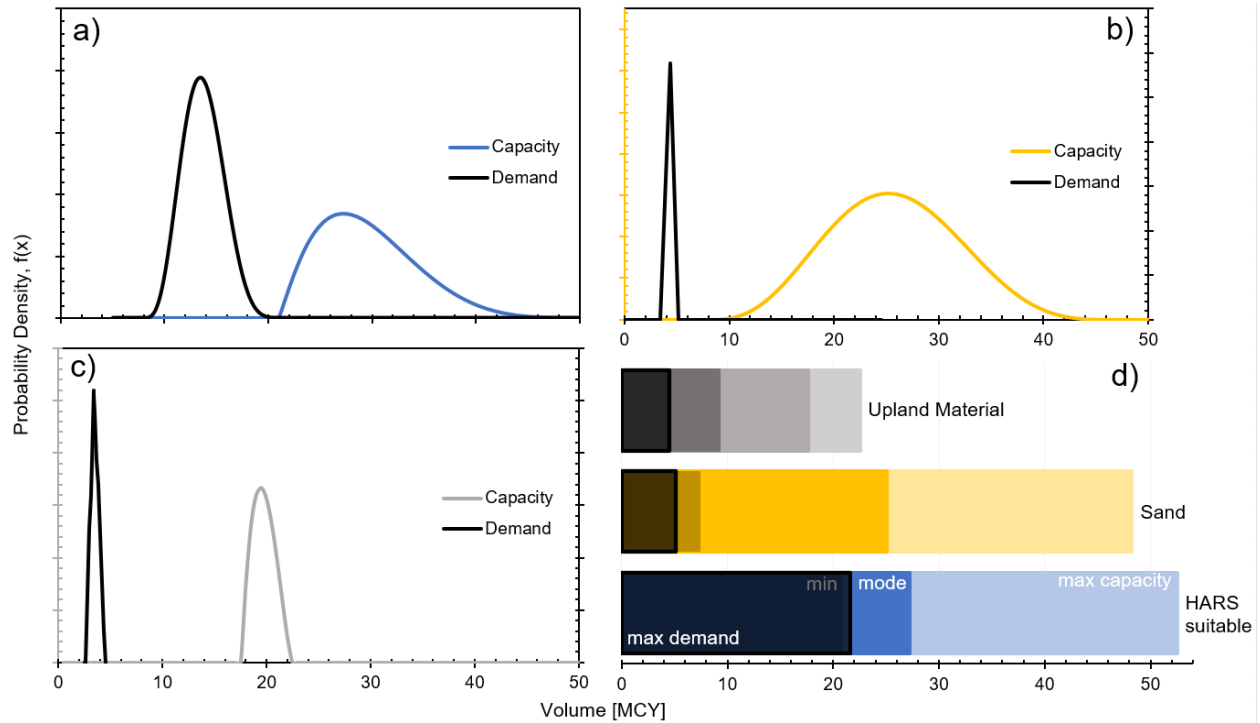


Figure D-3. Forecasted placement demand and capacity for a) HARS suitable material; b) beach quality sand; c) upland (i.e., non-HARS suitable) material; d) all material types within the NY&NJ Harbor for the period of analysis (2025-2029).

Ideally, the estimated minimum available placement capacity is strictly greater than the forecasted maximum placement demand for the period of analysis. In such circumstances, as shown for beach quality sand (Figure D-3b) and upland material (Figure D-3c), demand cannot exceed capacity. However, if the forecasted maximum placement demand exceeds the estimated minimum placement capacity, then there is a possibility that demand may exceed capacity. In such circumstances as shown for HARS suitable material (Figure D-3d), the likelihood of placement failure (i.e., running out of placement capacity) can be conceptualized as an engineering reliability problem. If placement capacity and demand are well characterized and are statistically independent, then for a given material type,  $m$ , the probability of this placement failure occurring is the joint probability of placement demand exceeding the minimum capacity,  $P(D_m > C_{m \min})$ , and placement capacity remaining less than the maximum demand,  $P(C_m < D_{m \max})$ . Rephrased mathematically, this can be expressed as:

$$P_{m \text{ fail}} = P(D_m > C_{m \min}) \cdot P(C_m < D_{m \max})$$

Given the overall placement demand and capacity estimates for each material type, as shown in Table D0-3, only HARS-suitable material has the potential for placement failure, though this possibility is very unlikely (far less than 0.001% probability under current demand and capacity estimates). Consequently, given these estimates of placement capacity and demand, it is clear that there is sufficient dredged material placement capacity to satisfy demand over the period of analysis.

