New York City Economic Development Corporation

New York City Council Oversight Hearing:
Dredging in New York City Waterways
April 19, 2017

Good Morning, Chair Rose and members of the Committee on Waterfronts. My name is Andrew Genn, Senior Vice President of Ports and Transportation at the New York City Economic Development Corporation and I am pleased to testify before you today on dredging in the City's waterways. I am pleased to be joined on the panel by Roy Tysvaer, Director of Wastewater Treatment and Water Quality for NYCDEP and Nate Grove, Director of Citywide Marine Operations at NYC Department of Parks and Recreation.

New York Harbor and its associated canals, bays, creeks, and channels have supported the City's economic development for centuries. Today is no different -- waterborne transportation remains one of the mainstays of the New York regional economy.

According to the New York Shipping Association (2014), over 330,000 jobs are supported by the port industry[1], which contributes over $21 billion in personal income, and nearly $53 billion in business income to our region. According to the New York Metropolitan Transportation Council (NYMTC), regional volumes of freight are expected to increase by 35% by 2040, which means more investment in NYC's waterways and other multimodal infrastructure will be needed to accommodate that increased demand.

NYC's waterways support economic development by connecting local and regional businesses to markets across the country and abroad, they reduce truck traffic and road congestion, and they improve air quality.

From a broad perspective, a well-functioning, fully navigable network of waterways and channels aligns with the City's priorities such as 80x50, Vision Zero, OneNYC, and supports policy goals of the Waterfront Revitalization Plan.

[1] 17,000 direct jobs in NYC, 35,850 total jobs in NYC.

What is Dredging and Why Do We Do It?

Dredging has been a necessity since the early 19th century to remove obstacles to ever larger ships entering and docking in New York Harbor. Driving the need to dredge are the perennial accumulations of silt, sand, and soil that wash from the land and settle to the bottom of the Upper Bay, and connecting waterways. To make these channels navigable, dredging, the mechanical process that removes the sand and silt deposits -must be undertaken regularly. The need to dredge is not unique to our port, Most East Coast ports – notably Norfolk, Virginia and Philadelphia experience continuous siltation as a result of similar geography and topography.

Without regular dredging, much of New York Harbor and its support channels would silt up to a level of about 20 feet or less. This undoubtedly would present a problem because modern containerships – the vessels that handle more than 90% of the region's imported goods- require a minimum depth of 40 feet to operate safely. Of course, new larger containerships require depths of 50 feet.

The typical equipment used for dredging is called a "clamshell dredger" mounted on a crane secured to a work barge positioned alongside a hopper barge where the dredged material is placed. Environmental "buckets" are used in certain zones of the harbor to seal in water and prevent recontamination. Finally, a tugboat assists the positioning of the work and hopper barge to and from the jobsite.

Dredging generally takes three forms: maintenance dredging, deepening and environmental dredging. Who dredges is determined by ownership and control of the waterbody. Federal channels, which can be compared to interstate highways or federal highways, have been authorized by Congress since the early days of the nation. Facilities adjacent to the federal channels dredge an approach channel to the dock or berth, which is also dredged to optimize value derived from access to the federal channel. In most cases, the rule of thumb is the deeper the draft of the vessel, the greater the amount of cargo or passengers can be carried.

Maintenance Dredging

Maintenance dredging is typically contracted by the US Army Corps of Engineers on an annual basis to maintain authorized depths in federal channels that have been authorized by Congress.

Over the past decade, particular attention has been paid to the federal channels that serve the region's large container ports found mainly in Newark Bay at the end of a series of shipping lanes that begin at Ambrose Light then continuing along the Ambrose Channel into Anchorage Channel, and the Kill Van Kull. Ships travelling to Howland Hook, the City's largest container terminal follow the same path, but also transit the Arthur Kill waterway for a short stretch.

In addition to the main shipping channels, the Army Corps is also responsible for maintaining federal channels in waterbodies such as Buttermilk Channel for vessels calling on Red Hook Container Terminal.

Other channels typically maintained in this manner by the Corps are Eastchester Creek in the Bronx, Flushing Bay in Queens, Rockaway Inlet in Queens, and the Hudson River to assist cruise ships accessing the Manhattan Cruise Terminal as well as freighters navigating to the Port of Albany. Alongside the federal channels are the public and private marine terminals that make up the maritime industry. These include container terminals, dozens of cement, sand and stone terminals, petroleum terminals, and passenger ship terminals. Operators of these facilities must perform maintenance dredging themselves in order to benefit from the vessel traffic facilitated by the federal channel.

For example, NYCEDC is responsible for maintenance dredging at the Manhattan Cruise Terminal, and the South Brooklyn Marine Terminal. The Port Authority is responsible for maintaining adequate depths at other key City facilities such as the Howland Hook and Red Hook container terminals. Private terminal operators also dredge at their own expense on a regular basis throughout the City's waterways.

Channel Deepening

Before maintenance dredging can occur, a controlling depth is authorized through federal legislation. Changing the authorized depth requires Congressional authority. Since the 1980s increasing depths primarily to handle larger containerships has been a challenge for the Port of New York and New Jersey as well as other East Coast ports.

