



Photo Credit: Matteo Colombo

FiDi and Seaport

Fortifying Our
Resilient Growth
& Economy



FiDi FORGE

National Environmental Policy Act
(NEPA) Scoping Meeting

June 25, 2026

NYC / EDC



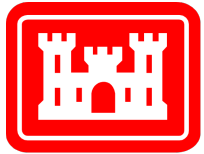
US Army Corps
of Engineers®

Agenda

1. Introductions
2. Study Background
3. Section 203 Feasibility Study & Water Resources Development Act (WRDA)
4. The National Environmental Policy Act (NEPA) Process
5. Study Purpose and Objectives
6. Project Alternatives
7. Scope of EIS Analysis
8. Next Steps & Near-Term Schedule
9. Opportunities for Public and Agency Review/Submission of Comments

Introductions

Federal Government



**US Army Corps
of Engineers®**

NYC Government

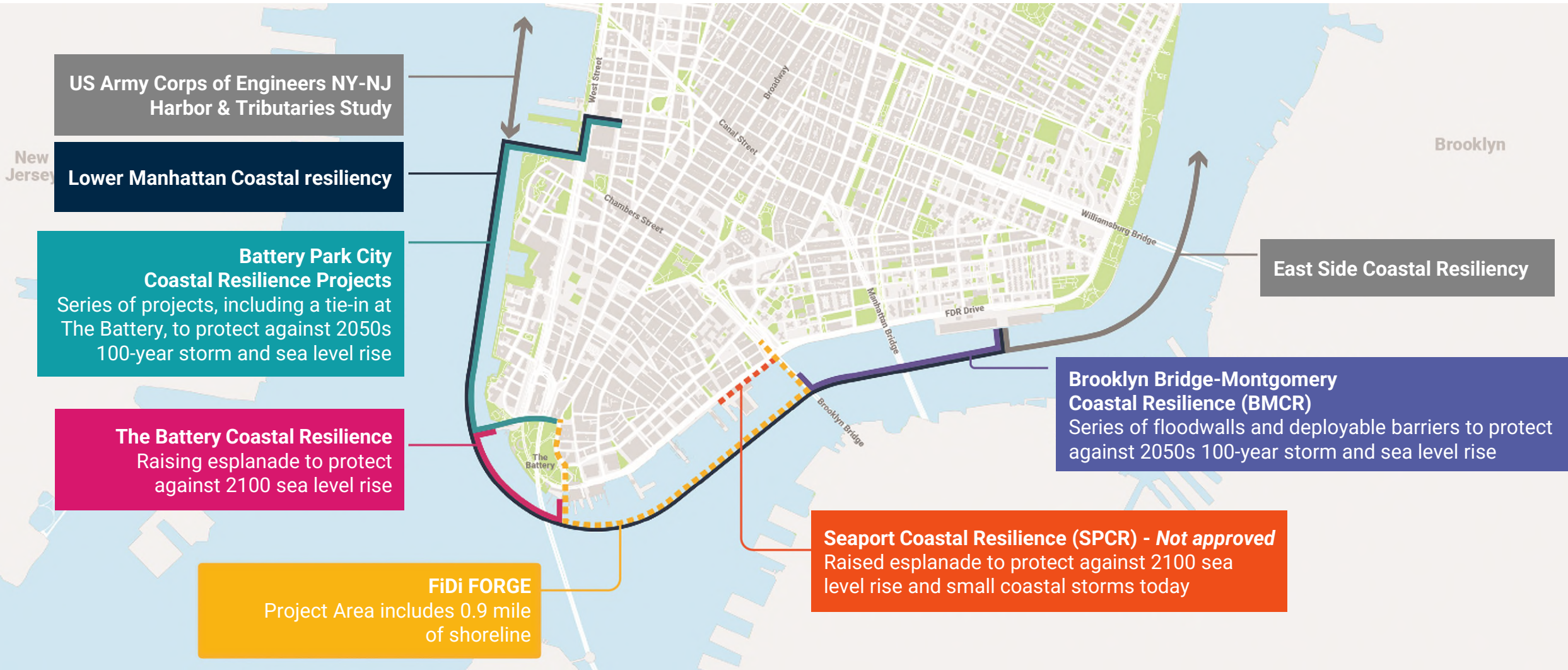


Consultant Team



Study Background

Study Context



FiDi and Seaport Climate Resilience Plan

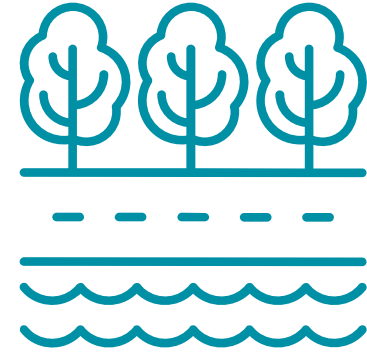
Released in 2021 by the New York City Economic Development Corporation (NYCEDC) and the Mayor's Office of Climate & Environmental Justice (MOCEJ), with **design advanced through 2025**.



Protect Lower Manhattan from tidal flooding and coastal storms



Integrate our climate resilience infrastructure into the city

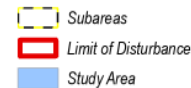


Enhance the public waterfront experience

Study Area Map

The Study Area comprises four subareas:

- **Subarea A** contains key maritime assets and ferry terminals
- **Subarea B** is characterized by the FDR Drive transitioning from ground-level boulevard to elevated overpass
- **Subarea C** is characterized by historic assets and uses in the Seaport District
- **Subarea D** includes the Brooklyn Bridge and northern tie-in to the adjacent Brooklyn Bridge-Montgomery Coastal Resilience (BMCR) project to the north



Section 203 Feasibility Study & Water Resources Development Act (WRDA) Process

