

DMMIWG

Memo: DMMIWG

From: Jim Tripp and Tom Wakeman, co-chairs

Date: November 1, 2001

The next meeting of the DMMIWG is this coming Wednesday, November 7, 2001, starting at 9:30 a.m., at the Hudson River Foundation, 40 West 20th Street, Manhattan. Subsequent meetings will be held December 5, 2001 and January 2, February 6 and March 6, 2002.

The preliminary agenda for the November 7 meeting is:

1. **A discussion of the HEP goals and targets for the CCMP Statement of Recommitment, relating to dredging and navigability.** What specific goals, targets and milestones should we support? What is the relationship between these various goals and targets? How do we best effectuate their realization? What is the role of specific federal, State and NYC agencies? The private sector? A number of individuals have been requested to offer perspectives: Bob Nyman or Kevin Bricke of EPA, Joe Seebode of the Corps, Tom Creamer, Jay Hector or Paul Higgins of ESDC, Steve Dorrlor, manager for Comprehensive Waterway Development of the Port Authority, Rick Gimello of NJ Maritime Resources, Dennis Suszkowski of the HRF, Andrew Willner, Genie Flatow, others.
2. **Jamaica Bay restoration.** In August, we heard a number of presentations about near-term and longer-term Jamaica Bay restoration actions. Shorter-term included restoring some of the eroding wetland islands within the NPS jurisdiction and filling of borrow pits. Longer-term encompasses restored former wetlands that have been filled, reducing nitrogen inputs and improving hydrologic flows. A question remaining from the August meeting is whether specific, NPS jurisdictional, wetland island erosion abatement and restoration actions could qualify for Corps 1135 funds. Status report requested from DEC, the NPS and the Corps.
3. **The Upper Hudson Superfund site HRF report.** Dennis Suszkowski et al. The HRF asked eight noted scientists to review the EPA, GE and other documentation relating to EPA's decision that GE should dredge PCB hotspots in the Upper Hudson River. The report was released October 25. What are the principal findings of the report? What are next steps?

The discussion at the October 3 meeting included a number of presentations about the impact of the September 11 WTC attack on the Port development, transportation and environmental restoration agendas.

Joe Seebode, Corps of Engineers. Seebode has been the Corps' liaison to NYC for the recovery. The Corps has brought in 150 to 200 Corps personnel. An inter-agency team has assisted the City. Some work relates to dredging. Within 48 hours, the Corps, NYC and the Port Authority, with others, realized that the only feasible way to move debris would be by barge. We looked at pier 25 and the north side of Battery Park City. This project involved dredging 120,000 cubic yards of material. No testing was performed. This material was put into the Newark Bay CDF. With DEC, DEP and EPA support, this project moved ahead. The dredging was completed in eight to nine days. Structural steel is going out in scows.

Based on laser techniques, it is estimated that 1.2 million tons of debris will have to be removed. One off-loading facility would not be enough. The pier 6 heliport started operating after 110-12 days. The dredged area south of pier 6 involved removal of 60,000 to 70,000 cy, deposited in the Newark Bay CDF. By October 4, the City should have another barge facility to haul structural steel to recycling facilities. We now have five barging facilities – the three described above plus two City marine transfer stations.

Providing more ferry services is a major issue without downtown Manhattan PATH service. Ferries are queuing up waiting for berthing facilities. The Corps has been doing emergency permitting with DEC et al. In a month or two, the Corps will put out a public notice dealing with all of the emergency work. The working conditions on the ground at the WTC site are awful. There is little remaining capacity in the Newark Bay CDF.

Craig Chance, steel recycling. We have a contract with the Department of Sanitation to take metal recyclables. We are at Ground Zero removing steel by barge to the Claremont facilities. We are moving 1000 to 2000 tpd by barge. We have invested \$2 million in oversize shears to cut large steel members. We have leased additional acreage. We expect to receive 200,000 tons of steel over the next 6-12 months. We have discussed expediting dredging in the Claremont channel.

Chris Ward, Port Authority. A basic question is the status of the PA's capital plan. Under this plan, the PA will be working in the region differently from before. The revenue implications of September 11 will be significant. Revenues from aviation, the primary revenue generator, will probably shrink. We will see an acceleration of airline consolidation. There will be changes in air cargo operations. The revenue profile will be different. The tunnel and bridge network with the SOV ban experiment will change the revenue profile, but this experiment will also provide data on TDM and congestion pricing. PATH downtown is crippled. There is a focus on using waterfronts for ferries. EDC is bringing pier A back.

The port industry has not suffered structural economic damage. Security concerns will foster better communication, e.g., information about containers. If there is a recession,

what will that mean for the strategic partners and their investment plans? The PA is in strong financial shape. Cash reserves are strong. The public markets have endorsed this shape in terms of their response to the \$9-13 billion capital program.

In terms of security, mobility and other issues, we can go back and rethink what we should do with the transportation network. Are there other PATH connectivity opportunities? What will a new downtown look like, and what should the PATH and ferry network look like? What about goods movement? Should there be a dedicated goods movement corridor? What federal role or interest is there in Access to the Region's Core? Lower Manhattan will be a work in progress for some time. It does not need 110-story towers. It could be linked to Governor's Island and the New Jersey waterfront. The PA board has indicated that the PA will rebuild its headquarters in lower Manhattan.

The aviation industry will change in terms of security, movement through facilities and the shape of the airline terminals. In addition, should Amtrak take a larger portion of the passengers moving in the northeast corridor with fewer short-haul shuttles? Goods movement by rail will be more critical. Increased flexibility will be important, with improved multi-modal access. We will have to look at critical bottlenecks. We should look strongly at the freight rail tunnel, as well as a new Goethels Bridge.

