

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS
NORTH ATLANTIC DIVISION

STATUS REPORT
OF
BRIGADIER GENERAL M. STEPHEN RHOADES
COMMANDER, NORTH ATLANTIC DIVISION
BEFORE THE
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS
UNITED STATES HOUSE OF REPRESENTATIVES
ON THE
FISCAL YEAR 2003 CIVIL WORKS BUDGET

February 27, 2002

**BRIGADIER GENERAL M. STEPHEN RHOADES
COMMANDING NORTH ATLANTIC DIVISION
STATUS REPORT
FOR THE
FISCAL YEAR 2003 BUDGET REQUEST**

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INTRODUCTION

Mr. Chairman, distinguished members of the subcommittee, I am Brigadier General M. Stephen Rhoades, Commander of the North Atlantic Division. I am pleased to have this opportunity to report to you on the status of the North Atlantic Division's Civil Works activities and the fiscal year 2003 budget request.

Accompanying me is Mr. Thomas W. Waters, Director of Civil Works and Management.

DESCRIPTION OF THE NORTH ATLANTIC DIVISION

GEOGRAPHIC SETTINGS

The North Atlantic Division, located at Fort Hamilton in Brooklyn, New York, is one of eight supervisory field headquarter offices reporting to the Chief of Engineers in Washington, D.C. The Division oversees six districts based at Concord, Massachusetts; New York, New York; Philadelphia, Pennsylvania; Baltimore, Maryland; Norfolk, Virginia; and Wiesbaden, Germany. In the United States, the North Atlantic Division covers 180,000 square miles or 5 percent of the nation's land area. It is a densely populated area that's both urban and rural. Our area of responsibility includes all or portions of 14 states from Maine to North Carolina and the District of Columbia. The Division has water resource activities in the Connecticut, Hudson, Delaware, Susquehanna, Potomac, James, and other river basins. Our water resource activities also include work in the Cape Cod, Chesapeake, and Delaware Bays, and the Atlantic coast from

Maine, through Cape Cod, Massachusetts, and Long Island, New York, to the Virginia-North Carolina border.

We cover 16,700 miles of shoreline and 3,165 miles of Federal navigation channels in the United States. We also serve five of the nation's top ten ports. Boston Harbor is a major container port for goods heading for New England and Europe. New York Harbor is the largest container port on the East Coast. Philadelphia is the world's largest inland freshwater port. Baltimore Harbor is a major entry point for goods heading to the Midwest, and Norfolk Harbor is the nation's number one coal port.

We own and operate 53 dams, twelve major bridges, four locks and four canals, including the Chesapeake and Delaware, the country's largest sea level canal. We operate recreation facilities at some of our dam sites, including Blue Marsh, Pennsylvania, which is a popular recreation destination in the northeast.

DISTRICTS

In the United States, the North Atlantic Division has district offices in Concord, Massachusetts, New York City, Philadelphia, Baltimore, and Norfolk. They serve 60 million people represented by 105 congressional districts.

ACCOMPLISHMENTS

Our water resource activities are critical to the citizens we serve. In 2001, our flood control projects prevented about \$151 million in flood damages.

Our region's five major ports handled 415 millions tons of commerce, representing twenty percent of the nation's total commerce.

OVERVIEW OF FISCAL YEAR 2003 BUDGET REQUEST

We are requesting \$441.6 million in fiscal year 2003. Our General Investigations program is \$11.1 million, the Construction, General program is \$223.9 million and Operation and Maintenance, General is \$206.6 million. In addition, local sponsors will contribute nearly \$75 million as our cost-sharing partners.

GENERAL INVESTIGATIONS

HIGHLIGHTS OF FISCAL YEAR 2001 PROGRAM

In fiscal year 2001, we scheduled \$22 million and expended \$18 million for 56 surveys and 27 design projects.

HIGHLIGHTS OF THE FISCAL YEAR 2002 PROGRAM

In fiscal year 2002, we received \$12.9 million to expend on 58 surveys and 19 design projects. These funds were scheduled for expenditure along with \$5.2 million from the last year.

BUDGET REQUEST FOR FISCAL YEAR 2003

Our General Investigations budget request includes \$11.1 million for 53 surveys and 15 design projects. These funds will complete seven surveys and four design projects, continue 46 surveys and ten design projects, and start one design project. I'll briefly describe a few items within the North Atlantic Division's General Investigations program.