*Table D0-3: Summary of placement failure probability for all material types given current placement demand and capacity estimates for NY&NJ Harbor (2025-2029)*

<b>Material Type</b>	<b>P(D&gt;C<sub>min</sub>)</b>	<b>P(C&lt;D<sub>max</sub>)</b>	<b>Joint</b>
HARS (silt, sand, rock)	<0.01%	<0.01%	<0.001%
Beach Sand	0%	0%	0%
Upland	0%	0%	0%

**2025 Dredged Material Management Plan Update for the Port of New  
York and New Jersey**

**Integrated Report and Supplemental Environmental Assessment**

**APPENDIX E**  
**Cultural Resources**



**U.S Army Corps of Engineers**  
**New York District**



Location	Lat	Long	Placement	Known Resources (1 Mile)	Surveys	Reports	Coverage	Sensitivity	Impact
Coney Island (Sea Gate), NY	40.5726248	-73.9784021	Beach Nourishment	04701.018521 Coney Island Historic District, H.W. LONG Wreck	19PR04139			Low	Moderate
Willets Point			Processing Facility Recycling	08101.011588 World's Fair Site - World's Fair Marina Pavillions, mpire Millworks Building, 193808101.011207	03SR56850, 19SR00581		Low	Low	Low
Former General Motors North Tarrytown West Parcel	41.0840367	-73.8721229	Non-structural Fill	90NR02546 Tarrytown Lighthouse	06SR56758		low	Low	Low
Spring Creek North, NY	40.6606355	-73.8612911	Wetland Restoration	Half mile from NYS Museum Area 3607	03SR54974, 03SR54082, 03SR54974,			Moderate	Low
Hudson-Raritan Estuary (Tidal Wetland Restoration), NY and NJ	40.7575308	-73.8393387	Wetland Restoration	08101.000044 U-Haul Factory, NYS Museum Area 4544 &4545	20SR00189, 03SR56850, 20SR00352, 03PR2845			Low	Low
K - Williamsburg Works	40.7241331	-73.959124	Non-structural Fill	4701.023895	21SR00133			Low	Low
K - Citizens MGP - Carroll Gardens	40.6769902	-73.9961194	Non-structural Fill		11SR61194, 24SR00033			Low	Low
460 Kingsland Avenue	40.7315599	-73.9415903	Non-structural Fill	NYS Museum Area 3613				Low	Low
Waterpointe-Whitestone, New York	40.7965536	-73.8110116	Non-structural Fill	NYS Museum Area 4541				Low	Low
Harbor at Hastings	40.9928555	-73.8854938	Non-structural Fill	11955.000003 Hastings-on-Hudson Rail Station	22SR00507			Moderate	Low
Brooklyn Navy Yard 13 Acre Parcel	40.7052708	-73.9817575	Non-structural Fill	4701.025417 14 Hudson Ave, 04701.023884 160-168 John St	23SR00364			Low	Low
Brooklyn Navy Yard Industrial Park	40.7052708	-73.9801994	Non-structural Fill					Low	Low
Rossville LNG Tank - Staten Island	40.5537472	-74.226797	Non-structural Fill	NYS Museum Area 737,2319, 4624, 8494 ,08501.000076 SMOKING POINT site, NYS Museum Site 7323 Chemical Lane Locus North, Pottery Farm			High	Moderate	Low
Former General Motors North Tarrytown East Parcel	41.0878545	-73.8672734	Non-structural Fill	0	06SR56758			Low	Low