Section 203 Water Resources Development Act (WRDA) of 1986, as Amended

- **Authorizes non-federal interests to undertake feasibility studies** of proposed water resource development projects for submission directly to the Secretary of the Army for Federal participation and cost share.
- **Requires non-federal interest conduct feasibility study on their own**, except limited technical and federal assistance may be provided by USACE, with the concurrence of Assistant Secretary of the Army, Civil Works (ASA[CW]), if the non-Federal interest pays for those services.
- The **ASA(CW) evaluates and reports** whether the project is feasible, providing any recommendations concerning project planning, design, or conditions for construction to congressional committees for inclusion and authorization in a Water Resources Development Act (WRDA).

Water Resources Development Act of 1986
[Public Law 99-662, Enacted November 17, 1986]
[As Amended Through P.L. 118-272, Enacted January 4, 2025]

Currency: This publication is a compilation of the text of Public Law 99-662. It was last amended by the public law listed in the As Amended Through note above and below at the bottom of each page of the pdf version and reflects current law through the date of the enactment of the public law listed at <https://www.govinfo.gov/app/collection/comps/>

Note: While this publication does not represent an official version of any Federal statute, substantial efforts have been made to ensure the accuracy of its content. The official version of Federal law is found in the United States Statutes at Large and in the United States Code. The legal effect to be given to the Statutes at Large and the United States Code is established by statute (1 U.S.C. 112, 204).

SECTION 1. SHORT TITLE AND TABLE OF CONTENTS.
(a) **SHORT TITLE.**—This Act may be cited as the “Water Resources Development Act of 1986”.