COASTAL MASSACHUSETTS ECOSYSTEM RESTORATION, MASSACHUSETTS AND CAPE COD BAYS, MA

Over the past century, the ecosystems along the Massachusetts and Cape Cod Bays have been lost or degraded by construction of navigation and beach erosion projects. Dredged material disposed in the coastal wetlands or salt marshes have caused these coastal areas to become unproductive habitat. The Massachusetts and Cape Cod Bays,

Ecosystem Restoration survey will evaluate measures to restore the ecological productivity along the Massachusetts and Cape Cod Bays coastline. Fiscal Year 2003 funds of \$80,000 will be used to continue the feasibility phase of study to identify alternative plans to restore the natural tidal exchange and ecological productivity.

PASSAIC RIVER, HARRISON, NJ

In the Town of Harrison, New Jersey, some 200 commercial, residential and industrial properties suffer damage from flooding caused by hurricanes and northeastern storms. We are proposing a \$16.5 million project consisting of a levee and floodwall system to protect the town. The \$270,000 requested for fiscal year 2003, along with New Jersey's 25 percent matching share, would continue design for the flood control measures.

MANASQUAN INLET TO BARNEGAT INLET, NJ

The \$200,000 requested in fiscal year 2003 for Manasquan Inlet to Barnegat Inlet, New Jersey, along with the State of New Jersey's 25 percent matching share, will continue the project's design. This project will provide hurricane and storm damage reduction to homes and businesses located in the communities from Point Pleasant to Seaside Park, New Jersey.

ATLANTIC INTRACOASTAL WATERWAY BRIDGE REPLACEMENT AT DEEP CREEK, VA

The Atlantic Intracoastal Waterway Bridge Replacement at Deep Creek, Virginia, is functionally obsolete. The bridge has a narrow roadway, poor alignment with connecting roads, and is carrying increasing traffic volumes. The City of Chesapeake, Virginia, is the potential local sponsor. Our feasibility study, completed in April 2001, recommended a \$16.5 million project to replace the existing bridge with a new five-lane bascule bridge. In fiscal year 2003, we are requesting \$275,000 to continue the design effort.

BALTIMORE METROPOLITAN WATER RESOURCES, GWYNNS FALLS, MD

During the past century, disposal of dredged material in the fish and wildlife habitats of the Patapsco River Basin in the vicinity of Gwynns Falls, Maryland, has severely degraded the ecosystem. Our purposed project includes: stream and streambank restoration, storm water management pond construction, wetland creation, restoration of riparian vegetation, and removal of fish passage blockages. Fiscal Year 2003 funds of \$50,000 are requested for the design effort.

CONSTRUCTION, GENERAL

HIGHLIGHTS OF FISCAL YEAR 2001 PROGRAM

In fiscal year 2001, we expended \$179 million of the \$222.2 million scheduled in our Construction, General program for 50 projects.

HIGHLIGHTS OF FISCAL YEAR 2002 PROGRAM

In fiscal year 2002, we were allocated \$223.8 million in the Construction, General program. Along with \$50.2 million from last year, we have scheduled \$274 million this year for 47 projects.

BUDGET REQUEST FOR FISCAL YEAR 2003

For the fiscal year 2003 budget request, the Construction, General program includes \$223.9 million to complete four projects, and continue work on 28 projects. I will briefly discuss some of the major construction activities.

WYOMING VALLEY (LEVEE RAISING), PA

Wyoming Valley, PA, is vulnerable to flooding. A recurrence of Tropical Storm Agnes would cause an expected \$4 billion in damages. This project is modifying levees, floodwalls, and closure structures,

relocating utilities, and building new floodwalls and levees to maintain the existing system's integrity. The Water Resources Development Acts of 1986 and 1996 authorized the project for construction. The project sponsor is the Luzerne County Flood Protection Authority, PA. The \$9,439,000 requested would complete work on the Wilkes-Barre and Hanover Township levee system and the storm water Pump Stations, and continue work on the recreation facilities and mitigation for non-structural measures.

ATLANTIC INTRACOASTAL WATERWAY BRIDGE AT GREAT BRIDGE, VA

The Atlantic Intracoastal Waterway Bridge at Great Bridge, VA, which carries Virginia's Route 168 over the Albermarle and Chesapeake Canal, is functionally obsolete. The bridge, built in 1943, is carrying double its design load and has structural problems that require weight restrictions to be enforced. The bridge's mechanical and electrical equipment also needs updating. Our recommended project will replace the bridge with a new five-lane bascule bridge. The City of Chesapeake, VA, is the local sponsor for the project. The National Highway Systems Designation Act of 1995 authorizes the project. Our request of \$3,401,000 will complete the replacement bridge construction.