Deepening require a cost sharing sponsor. Locally, the Port Authority has been the local sponsor, most notably the recently completed 50 foot deepening project, a$1.5 billion effort

completed in September 2016. Costs of the project were split approximately in half by the PA and federal government.

Environmental Dredging

Environmental dredging is performed to improve water quality and decrease nuisances that may occur under low oxygen conditions in the water column. Typically, the Department of Environmental Protection performs environmental dredging. This work targets sediment mounds formed by combined sewer overflows and other sources of sediment in the systems that are affected by local circulation and mixing conditions. This sediment can result in odors at low tide. In Flushing Bay, for example, DEP undertook environmental dredging at two CSO locations.

Borough Waterway Dredging

In addition to the "big" channels, the City also appreciates the value of smaller navigable channels and creeks. In 2015, NYCEDC undertook a study of NYC "Borough Waterways" to assess the amount of cargo handled currently and future growth potential.

Each year, approximately 4.4 million tons of goods are moved within New York City's waterways. This, on average eliminates 440,000 truck trips and 6.6 million truck miles traveled; approximately 11,000 tons of CO2 are saved each year.

While Borough Waterways quietly add value to the City's economy, maintenance dredging remains an expense that many operators cannot afford. To frame the issue, keep in mind that typical dredging costs have increased 10 times since the late 1990s. The cost increase relates to changes in federal classification of dredged material related to environmental concerns over the typical practice of disposing of dredged materials at sea. Upland "beneficial" use of dredged material in now the predominant method of disposing of dredged sediments. A better, but costly practice. The negative effect, however, has been the delaying of dredging by maritime – dependent businesses and the "light" loading of vessels resulting in lower utilization of maritime transportation. In some cases, businesses that could benefit from the economies of scale derived from maritime transportation switch to trucking.

To reduce dredging costs, EDC is developing partnerships to combine dredging projects along a given stretch of Borough waterways. By bundling planning, design, permitting, and construction costs, users sharing a common waterway can realize savings making it possible to dredge more often. Two Borough waterways – Eastchester Creek and Newtown Creek hold considerable promise for application of "bundling" dredging projects.

An important finding is that maritime dependent companies don't always report the amount of material Tonnage is a driving consideration informing how federal maintenance funds are spent. With limited resources, the Army Corps prioritizes its dredging efforts based on waterway utilization. When waterway users do not report their loading and unloading activities, the channel will be considered less active and will receive less attention and fewer resources for maintenance. NYCEDC is currently organizing outreach activities to coordinate waterfront communities and private owners, encourage the report of transport activities, and promote the use of New York City's Borough Waterways.

Economic Benefits of Dredging

Water transportation, which is made possible through dredging efforts, provides benefits to business. If moving bulk commodities such as salt, sand, recycling, and fuel, it is often more cost effective compared to trucking. Having facilities adjacent to New York City's borough waterways reduces the need truck the same goods long distances, thus reducing transportation costs, and allowing those businesses in the City to remain competitive and open for business. For example, it is estimated that business can save $10 per ton when goods are shipped via barge compared to trucking.

Beneficial Uses of Dredged Material

Within the New York Harbor, sediment can consist of different geological types including sand and gravel, silt and clay and glacial till and rock. Sometimes sediments can become contaminated through the absorption of spilled chemicals and heavy metals in the waterways, creating challenges for the management of dredged material.

Contamination of dredged sediment ranges on a continuum, with some material being very clean and some being polluted with various wastes. The more contaminated the sediment is, the more limited the options for management and the more costly management becomes.

While historically material dredged from port areas see relatively higher levels of contamination, much of the dredged material within the New York Harbor can be reused beneficially in ways that are both safe and environmentally protective. Some examples of the diverse ways in which dredged material has been used include landfill and brownfield reclamation, habitat restoration, construction materials, and beach replenishment.

In New York, we have worked with the NYC DEP and the Department of Sanitation to place dredged materials processed with Portland cement at landfills in Brooklyn and Staten Island. Over a million cubic yards were placed at Fresh Kills Landfill to support the 50 foot deepening and many other maintenance projects in the harbor. Dredged materials have also been used at private sites to re-profile and raise grades to support future development.

Conclusion

Dredging is a fundamental infrastructure need that ensures a thriving maritime economy. Maintenance dredging and the beneficial use of the dredge materials have benefited the City economically and environmentally. NYCEDC will continue to partner with various public and private entities, to work towards making dredging economical for New York's maritime businesses while also identifying viable placement sites for beneficial use.

Thank you for the opportunity to testify before you and my colleagues and I are happy to answer your questions.

WATERFRONT ALLIANCE

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Public Testimony
New York City Council, Committee on Waterfronts
Re: Dredging Projects in the City's Waterways

April 19, 2017

Roland Lewis
President and CEO
Waterfront Alliance

The Waterfront Alliance is a non-profit civic organization and coalition of more than 900 community and recreational groups, educational institutions, businesses, and other stakeholders committed to restoring and revitalizing New York Harbor and the surrounding waterways.

