

*1. Administrative Details*

**Proposal Name: Extend Eastchester Creek, NY Federal Navigation Channel**

**by Agency: County of Westchester, New York**

**Locations: NY**

**Date Submitted: 08/06/2018**

**Confirmation Number: 1f94edb9-4651-4449-b2e4-ff442db23f5a s**

*Supporting Documents*

<b>File Name</b>	<b>Date Uploaded</b>
County of Westchester Primary Sponsor Letter.pdf	08/06/2018
Eastchester Creek WRRDA 7001 Map.pdf	08/06/2018
City of Mt. Vernon Support Letter.pdf	08/06/2018
Village of Pelham Manor Support Letter.pdf	08/06/2018
PRO Asphalt LLC Support Letter.pdf	08/06/2018

**2. Provide the name of the primary sponsor and all non-Federal interests that have contributed or are expected to contribute toward the non-Federal share of the proposed feasibility study or modification.**

Sponsor	Letter of Support
County of Westchester, NY(Primary)	Westchester County, NY is the non-Federal sponsor for this project. This section of Eastchester Creek is a vital waterway used to transport home heating oil and transportation fuels to the last remaining petroleum distribution facility on Eastchester Creek, the Sprague Operating Resources LLC marine terminal located between the branches of the “Y” in Mt. Vernon, NY. Maintenance dredging of this section of the Eastchester Creek is absolutely essential to the continued safe operation and financial viability of this facility. Its closure due to lack of maintenance dredging would severely impact fuel supply and add significant costs to critical commercial and residential consumers throughout the greater Westchester County area. Because this section of the navigation channel was constructed decades ago with non-Federal funding, this requested modification would require only future federal maintenance of that section of the channel with no non-Federal cost-share.

**3. State if this proposal is for a feasibility study, a modification to an authorized USACE feasibility study or a modification to an authorized USACE project. If it is a proposal for a modification, provide the authorized water resources development feasibility study or project name.**

[x] Modification to an Authorized USACE Project : Federal Navigation Channel Maintenance and Stewardship for Eastchester Creek, NY

***4. Clearly articulate the specific project purpose(s) of the proposed study or modification. Demonstrate that the proposal is related to USACE mission and authorities and specifically address why additional or new authorization is needed.***

The purpose of this project is to extend the northernmost portion of the Eastchester Creek Federal navigation channel from mile 4.7 (the current end of the Federal navigation project at approximately 300 feet above the Fulton Avenue Bridge) to mile 5.0 (at the end of the east branch of the non-Federally constructed “Y”), including the west branch of the “Y” as well. Using non-Federal funds in the 1930’s, the “Y” portion of the navigation channel was constructed to a depth of 8 feet and a width of approximately 70 feet and extends approximately 500 feet from the current end of the Federal navigation channel to the fork of the “Y”, approximately 500 feet into the west branch of the “Y”, and approximately 1,000 feet into the east branch of the “Y”. Because the “Y” was already constructed to an 8-foot depth, this modification to the Eastchester Creek project adds only Federal maintenance costs, not construction costs. Maintenance of Federal navigation channels is a USACE mission, with a 100% Federal cost-share that is funded from Harbor Maintenance Trust Fund (HMTF) appropriations. Note that this proposed modification differs from the 1950 authorized project modification that authorized construction of a 10-foot deep channel in the “Y” (the 1950 authorization was subsequently de-authorized and never constructed). As of now, fully loaded barges cannot serve the Sprague terminal, which results in inefficient barge deliveries. Maintenance dredging of this section of the Eastchester Creek is absolutely essential to the continued safe operation and financial viability of this facility. Additionally, PRO Asphalt LLC has expanded its Mt. Vernon, NY operations by leasing property on the west branch of the “Y”. Maintaining the “Y” navigation channel would allow PRO Asphalt to move materials to this location by barge instead of truck.

5. To the extent practicable, provide an estimate of the total cost, and the Federal and non-Federal share of those costs, of the proposed study and, separately, an estimate of the cost of construction or modification.

	Federal	Non-Federal	Total
Study	\$0	\$0	\$0
Construction	\$0	\$0	\$0

**Explanation (if necessary)**

Because the “Y” section of the navigation channel was constructed in the 1930’s with non-Federal funding, there would be no construction costs. This requested modification would require only future Federal maintenance of the added section of the channel. Federal navigation channel maintenance is a 100% Federal cost-share and is funded by appropriations from the Harbor Maintenance Trust Fund (HMTF). There is no non-Federal cost-share for maintenance.