NEW YORK AND NEW JERSEY HARBOR, NY & NJ

The Port of New York handles \$20 billion of commerce annually and provides 166,000 port related jobs. Channel depths within the harbor range from 30 to 40 feet with the Anchorages and Ambrose entrance channels at 45 feet. Several shipping lines are currently constructing vessels with drafts exceeding 45 feet. The proposed deeper channel depth will allow these vessels to enter the harbor fully loaded. Congress directed in fiscal year 2002 that we combine the Kill Van Kull and Newark Bay project, the Arthur Kill-Howland Hook Marine Terminal project, the New York Harbor and Adjacent

Channels-Port Jersey Channel project, and the New York and New Jersey Harbor deepening project, and proceed to deepen the harbor to the authorized 50-foot depth. With the \$120,000,000 requested in fiscal year 2003, along with the non-Federal project sponsors' share of \$44,300,000, we will start one new construction contract and continue three ongoing contracts to deepen the channels for the Kill Van Kull and Newark Bay to 45 feet; start one construction contract to begin deepening the Arthur Kill-Howland Hook Marine Terminal to 41 feet; and start one construction contract to begin deepening the Port Jersey Channel to 41 feet. In addition, we are continuing our design efforts to deepen the harbor's channels to their specific authorized depths, and we are considering opportunities to accelerate the ongoing construction work and proposed project construction work to provide the 50-foot harbor project sooner. The Water Resources Development Act of 2000 authorized this project.

DELAWARE RIVER MAIN CHANNEL DEEPENING, NJ, PA, AND DE

The Delaware River Main Channel Deepening project will deepen the 40-foot channel to 45 feet for over 100 miles, widen bends, and deepen an anchorage. The existing 40-foot Federal navigation channel restricts efficient movement of tankers, dry bulk carriers, and container vessels to the tri-state Delaware Bay ports facilities, including Wilmington, Delaware, the Port of Philadelphia, and the Beckett Street Terminal in Camden, NJ. These facilities annually receive 57 million tons of oil, seven million tons of dry bulk commodities, and 1.5 million tons of container commodities. The Water Resources Development Act of 1992 authorizes this project. We will continue construction with the fiscal year 2003 request of \$12,000,000. The Delaware River Port Authority is the local sponsor.

CAPE COD CANAL RAILROAD BRIDGE, MA

The railroad bridge over the Cape Cod Canal was constructed in the early 1930's as one of three bridges in the Public Works Administration Program over the canal. It has functioned for nearly 70 years with circa 1930's equipment and needs immediate rehabilitation. The bridge is kept in the up position until rail service is needed. If the bridge was to fail in the down position, the canal could be closed to marine traffic for an extensive period of time, causing the rerouting of marine traffic around Cape Cod. This would greatly increase shipping costs while reducing navigation safety. In addition, the bridge is the only rail connection between Cape Cod and mainland Massachusetts. Our project will replace the counterweight cables, trunion bearings, electric control system, main switchboard, and repair or replace steel truss members, and clean and paint the steel superstructure. The Rivers and Harbors Act of 1935 authorized the project. With the \$8,500,000 requested in fiscal year 2003, bridge rehabilitation will continue.

OPERATION AND MAINTENANCE, GENERAL

HIGHLIGHTS OF FISCAL YEAR 2001

In fiscal year 2001, we expended \$206.8 million out of the scheduled \$207.6 million in our Operation and Maintenance, General program. These funds operated and maintained 356 activities, including \$149 million to operate and maintain 86 channel and harbor projects, \$41.9 million to maintain 67 flood control projects, operate reservoirs at many of these projects, and inspect 181 completed flood control projects, and \$16.7 million for Protection of Navigation on 22 activities.

HIGHLIGHTS OF FISCAL YEAR 2002

Our fiscal year 2002 program for the Operation and Maintenance, General is \$204 million. These funds will be used to operate and

maintain 365 activities. It includes \$142.4 million to operate and maintain 95 channel and harbor projects, \$44.6 million to maintain 67 flood control projects, operate reservoirs at many of these projects, and inspect 181 completed flood control projects, and \$17 million for Protection of Navigation on 22 activities.

BUDGET REQUEST FOR FISCAL YEAR 2003

The \$206.6 million for the fiscal year 2003 budget request will be used to operate and maintain 317 activities. This includes \$144.7 million for operation and maintenance at 71 channels and harbors projects, \$41.2 million for flood control project maintenance and reservoir operation on 67 projects, and inspection of 156 completed projects. We are also requesting \$20.7 million for Protection of Navigation on 23 activities. These funds will let us continue to maintain these high priority projects.

WORLD TRADE CENTER RECOVERY EFFORTS

Mr. Chairman, with regards to the tragic loss of lives and destruction of the World Trade Center in lower Manhattan, the Federal Emergency Management Agency and the City of New York are continuing their recovery and debris removal efforts and expect these efforts to be completed by mid-spring.

CONCLUSION

Mr. Chairman, the North Atlantic Division continues its work to make a better natural and human environment for our densely populated region. This concludes my status report. I will be pleased to answer any questions.