The Port of New York and New Jersey is our region's gateway to international commerce. As the largest maritime port on the eastern seaboard and the third largest in the United States, our port supports 336,000 jobs – larger than more prominent sectors such as broadcasting and entertainment – and more than $53 billion in business activity.[1] But the natural harbor that is responsible for the growth of our region – New York's preeminence as a business capital is a direct consequence of its ports – requires deepening to meet the needs of modern container ships.

The U.S. Army Corps of Engineers is responsible for dredging the navigation channels that allow large ships to access the port. Last year, it completed years-long, multi-sector effort to deepen 38 miles of federal navigation channels in New York Harbor to 50 feet, readying the Port of New York and New Jersey for a new class of large ships passing through the recently-expanded Panama Canal. With the raising of the Bayonne Bridge, ships sized at 14,000 TEUs and above – with capacity for more than five million flat screen TVs – may now call on New York Harbor, heading to the Port Newark and Port Elizabeth. The channel deepening will ensure that area businesses have better access to global markets and facilitate more efficient shipments to nearly 100 million consumers on the East Coast.

Over time, these shipping channels require maintenance to ensure they continue to function properly. New York City should work for federal legislation that provides the Port with its fair share of Harbor Maintenance Trust funds to ensure that all channels, including key New York City channels such Bay Ridge Channel, Bronx tributaries, and industrial waterways in Queens and Brooklyn are fully maintained to maximize their economic potential.

Each year, over 200,000 cubic yards of dredged material must be excavated and placed either on land or in ocean placement sites, and dredging the navigational channels is only part of the story. Small maritime businesses, marinas, shipyards, and other industrial waterfront users are responsible for dredging their own berths, including the connectors that link to the main channels. Finding a suitable place to dispose of dredged material has been a challenge since the mid-1990s, when concerns over contaminated sediments shut down dredging in the harbor.

While a stopgap solution to the crisis was eventually found, there is still no long term,

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[1] "The Economic Impact of the New York-New Jersey Port Industry." New York Shipping Association, 2014. http://nysanet.org/wp-content/uploads/NYSA_Economic_Impact_2014V2

economically feasible and environmentally sensitive system in place for dealing with dredge material, as fewer sites become available as potential options for disposal. As a consequence, smaller maritime businesses in New York are putting off dredging, moving away, or shutting down entirely. These small operators need more options to keep the cost of dredging and disposal down. Technical solutions to safely dispose of dredge material are available but a simpler regulatory framework is needed to help drive down costs.

The harbor deepening project incorporated beneficial reuse of dredged material, as sand dredged from the channels was used to restore wetlands in Jamaica Bay and in Lincoln Park, New Jersey. Approximately 900,000 cubic yards were used to restore fish habitat south of the former Military Ocean Terminal in Bayonne, proving that economic growth and environmental protection can go hand in hand. To secure the vitality of the port, regulators need to work together across state lines and levels of government to harmonize disjointed regulation. These options should be accessible to every dredging-dependent industry in our harbor.

In order to find more long-term placement options, we need agencies from both states to be more engaged in the process. There is a regional comprehensive solution that addresses the market and economics surrounding the placement of dredge material; unfortunately it has not been implemented since the mandates don't fall within any one agency's mission. Several years ago, a workgroup of the NY/NJ Harbor Estuary Program produced a Regional Sediment Management Plan, which included actions to sustainably manage dredged materials. Among its key priorities was a comprehensive beneficial use plan to foster inter-agency collaboration to identify long-term placement sites. In 2012, New York State Department of Environmental Conservation launched a five-year initiative to identify solutions for dredged material management and provide guidance to dredge project permit applicants, funded through Empire State Development Corporation.

There are steps we can take now to begin to reduce the cost of dredge material disposal, including reclassification in New York State, to improve beneficial reuse. Currently, beneficial use of dredged material does not require a permit, but it does require a beneficial use determination, evaluated on a case by case basis based on testing, containment and monitoring. Unfortunately, the current beneficial use determination process is unpredictable and time consuming, which creates a disincentive to do business in New York.

A better model for long-term support is right across the river. New Jersey utilizes most of its dredged material in a beneficial way, under a regulatory process that provides for appropriate oversight and monitoring of the material. We urge the City to work with its partners in the State, as well as our neighbors in New Jersey, to develop a sustainable policy for dredge material for our shared port. This issue is just one of several that underscores the need for improved governance of our waterways; a frequent concern among waterfront stakeholders is the absence of a centralized office within the City to advocate for water-dependent uses citywide. We encourage the creation of a single local government body—such as a Mayor's Office of the Waterfront—to serve as a lead actor to coordinate planning efforts, studies, funding, and technical assistance to waterfront users.

U.S. Army Corps of Engineers
New York District

DREDGING IN PORT OF NEW YORK

TESTIMONY BEFORE THE NEW YORK CITY COUNCIL

COMMITTEE ON WATERFRONTS

19 APRIL 2017

Randall G. Hintz
Chief, Operations Support Branch (Navigation)

"The views, opinions and findings contained in this report are those of the authors(s) and should not be construed as an official Department of the Army position, policy or decision, unless so designated by other official documentation."