***6. To the extent practicable, describe the anticipated monetary and nonmonetary benefits of the proposal including benefits to the protection of human life and property; improvement to transportation; the national economy; the environment; or the national security interests of the United States.***

Sprague Operating Resources LLC's Mt. Vernon marine terminal handles 23,352,000 gallons of heating oil and transportation fuels annually. The sedimentation of the navigation channel adjacent to this marine terminal requires barges to be light-loaded and arrive at high tide to get close enough to the terminal to offload. If the "Y" was maintained to its constructed depth of 8 feet, fully loaded barges could access the terminal at all tidal conditions. This would save approximately \$204,000 annually in barge transportation costs from the current condition. This figure is based on a current cost of \$12,000 per barge, regardless of its loading condition, and a reduction in the number of barges required from 56 to 39 annually due to fully loading the barges. This reduction in the number of required barges is based on fully loading each barge to its capacity of 588,000 gallons instead of light loading them at approximately 417,000 gallons each and moving them only at high tide, as is currently required due to sedimentation of the "Y". PRO Asphalt would also save on transportation costs. If this terminal could not be supplied by barge due to continued sedimentation in the "Y", it would require 3,114 trucks annually to transport that same amount of product from the nearest other marine terminals in Stamford, CT or the Bronx, NY. That would increase the cost of transporting these products to Westchester County by an estimated \$326,928 annually. According to a study by the Texas Transportation Institute and Texas A&M University (see [https://www.marad.dot.gov/wp-content/uploads/pdf/water\\_works\\_REV.pdf](https://www.marad.dot.gov/wp-content/uploads/pdf/water_works_REV.pdf)), the consequences of moving products by truck instead of barge include the following: (1) It would make transportation of these products more dangerous, (2) It would increase fuel consumption, (3) It would increase harm to the environment from air pollution and spills and (4) It would increase highway traffic congestion.

**7. Does local support exist? If 'Yes', describe the local support for the proposal.**

Yes

### **Local Support Description**

Yes. The City of Mt. Vernon, the Village of Pelham Manor and PRO Asphalt LLC have expressed support for the project. The City of Mt. Vernon and the Village of Pelham Manor support maintenance dredging of the full "Y" because maintenance of this portion of the navigation channel is critical to future economic development of the northern end of the waterway. Without maintenance dredging of the "Y", additional development along Eastchester Creek would be limited and traffic congestion would increase due to a lack of marine transportation options. PRO Asphalt LLC supports the application because they have a significant interest in the expansion of maintenance dredging. Their company is located on the west branch of the "Y", which is inaccessible by barge due to sediment build up. Thus, their location west of the "Y" can only be served by truck, which is more costly, less efficient, and has a greater negative environmental impact than moving materials by barge. Maintaining the "Y" would allow PRO Asphalt to receive materials by barge, as well as ship out materials by barge, which would allow them to continue developing their operations at that location.

**8. Does the primary sponsor named in (2.) above have the financial ability to provide for the required cost share?**

Yes

# Primary Sponsor Letter of Support

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**County of Westchester Primary Sponsor Letter.pdf**

George Latimer  
County Executive

July 27, 2018

Mr. James C. Dalton, P.E.  
Director of Civil Works  
Headquarters, U.S. Army Corps of Engineers  
441 G Street NW  
Washington, DC 20314

Re: Eastchester Creek Navigation Project, NY

Dear Mr. Dalton,

Westchester County, NY requests modification of the U.S. Army Corps of Engineers' Eastchester Creek Navigation Project, NY to include navigation from mile 4.7 (the current end of the Federal navigation project at approximately 300 feet above the Fulton Avenue Bridge) to mile 5.0 (at the end of the east branch of the non-Federally constructed "Y", which is the terminus of the navigable waters of Eastchester Creek).

This section of Eastchester Creek is a vital waterway used to transport home heating oil and transportation fuels to the last remaining petroleum distribution facility on Eastchester Creek, the Sprague Energy marine terminal located between the branches of the "Y" in Mt. Vernon, NY. Dredging this section of the Eastchester Creek is absolutely essential to the continued safe operation and financial viability of this facility. Its closure due to lack of dredging would severely impact fuel supply and add significant costs to critical commercial and residential consumers throughout the greater Westchester County area.