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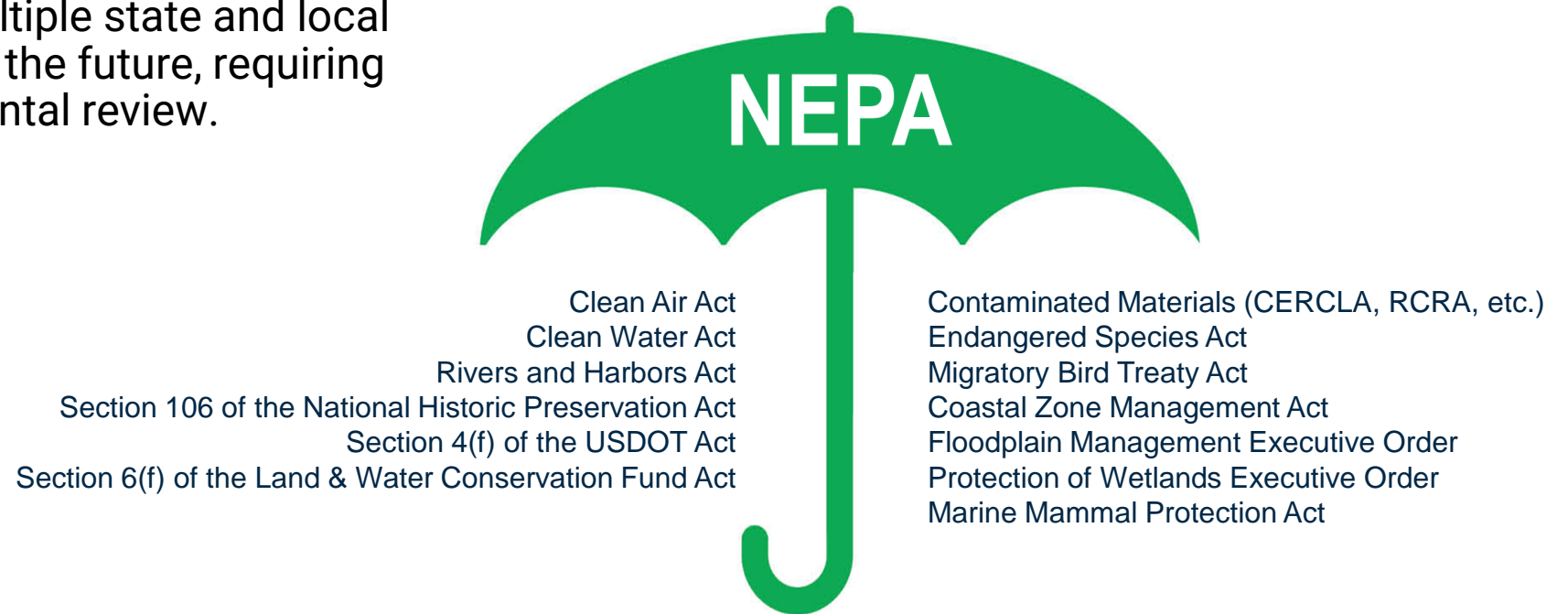
TITLE I—COST SHARING

SEC. 101. HARBORS.
(a) **CONSTRUCTION.**—
(1) **PAYMENTS DURING CONSTRUCTION.**—The non-Federal interests for a navigation project for a harbor or inland harbor or any separable element thereof, on which a contract for physical construction has not been awarded before the date of enactment of the Water Resources Reform and Development Act of 2014 (Public Law 113-121) shall pay, during the period of construction of the project, the following costs associated with general navigation features:
(A) 10 percent of the cost of construction of the portion of the project which has a depth not in excess of 20 feet plus
(B) 25 percent of the cost of construction of the portion of the project which has a depth in excess of 20 feet but not in excess of 55 feet; plus
(C) 50 percent of the cost of construction of the portion of the project which has a depth in excess of 55 feet.
(2) **ADDITIONAL 10 PERCENT PAYMENT OVER 30 YEARS.**—The non-Federal interests for a project to which paragraph (1) applies shall pay an additional 10 percent of the cost of the general navigation features of the project in cash over a period not to exceed 30 years, at an interest rate determined pursuant to section 106. The value of lands, easements, rights-of-way, and relocations provided under paragraph (3) and the costs of relocations borne by the non-Federal interests under paragraph (4