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AGENDA

- The USACE Navigation Mission
- USACE Assets in the Port of New York
- Who, What, When, Where?
- Beneficial Use of Dredged Material
- Hydrographic Survey Products
- Partnerships
- Conclusion
- Questions

USACE NAVIGATION MISSION

Goal – provide safe, reliable, efficient, effective and environmentally sustainable waterborne transportation systems for movement of commerce, national security needs, and recreation.

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USACE ASSETS IN THE PORT OF NEW YORK

Federal Navigation Projects in Inventory

19 Deep Draft Commercial Channels

21 Shallow Draft Channels

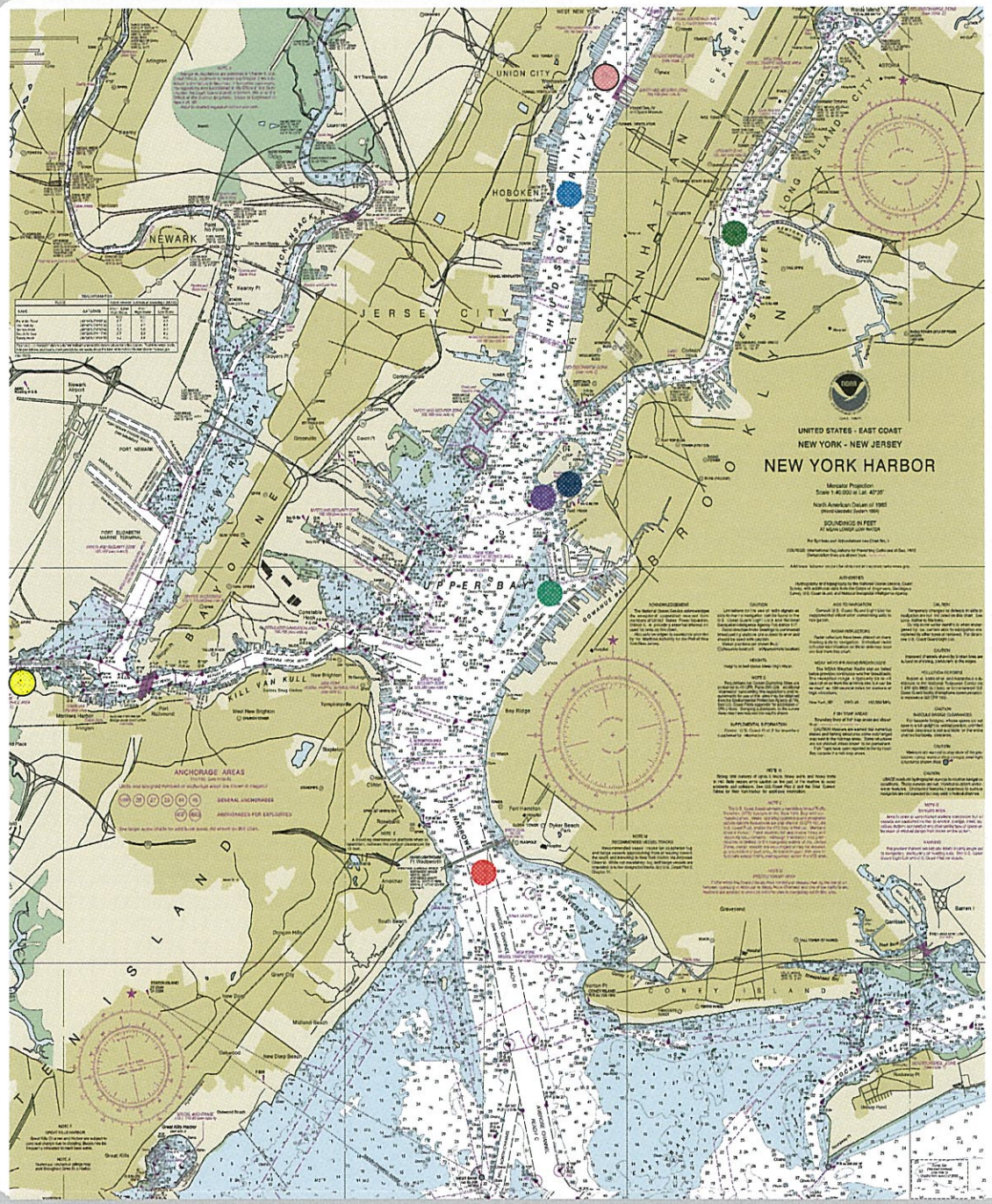
Drift Removal – Port of NY & NJ

Over 500,000 C.F. of Drift / Year
(equal to 240 tractor trailer loads a year)

Over 1,000 Tons of Floatables / Year

USACE has had the mission for drift collection in New York Harbor since 1913

5 Drift Collection Vessels assigned to the Port



High-Profile Dredging Locations in the Port

- Hudson River Channel (USACE)
- Buttermilk Channel (USACE)
- Bay Ridge & Red Hook (USACE)
- Ambrose Channel (USACE)
- East River (USACE)
- New York Container Terminal
- Manhattan Cruise Ship Terminal (NYCEDC)
- Brooklyn Cruise Terminal (PANYNJ)

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WHO'S DOING THE DREDGING?