Location	Lat	Long	Placement	Known Resources (1 Mile)	Surveys	Reports	Coverage	Sensitivity	Impact
Governors Island	40.6853881	-74.0221595	Non-structural Fill					Moderate	Low
Former Glenwood Power Plant	40.9515634	-73.899397	Non-structural Fill	20NR00062 New York Central & Hudson RR Power Station,90NR02463 Trevor, John Bond, House (Glenview)	22SR00507			Moderate	Low
Tilcon Site - Haverstraw NY (NYDEC Region 3)	41.1842036	-73.9523862	Processing Facility Recycling	Half mile from NYS Museum Area 6371	01SR53156			Low	Low
Duraport Realty Processing Facility (Bayonne)	40.6458951	-74.1230486	Processing Facility Recycling	99227347 Historic Properties: LaTourette Gardens, 99227343 Hobart Ave		10174, 12554, 9810, 10193		Moderate	Low
Eastside levee			Upland						
<b>New Jersey</b>									
SB-M Section I (Atlantic Coast of New Jersey, Sandy Hook to Barnagat Inlet, Sea Bright to Loch Arbor)	40.3033308	-73.9776244	Beach Nourishment	Adonis/Rusland, Chauncey Jerome, Jr	11126, 11646			Low	Low
Sea Bright Offshore Borrow Area (SBOBA)	40.391464	-73.9512355	Borrow Area	7-10% avoidance, paleoland forms		8244, 11127		Moderate	Low
Raritan Bay and Sandy Hook, Union Beach, NJ	40.4535509	-74.1729714	Beach Nourishment		1615, 8244, 13086	Panamerican Consultants, Inc. 2001, 2014; Liggett and Brown 1989		Moderate	Low
Raritan Bay and Sandy Hook Bays - Port Monmouth, NJ	40.4410149	-74.096877	Beach Nourishment	Historic Properties: Seabrook-Wilson House 418549, Shoal Harbor Rural Historic District, Raritan and Delaware Bay Railroad, 1 mile from Prehistoric 28MO346, 28MO77, 28MO272	10471, 13759, 1615	Harris and Katsakiori 1999, Lee and Hunter 2016, Cavallo 1981, Martin et al 2016	100% coverage	Moderate	Low
SB-M Section II (Atlantic Coast of New Jersey, Sandy Hook to Barnagat Inlet, Asbury Park to Manasquan Inlet)	40.1836452	-74.0102505	Beach Nourishment	Western World, Malta, Amity Shipwrecks, 13th Street Pavilion, Belmar Fishing Club (1306-10)	11126, 1615, 12342, 10475, 5068, 2668			Low	Low

Location	Lat	Long	Placement	Known Resources (1 Mile)	Surveys	Reports	Coverage	Sensitivity	Impact
Bayonne Links Island	40.6616429	-74.0844116	Land Reclamation	99227743 Historic Properties: Building Number 41, 99227748 Historic Properties: Drydock, 28-HD-028 Constable Hook-4 SiteConstable Hook-3 Site, 28-HD-027, 28-HD-0029 Constable Hook-5 Site, Vessel V80	2860785, 9706	7890, 920, 7905, 6719, 2280, 4946, 9317, 8942		Moderate	Moderate
Togus Redevelopment Site - Bayonne	40.6466447	-74.1433712	Non-structural Fill	Bergen Point Site (28-Hd-6)	12564, 13404, 10174, 9810			Low	Low
Donjon Marine Processing Facility (Newark)	40.694886	-74.225237	Processing Facility Recycling					Low	Low
<b>Pennsylvania</b>									
Hazleton Mines (Hazleton Creek Associates)	40.9487659	-75.9832924	Mine Reclamation	Wallace Path, Naticoke Path				Low	Low
Phase 3 Environmental	40.7943086	-75.6376745	Processing Facility Recycling	2006RE00929 Palmerton Historic District, 2010RE00189 New Jersey Zinc West Plant, 2010RE03835 Central Railroad of New Jersey, Wallace Path: Lehigh Path, Nescopeck Path	2022SR00210	7890, 920, 7905, 6719, 9557, 9808		Moderate	Low
Liberty Stone Hardscaping Systems (Archbald, PA)			Clean fill		2021SR00262			Low	Low
Capital Development Quarry (Valley Industrial Properties LLC)	40.8817204	-75.1924002	Clean fill		2022SR00210			Low	Low
Coplay Quarry (Coplay Aggregates Inc)	40.6754186	-75.5118694	Clean fill	2015RE00655 Whitehall Cement Manufacturing Company Plant and Quarry	2022SR00210			Low	Low