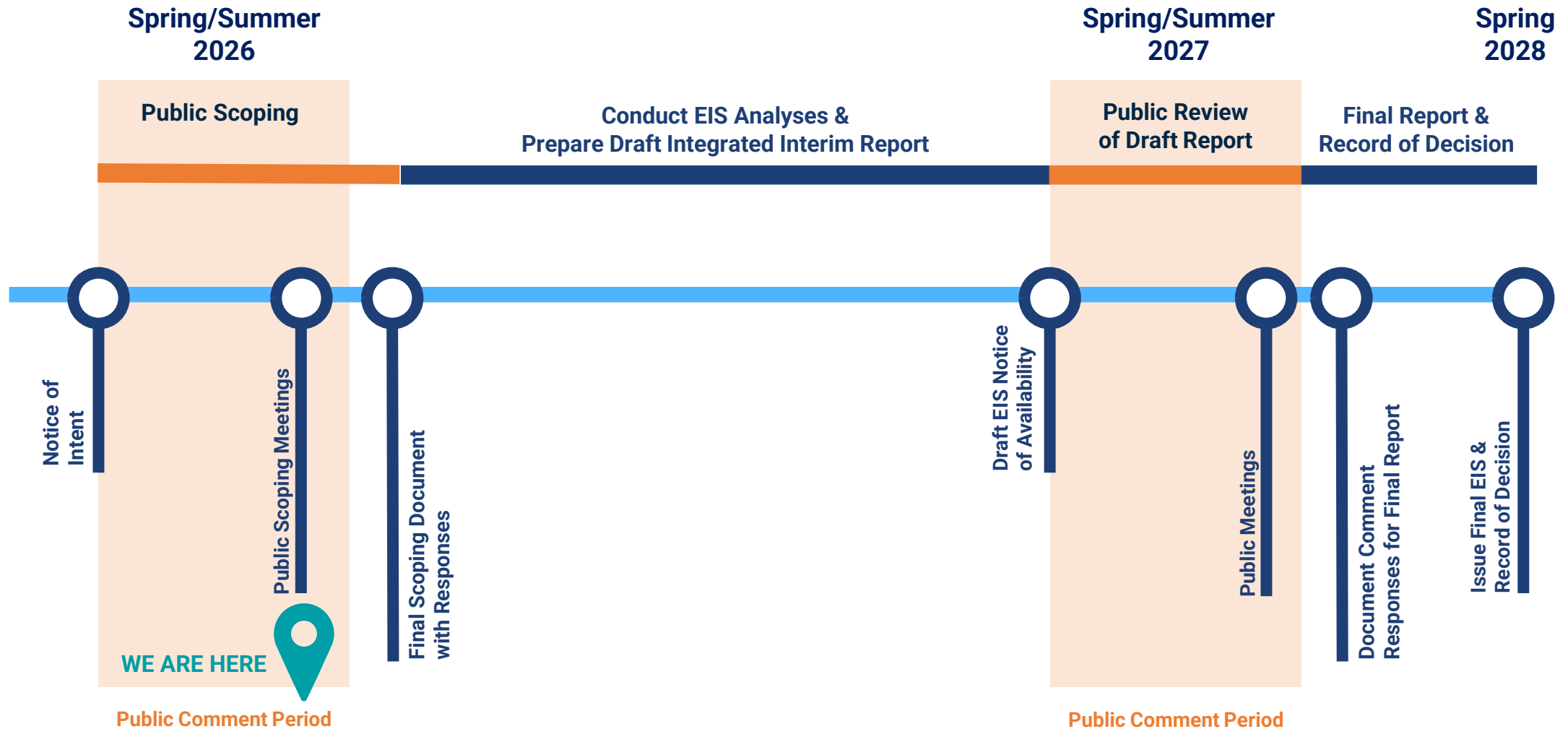
The National Environmental Policy Act (NEPA) Process

NEPA Environmental Review

- Environmental review under the National Environmental Policy Act (NEPA) of 1969.
- Public and agency engagement activities will fulfill other public reviews required by other federal laws.
- Conducted in accordance with *Department of War (DoW) National Environmental Policy Act Implementing Procedures* (April 30, 2026) and other federal requirements.
- As design progresses, multiple state and local permits will be pursued in the future, requiring state and local environmental review.



Throughout the process, there are **opportunities for public comment**. In the future when design continues, there will be additional opportunities.



Study Purpose and Objectives

Purpose Statement

The purpose of the study is to **manage the current and future coastal storm risk** to the FiDi FORGE study area of Lower Manhattan by creating a **coastal storm risk management system** integrated within the neighborhoods **while preserving and enhancing critical maritime, roadway, and public transit transportation services, emergency access, and waterfront access for all users.**



Flooded Battery Park Underpass located in study area.