- USACE
- Port Authority NY & NJ
- NYCEDC Cruise Ship Terminals
- NYPD
- FDNY
- Terminal Operators

WHAT'S BEING DREDGING?

- Silt / Sand / Glacial Till from areas throughout the entire harbor.
- All dredged material must be environmentally tested.

WHEN?

- Dredging occurs annually but is often restricted by environmental windows.

HOW?

- Mechanical Clamshell with Environmental Buckets

WHERE DOES THE MATERIAL GO?

- The material is beneficially reused at upland placement sites within the region (including Staten Island) for Brownfield Capping Remediation.
- Material suitable for ocean-placement is used for cap material at the Historic Area Remediation Site (HARS) off Sandy Hook.

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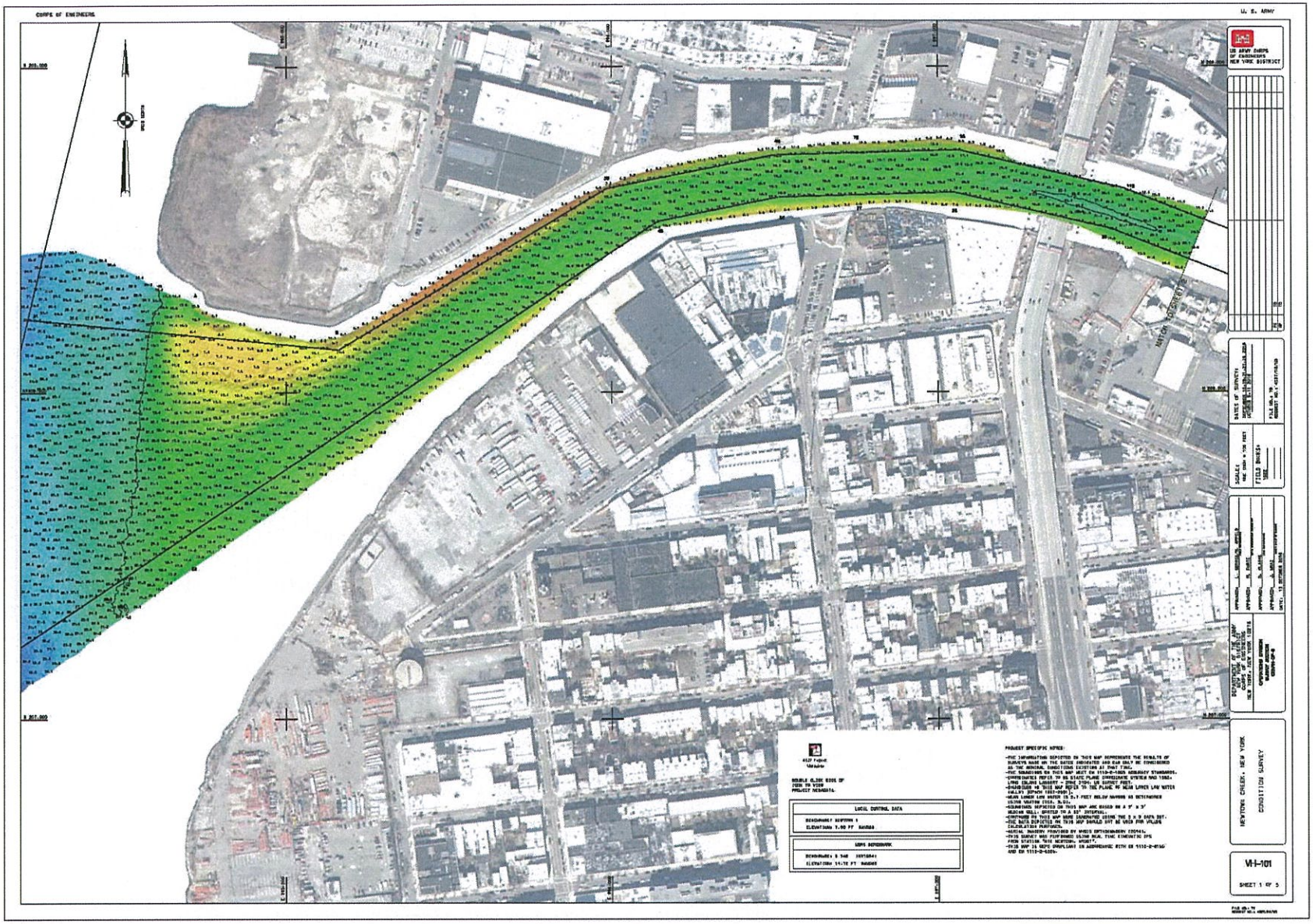

The most recent hydrographic surveys of the Federal Navigation Channels are available at http://www.nan.usace.army.mil/Missions/Navigation/Controlling-Depth-Reports/