What will the region's key set of initiatives be? The PA created a \$13 billion plan with a regional consensus. The PA has been knocked back on its heels. So what are the key priorities? A sense of urgency for the 21st century port with transportation and environmental restoration is very important. There has been support for freight rail, environmental restoration and channel expansion in D.C. What will be the region's approach to T21 for goods movement? How should we maintain alternatives for fuel delivery so that we do not rely on a single option?

The PATH station at the WTC is destroyed. But the integrity of the tubes on either side is in good shape. How do we make short-term decisions that do not foreclose long-term planning options? Could we rebuild a WTC PATH station and not preclude new PATH services in lower Manhattan? As the economic agenda moves forward, the environmental agenda is embedded in the PA capital program and how we think about environmental restoration. The sense of sustainability becomes increasingly critical. The \$60 million HEP plan is still there. Cong. Minetta has been to the region. He has emphasized a federal commitment to the region. Minetta asked about the rail agenda and the tunnel. The response: now is the time to put this infrastructure in place. There is also a pressing passenger agenda. D.C. is looking for a thoughtful integration of the passenger and freight rail agendas. In addition, there will be a major security premium for every facility that the PA builds.

Alice Cheng pointed out that a 1941 Corps study expressed concern with aerial attacks on bridges in the metropolitan area and urged looking at a freight rail tunnel. A 1991 PA study on trans-Hudson crossings showed concern that damage to the GWB would have a

catastrophic impact on goods movement. Federal Express is talking about a ferry service from Pier 40 to the NJ side of the River.

Zipf asked about the implications of September 11 for the 50-foot hub port that will attract bigger ships. Ward responded that for the PA deeper draft channels is one of flexibility given ship profiles. To preclude that option is a question about how we handle services in the region. A deeper water port was based on a vision of changing technology and environmental agenda.

Rob Gottheim, Cong. Nadler's office. The tragedy forces us to think about transportation issues, such as how to link PATH to the subway. \$20 billion will only go to clean up. Members of Congress have stressed that this amount is a downpayment. We will need more. So there is an opportunity to think about transportation and security needs.

Adeline Michaels asked about not only bringing in big ships but also moving freight and solid waste by barge and rail. Wakeman added that it is not just ship and oil traffic, but more ferry services and water-based recreation that we have to think about. The nation and the PA are not as financially set as they were. We have to think about everything differently. If we want better access, the Goethals Bridge is important. The NE transportation corridor that links the entire NE with the NY metro region is critical. The highway system was created for military mobility. We need a multiple modal transportation system for security and mobility. Seligowski asked about the organization and structure for policy making and implementation. Ward responded that the region has come together on recovery but not yet for longer-term transportation and regional development. Should the PA play a larger role in regional planning? Or just be a funder?

Darrell pointed out that there is a lot of focus on the waterfront with ferry services and barges. How do we move people easily from existing subway and bus stations to ferry terminals? How do you use water and bring people to water is a big issue. Ward suggested that we look at what San Francisco did after the earthquake to rethink its waterfront. What might GI be in the future? There is a huge opportunity to bring GI into lower Manhattan to integrate economic and transportation support for lower Manhattan. Lower Manhattan will not have the density in the future that it has had. Redeveloping GI as a park and mixed use site with good ferry service to the Brooklyn waterfront will be important. Gimello indicated that NJ and NY are looking at ferry service locations. Are they the right locations? Can people get there? How can we use the CPIP process to help address these issues?

Summers indicated that the PA should play a big role in bi-State planning, bringing the two states together. There is an urge to help. We need to figure out how to get the skills represented in the room to help.

Wakeman discussed a meeting in D.C. on the consolidated dredging program. Three levels of the Corps organized the meeting with the PA and the two States concerning appropriations. The projects in the Harbor will be one project. In addition, the Harbor

channel projects are navigation only at present. The Harbor project should be broadened to encompass wetland restoration, as well as navigation, i.e., be multi-purpose. The Corps has no authority to do anything with brownfields. For the Corps to participate in the remediation and redevelopment of brownfields, we have to look at the relationship between brownfields and the waterfront. Gimello added that we need to explore further how we demonstrate use of dredged material for the reclamation of the Hackensack Meadowland landfills. NJ has one of the most aggressive brownfields redevelopment programs in the country. We are working with the Corps on such a comprehensive strategy that includes beneficial reuse and environmental restoration projects. We should look to WRDA 2002.

Seebode pointed out that the Corps does not have the authority to put in extra capital to fund the use of rocks for beneficial purposes. We want to maintain the 65-35 split. We want to fix the ability to cost share these projects. We are building deep draft channels right now. We want to build these channels and environmental restoration projects together. We want to find a way to fund these kinds of projects together. We would like assistance in prioritizing environmental restoration projects. We will be dealing with sands, silts, clays and rocks. We know the schedule. The combined authority for deep draft navigation and environmental restoration would allow the Corps to do projects, such as the Penn Fountain landfill remediation. Smeal raised the question as to how the Corps would work with resource agencies with such an authorization?

Wakeman added that the PA put \$60 million for environmental restoration because the environmental community said that it needed \$60 million. We need the next environmental agenda and budget. Between the two states, the PA and the Corps we are talking about an MOU for long-term. How do we meet the needs of the testing firms? They need multi-year commitments. The other issue is testing. If we are to use a market-based approach, we need to deal with this issue. Testing protocols and the size of contracts are the two big issues. There are three major laws – WRDA, T 21 that deals with ferry services, barges and rail and the Clean Water Act. Can we help EPA do things in a more pro-active fashion? Borsellino stated that EPA and the two States should be involved in developing a new WRDA initiative, particularly relating to brownfields.

Gimello indicated that NJMR is working with CTI, OENJ and the dredgers to change the way that we do business in terms of contracting. Steve Sands added that we need predictability.