Study Objectives to Address Needs

1. Provide a **coastal storm risk management system**.
2. Maintain functionality and reliability of **surface and subsurface transportation systems**.
3. Maintain **waterborne transportation services** along the East River.
4. Maintain and increase **vehicular and pedestrian access** to and from **waterfront destinations and historic/tourist amenities** in study area.
5. Reduce risk in mobilization by prioritizing **passive coastal storm risk management infrastructure**.
6. Balance **initial investment** with providing comprehensive coastal storm risk management.

Study Alternatives

Developing Range (Array) of Alternatives

For NEPA

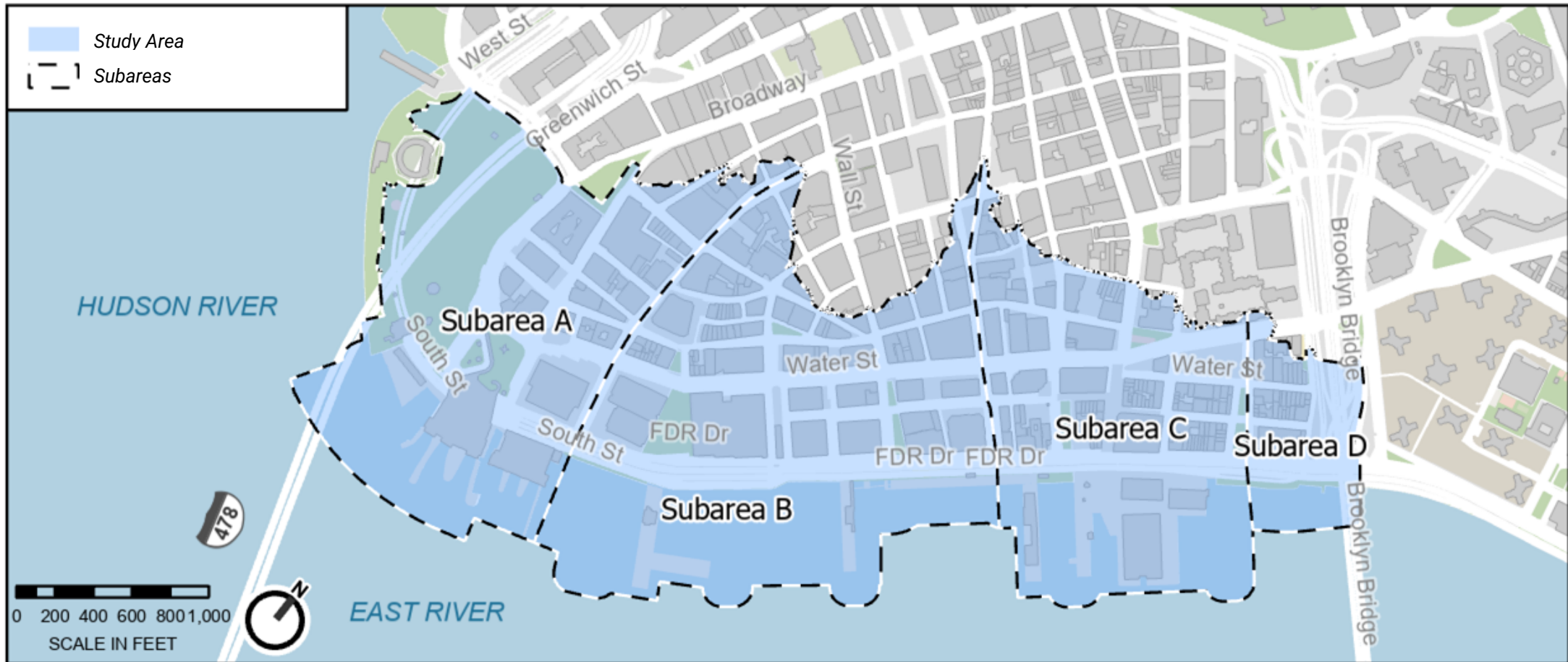
- Identify a range that is reasonable, which means the alternative must meet the study purpose and need
- Include No Build/No Action Alternative
- Identify reasonable alternatives that could reduce or avoid adverse effects