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BENEFICIAL USE OF DREDGED MATERIAL EXAMPLES

Brownfield Remediation

Bayonne Landfill: 4MCY
(many other landfillls &
brownfields remediated also)

Lincoln Park: 339,000 CY

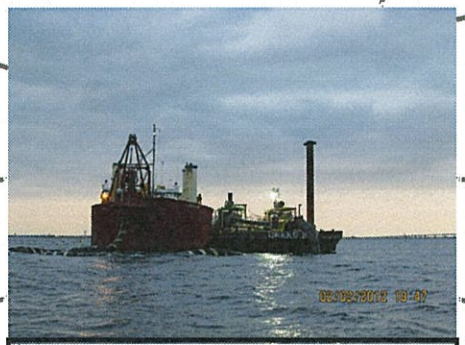
Beach Nourishment/Shoreline Stabilization

Plumb Beach: 133,000 CY

Remediation

Capping HARS (+O&M): ~56 MCY

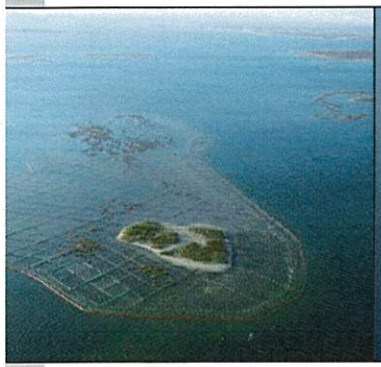
Fish Reefs : ~11 MCY rock



NY/NJ Harbor Deepening:
~50 M CY

Capping NBCDF: 230,000 CY

Ecosystem Restoration: Jamaica Bay Marsh Islands

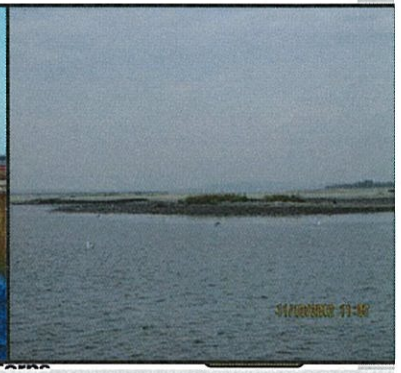


Elders East: 249,000 CY
40 acres

Elders West: 302,000 CY
40 acres

Yellow Bar: 375,000 CY
44 acres

Black Wall: 155,000 CY
20 acres



Rulers Bar: 92,000 CY
10 acres

Partnership

New York Harbor serves as a model for others seeking integration of public interest opportunity where port, economy, environment and navigation are not mutually exclusive but "partners" in sustainability.

Maintaining the marine infrastructure of this Port involves several government and non-governmental partners

The Port Authority Of New York & New Jersey

U.S. Environmental Protection Agency

National Marine Fisheries Service

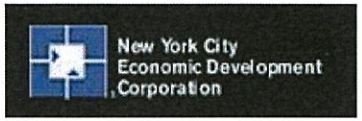
U.S. Coast Guard

State of New York (ESDC, NYSDEC, NYSDOS)

State of New Jersey (DOT-OMR, NJDEP)

City of New York (EDC, DEP)

Hudson River Foundation



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THE USACE REGULATORY PERMIT MISSION

To protect the Nation's aquatic resources, while allowing reasonable development through fair and balanced decisions.

Section 10 Rivers and Harbors Act of 1899

Regulate the obstruction or alteration of navigable waters

- Constructing structures in, over, under navigable waters
- Excavation/dredging
- Depositing material
- Also applies to the construction of artificial islands or installations on the outer continental shelf.

Clean Water Act Section 404

- Since 1972 Corps regulates the discharge of dredged or fill material into waters of the U.S., including wetlands.
- Many more waters than those regulated under Section 10. But, not all waters. Corps must make a jurisdictional determination.

Section 103 of the Marine Protection, Research, Sanctuaries Act of 1972

- Also known as "Ocean Dumping Act"
- Corps authorizes the transportation of dredged material into the oceans for disposal.

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CONCLUSION

It's the mission of U.S. Army Corps of Engineers to support safe, reliable, efficient, and effective navigation in New York Harbor. It's been our mission for more than 100 years. We are here to support you.

Commerce drives funding for Federal navigation projects, all USACE projects compete nationally for funding based on tonnage.

Accurate tonnage reporting at the local level is critical to keep the region competitive.

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Questions?

CRADLE OF THE CORPS

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TUG AND BARGE COMMITTEE TESTIMONY

NEW YORK CITY COUNCIL COMMITTEE ON WATEFRONTS OVERSIGHT

Dredging Projects in the City's Waterways

April 19, 2017

My name is Steven J. Levy. I am a Managing Director of Sprague Operating Resources LLC, an affiliate of Sprague Resources LLP. Founded in 1870 as the Charles H. Sprague Company, Sprague Resources LP is one of the largest independent wholesale suppliers of energy and materials handling services in the Northeast. In addition to owning the largest fuel storage terminal in the City of New York, Sprague owns and operates multiple fuel storage terminals and leases tanks and maintains throughput positions at third-party terminals in New York. Sprague-supplied terminals provide critical transportation, heating, and power generation fuels to City and State agencies, PANYNJ, utilities, and public and private entities. These are the fuels that heat the homes of New York City residents, allow them to travel to their jobs and school, and help the elderly reach their medical appointments.