Because this section of the navigation channel was constructed decades ago with non-Federal funding, this requested modification would require only future federal maintenance of that section of the channel with no non-Federal cost-share.

If you have any questions, please contact Peter McCartt of my office at (914) 995-2905.

Sincerely,

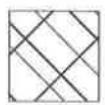
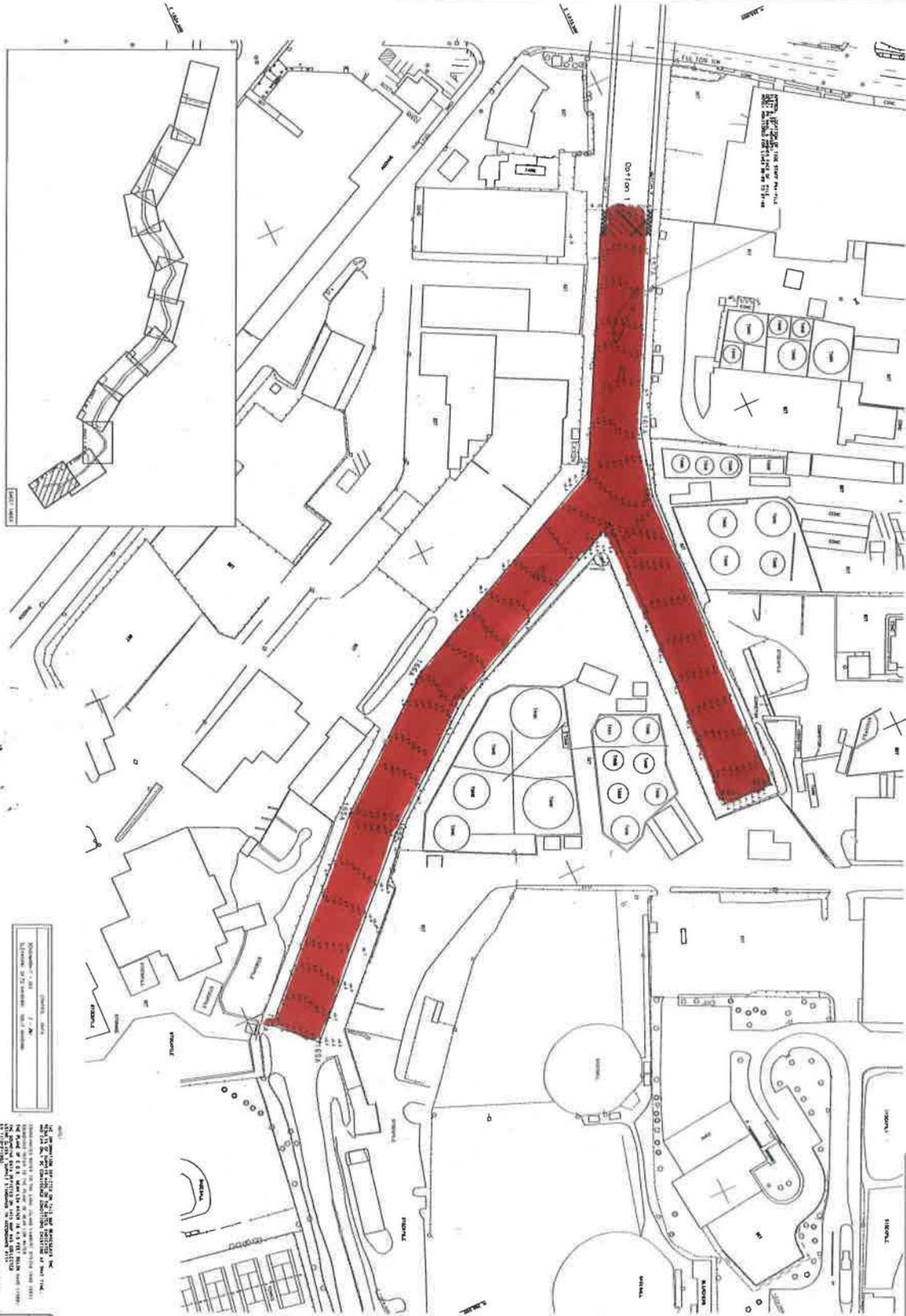