For many decades, New York City's waterways have been a vital pillar of the City economy. Unfortunately, they have been neglected. Funds must be invested to restore their vibrancy. Businesses have shown a renewed spirit to use marine transportation to achieve the goals of sustainability, efficiency, employment, and safety. A case in point is the Eastchester Creek in the Bronx. Business leaders are now investing in repairing and replacing their docks so they can receive and ship materials by water. But these investments will be worthless if there isn't an ongoing dredging maintenance program to keep the creek operating. To state the obvious, if vessels can't navigate the creek due to a lack of dredging, transportation will be impossible and economic activity there will cease.

Waterways throughout the City are crucial to ensure a reliable supply of fuels for consumers to heat their homes, for emergency services to serve the public safety and welfare, ensure delivery of food and other essential commodities, and support the utility infrastructure for light and power. Additionally, fuel terminals support many City initiatives to reduce air pollution and tail pipe emissions, extend the life of our road and bridge infrastructure, contribute to the success of programs such as Vision Zero by dramatically lowering the number of truck transports on the road, and support the City's goal of reducing greenhouse gas emissions by 80% by 2050 through the use of lower carbon fuels.

Marine fuel terminals are also indispensable in emergency situations. Without the City's fuel terminal infrastructure, the first response to Super Storm Sandy, and the recovery process, would have been significantly delayed. Without a local fuel terminal infrastructure, other services we take for granted, such as plowing our streets during and after snow storms, would be greatly restricted.

We look forward to working with the City to revitalize our waterways and initiate a plan to develop an ongoing maintenance dredging program to ensure continuing economic viability of the local fuel supply.

Steven J. Levy
Managing Director

THE TUG AND BARGE COMMITTEE
(TBC)
Of The Maritime Association of the Port of New York and New Jersey

Testimony of Tug and Barge Committee
CAPT Eric Johansson, Executive Director
17 Battery Place, Suite 913, New York, N.Y. 10004
New York City Council Committee on Waterfronts
Oversight Hearing
RE: Oversight - Dredging Projects in the City's Waterways.

April 19, 2017

I'm Captain Eric Johansson, Executive Director of the Tug and Barge Committee Port of NY/NJ and Professor at New York Maritime College (America's Oldest Maritime College). A third generation mariner, I have been actively working in the Tug and Barge industry in the Port of New York for over 30 years. The Tug and Barge Committee consist of thirty tug and barge operators and three New York Harbor-based shipyards employing thousands of mariners and shore side support workers.

The economic viability of New York Harbor as a commerce port cannot be overstated. The prosperity and quality of life for New Yorkers and the metropolitan area in general are directly linked to the economic success of the working waterfront. As the highest volume commercial port on the east coast and third soon to be largest in the United States the Port of New York delivers trillions of dollars in commerce, contributes billions in tax revenues to the local economy, and supports hundreds of thousands of both blue & white collar jobs. The importance that the commercial maritime industry contributes to the vitality of New York's economy must remain in the forefront of the NYC Council Committee on Waterfronts.

The tug and barge industry is vital to New York City. Barges carry heating oil, cement, sand and gravel, and other products vital to our City. We estimate that all the barges in New York harbor eliminate three and one half million truck trips per year on NYC roads but we are losing terminals nearly every year. Can you imagine the road

congestion and impact on air quality if a significant portion of those trucks were added to the roads to deliver goods instead of utilizing the maritime harbor for this purpose? As an example, one marine dry bulk company moved 1.9 million tons of sand and gravel into New York City in 2009; this is down from 7 million tons in 2001. This means at a minimum, the 5.1 million balance of material previously moved by water is being moved via trucks. This is equivalent to an additional 231,182 sand and gravel trucks a year rumbling through the streets of New York City. **Why? Terminals are closing!** Once a terminal is lost the opportunity to revive it is very difficult. Terminal closures are directly linked to **FAILURE TO DREDGE** our critical commercial marine waterways.

Our waterways have active waterborne transportation and for centuries a vital conduit for commerce the economic engine of New York. The Empire State was built on the backbone of our harbor. Yet administrative burdens too often prevent safe, necessary water-dependent projects from going forward expeditiously.

The Harbor Maintenance Trust Fund (HMTF) was created by the Reagan Administration to support Port dredging and maintenance and collects more revenue each and every year than spent. New York State harbors and commercial channels contribute heavily to the HMTF yet receive a very small percentage in return. A vast amount of funds sit untapped in reserve and it is NOW the Time to collect on the approximately 9 BILLION Dollar reserves sitting idle in the US Treasury. Recently, H.R. 1908 *Investing in America: Unlocking the Harbor Maintenance Trust Fund Act* was introduced by Representative Mike Kelly (R-PA) and Representative Peter DeFazio (D-OR) to release the funds for action. NY must be first in line for these funds to complete and maintain New York Harbor and its tributaries.

With so much at stake, keeping our harbor open for business is not an easy task. A growing population combined with larger ships, and limited road capacity means the tried and true waterways of New York will be tasked with carrying the bulk of New York City communities day to day products. For these reasons, the Tug and Barge Committee supports the following initiatives:

1. Promote/advance dredging projects in the Port of NY and lobby the USACE for increase funding for authorized projects and reauthorize waterways reduced for dredging under the Water Resource Development Act of 1986. Promote cooperative dredging programs to reduce cost for small business. Deepen and maintain Commercial waterways to include but not limited to as follows:
    a. Eastchester Creek, Newtown Creek, Gowanus Bay/Canal, Bronx River, Flushing Creek, Westchester Creek, Jamaica Bay, and Coney Island Creek
    b. Hudson River
    c. Maintain the Harbor 50-Foot Channel
    d. Designate and facilitate a 50-Foot Anchorage
2. Support dredged materials management to make New York Harbor competitive with other East Coast Ports.
3. Support Industry Berth and Connector dredging
4. Maintain/restore liquid/dry bulk and support facilities in the harbor. All boroughs should be mandated to accept and deliver liquid/dry bulk products by any method other than truck to mirror the mandated SUCCESSFUL waste management requirements now imposed on NYC Boroughs
5. Support One Stop Shop for Commercial Marine Permitting.
6. Reactivation of the Waterfront Management Advisory Board to actively promote balanced use of New York's most incredible natural resource – its Harbor.

Respectfully,

Eric J. Johansson
Executive Director

NEW YORK CITY WATER TRAIL ASSOCIATION

April 19, 2017

To the City Council Waterfronts Committee:

Our apologies for missing today's hearing—there is a Harbor Safety, Navigation and Operations ('Harbor Ops') Committee meeting at the same time at Coast Guard headquarters on Staten Island. Please accept the following written comments:

From what we gather, today's hearing is at least in part based on an EDC study of the commercial potential of the harbor's secondary channels and tributaries. The Water Trail Association supports the concept of a mixed used harbor and the maintenance dredging of those channels and tributaries where there are still viable waterfront industries. And certainly we like the idea of transportation alternatives that can reduce the number of trucks on our roads.

At the same time, we'd like to remind the City Council that the city, state and federal government have spent orders of magnitude more on port development projects than we have on sustainability initiatives, environmental restoration, or recreational development. One example: the combined cost of the Port Authority's Harbor Deepening Project, which took our main commercial channels to 50 feet in depth, and the Bayonne Bridge Navigational Clearance Project, which is raising the 'air draft' of the bridge to 215 feet, currently stands at about $4 billion. Meanwhile the same agency's Hudson-Raritan Estuary Resources Program has, since 2001, budgeted a total of about $5 million a year to habitat acquisition and restoration.

In addition to recommending a 'healthier' balance of government spending in the harbor, we'd also suggest that the City Council require that future studies of the waterfront undertaken by city agencies look at a wider range of potential economic benefits including those provided by sustainability initiatives, clean water and 'ecosystems services,' and recreational boating and public health. A new approach that incorporates those factors might turn up some surprises.

Finally, we'd like to point out that many of our constituents have created recreational boating programs on waterways that have seen a marked decline in commercial activity over the past few decades. We're not opposed to the return of commercial activity in those places, provided there is a strong commitment to safe shared use.

Rob Buchanan, Steering Committee
New York City Water Trail Association
www.nycwatertrail.org

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Appearance Card

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☑ in favor ☐ in opposition

Date: 4/19/17

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Name: STEVEN J. LEVY

Address:

I represent: Sprague Operating Resources LLC

Address: Pt. Morris

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Date: 4/

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Name: Roy Tysvaer

Address:

I represent: NYCDEP

Address: (At table for Q&A not testifying)

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Name: Jose Soegaard

Address:

I represent: Waterfront Alliance

Address: 217 Water St. NY NY 10038

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Name: Eric Johansson

Address: 17 Battery Place NY

I represent: Tug and Barge Committee Port of NY/NJ

Address: _____

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Name: Nat Grove

Address: NYC Parks

I represent: _____

Address: _____

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Name: RANDALL G. HINTZ

Address: _____

I represent: U.S. ARMY CORPS OF ENGINEERS, NEW YORK

Address: 26 FEDERAL PLAZA, RM 1937, NY, NY 10278

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Name: Max Tegtet

Address: 110 William

I represent: NYC EDC

Address: _____

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Name: Ryan White

Address: 110 William St

I represent: NYC EDC

Address: _____

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Name: Andrew Genn

Address: 110 William St

I represent: NYC EDC

Address: _____

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Name: HAL Dorfman

Address: 620 WEST 230 ST

I represent: West 79 ST MARINA

Address: _____

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Date: 4.19.17

(PLEASE PRINT)

Name: JOHN [illegible]

Address: 691 COLUMBIA ST. - BROOKLYN

I represent: [illegible] URBAN ENTERPRISES

Address: [illegible]

Please complete this card and return to the Sergeant-at-Arms