George Latimer  
Westchester County Executive

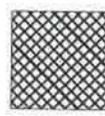
# Map Document

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**Eastchester Creek WRRDA 7001 Map.pdf**



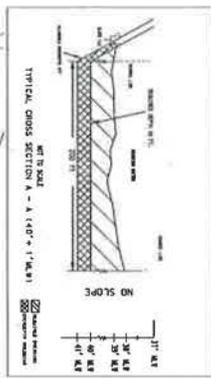
= Option 1



= Option 2



= Proposed modification to authorized project



DATE	DESCRIPTION
NOVEMBER 27, 2008	ISSUED FOR PERMITS
NOVEMBER 27, 2008	ISSUED FOR PERMITS

DESIGNED BY: [Name]  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 IN CHARGE: [Name]

SCALE:	DATE OF PLOT:	DATE OF PLOT:
AS SHOWN	11/27/08	11/27/08
PROJECT:	PROJECT:	PROJECT:
NO. 100	NO. 100	NO. 100

**MAINTENANCE DREDGING  
 EAST CHESTER CREEK,  
 NEW YORK  
 FEDERAL NAVIGATION CHANNEL  
 CHANNEL SOUNDING**

U.S. ARMY CORPS OF ENGINEERS NEW YORK DISTRICT NEW YORK, NY	DESIGNED BY: [Name]	CHECKED BY: [Name]	DATE: [Date]
PROJECT NO.:	PROJECT NO.:	PROJECT NO.:	PROJECT NO.:
APPROVED BY: [Name]	APPROVED BY: [Name]	APPROVED BY: [Name]	APPROVED BY: [Name]

NO.	DATE	DESCRIPTION

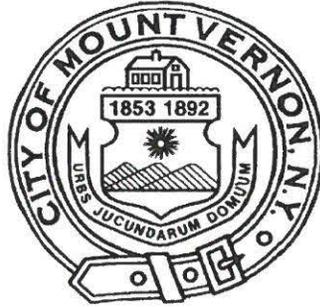
Sheet  
6 OF 6



# Additional Proposal Information

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**City of Mt. Vernon Support Letter.pdf**



MAYOR  
MOUNT VERNON, NY  
2018 JUL 26 P 5:24

RICHARD THOMAS  
MAYOR  
July 26, 2018

Mr. James C. Dalton, P.E.  
Director of Civil Works  
Headquarters, U.S. Army Corps of Engineers  
441 G Street NW  
Washington, DC 20314

**Re: Eastchester Creek Navigation Project, NY**

Dear Mr. Dalton:

The City of Mt. Vernon, NY supports the application of Westchester County, NY to expand the U.S. Army Corps of Engineers' Eastchester Creek Navigation Project to include navigation from mile 4.7 (the current end of the Federal navigation project at approximately 300 feet above the Fulton Avenue Bridge) to mile 5.0 (at the end of the east branch of the non-Federally constructed "Y" navigation channel).

The City of Mt. Vernon supports maintenance dredging of the full "Y" because maintenance of this portion of the navigation channel is critical to future economic development of the northern end of the waterway. The future of the last remaining petroleum distribution facility on Eastchester Creek is already impacted by channel depth limitations. Without maintenance dredging of the "Y", additional development along Eastchester Creek would be limited and traffic congestion would increase due to a lack of marine transportation options.

This section of Eastchester Creek already is a vital waterway used to transport home heating oil and transportation fuels to the last remaining petroleum distribution facility on Eastchester Creek, the Sprague Energy marine terminal located between the branches of the "Y" in our city. Maintenance dredging this section of the Eastchester Creek is absolutely essential to the continued safe operation and financial viability of this facility. Its closure due to lack of dredging would severely impact fuel supply and add significant costs to critical commercial and residential consumers throughout the greater Westchester County area, including consumers in Mt. Vernon. If you have any questions, please contact Maria Donovan at 718-807-6784.

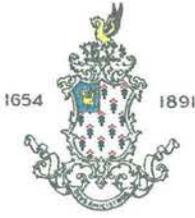
Respectfully,

Richard Thomas  
Mayor, City of Mount Vernon

# Additional Proposal Information

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**Village of Pelham Manor Support Letter.pdf**



VILLAGE OF PELHAM MANOR  
WESTCHESTER COUNTY, NEW YORK

4 PENFIELD PLACE  
PELHAM MANOR, NY 10803-3298

VILLAGE ADMINISTRATION 914-738-8820

July 26, 2018

Mr. James C. Dalton, P.E.  
Director of Civil Works  
Headquarters, U.S. Army Corps of Engineers  
441 G Street NW  
Washington, DC 20314

Re: Eastchester Creek Navigation Project, NY

Dear Mr. Dalton:

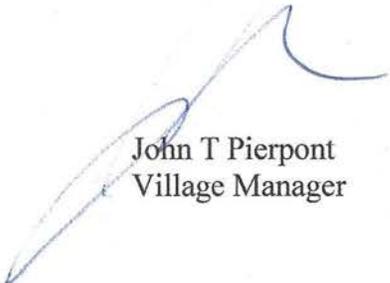
The Village of Pelham Manor, NY supports the application of Westchester County, NY to expand the U.S. Army Corps of Engineers' Eastchester Creek Navigation Project to include navigation from mile 4.7 (the current end of the Federal navigation project at approximately 300 feet above the Fulton Avenue Bridge) to mile 5.0 (at the end of the east branch of the non-Federally constructed "Y" navigation channel).

The Village of Pelham Manor supports maintenance dredging of the full "Y" because maintenance of this portion of the navigation channel is critical to future economic development of the northern end of the waterway. The future of the last remaining petroleum distribution facility on Eastchester Creek is already impacted by channel depth limitations. Without maintenance dredging of the "Y", additional development along Eastchester Creek would be limited and traffic congestion would increase due to a lack of marine transportation options.

This section of Eastchester Creek already is a vital waterway used to transport home heating oil and transportation fuels to the last remaining petroleum distribution facility on Eastchester Creek, the Sprague Energy marine terminal located between the branches of the "Y". Maintenance dredging this section of the Eastchester Creek is absolutely essential to the continued safe operation and financial viability of this facility. Its closure due to lack of dredging would severely impact fuel supply and add significant costs to critical commercial and residential consumers throughout the greater Westchester County area, including consumers in Pelham Manor.

If you have any questions, please contact me at 914-738-8820.

Sincerely,

A handwritten signature in blue ink, appearing to read "John T Pierpont". The signature is stylized with a large, sweeping initial "J" and a distinct "P".

John T Pierpont  
Village Manager

# Additional Proposal Information

(This is as uploaded, a blank page will show if nothing was submitted)

**PRO Asphalt LLC Support Letter.pdf**

## PRO ASPHALT LLC

### OFFICE

7 EDISON AVENUE  
MOUNT VERNON, NY 10550  
PHONE 914-699-3370  
FAX 914-699-4065

### PLANT

800 CANAL STREET  
MOUNT VERNON, NY 10550  
PHONE 914-663-7663

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July 26, 2018

Mr. James C. Dalton, P.E.  
Director of Civil Works  
Headquarters, U.S. Army Corps of Engineers  
441 G Street NW  
Washington, DC 20314

Re: Eastchester Creek Navigation Project, NY

Dear Mr. Dalton:

PRO Asphalt LLC, supports the application of Westchester County, NY to expand the U.S. Army Corps of Engineers' Eastchester Creek Navigation Project to include navigation from mile 4.7 (the current end of the Federal navigation project at approximately 300 feet above the Fulton Avenue Bridge) to mile 5.0 (at the end of the east branch of the non-Federally constructed "Y" navigation channel).

PRO Asphalt has a significant interest in the expansion of maintenance dredging for Eastchester Creek. Our company is located on the west branch of the "Y". Because the "Y" navigation channel has not been maintained, the west branch of the "Y" is almost completely filled by sediment. This means that our location west of the "Y" can only be served by truck. Trucking is more costly, less efficient, and has a greater negative environmental impact than moving materials by barge. Maintaining the "Y" navigation channel would allow PRO Asphalt to receive materials (sand and stone) by barge to this location instead of by truck and also to ship out materials (broken asphalt and millings) by barge from this location instead of by truck. This would enable PRO Asphalt to continue developing its operation in that location, which is a net benefit to the Westchester County area.

If you have any questions, please contact me at 914-447-1082.

Sincerely,



Dario Amicucci  
Member