For Section 203

- Develop initial range (array) of alternatives based on USACE Principles and Guidelines criteria and study objectives

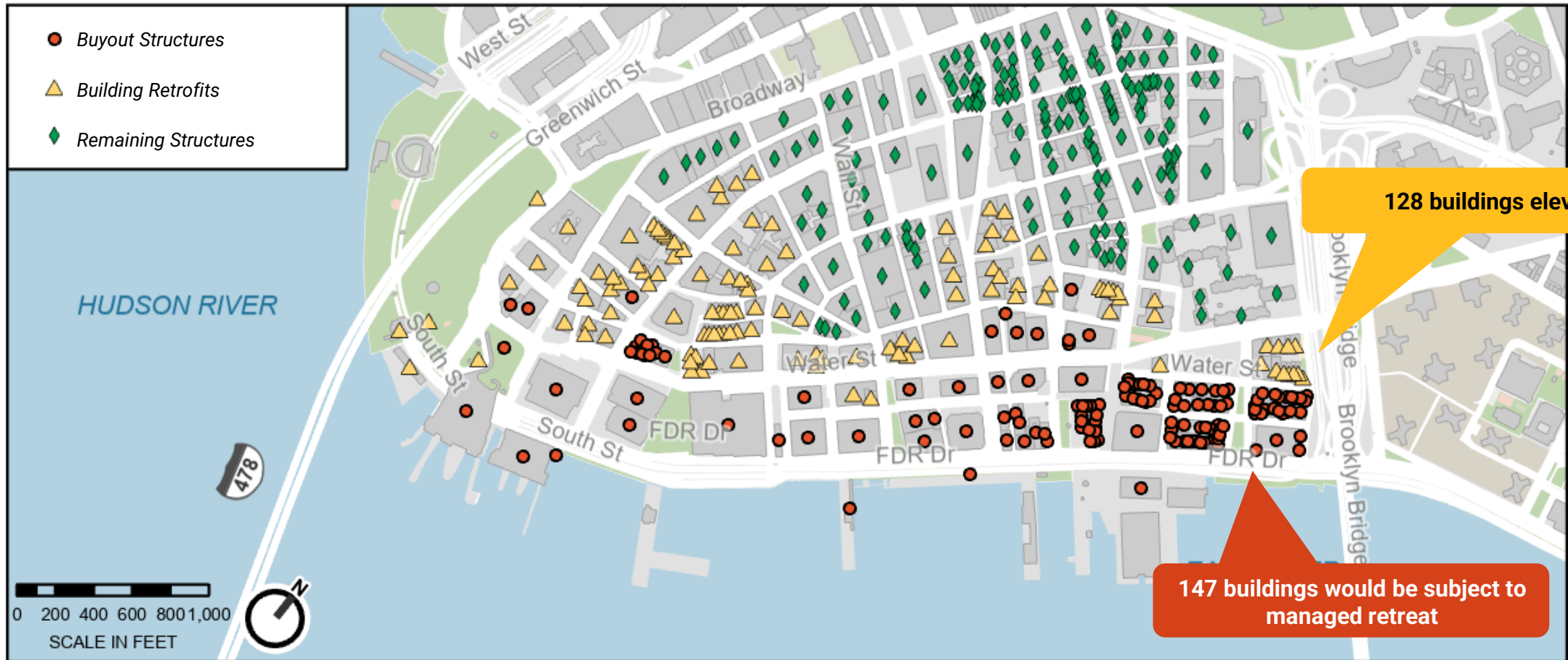
Initial Array – No Action Alternative

The “No Action” or “Future Without Project” (FWOP) alternative assumes there would not be construction of any coastal storm risk management measures in the study area over the study period. This **No Action Alternative is compared to other alternatives** to evaluate the benefits of constructing CSRМ measures in the Integrated Report.



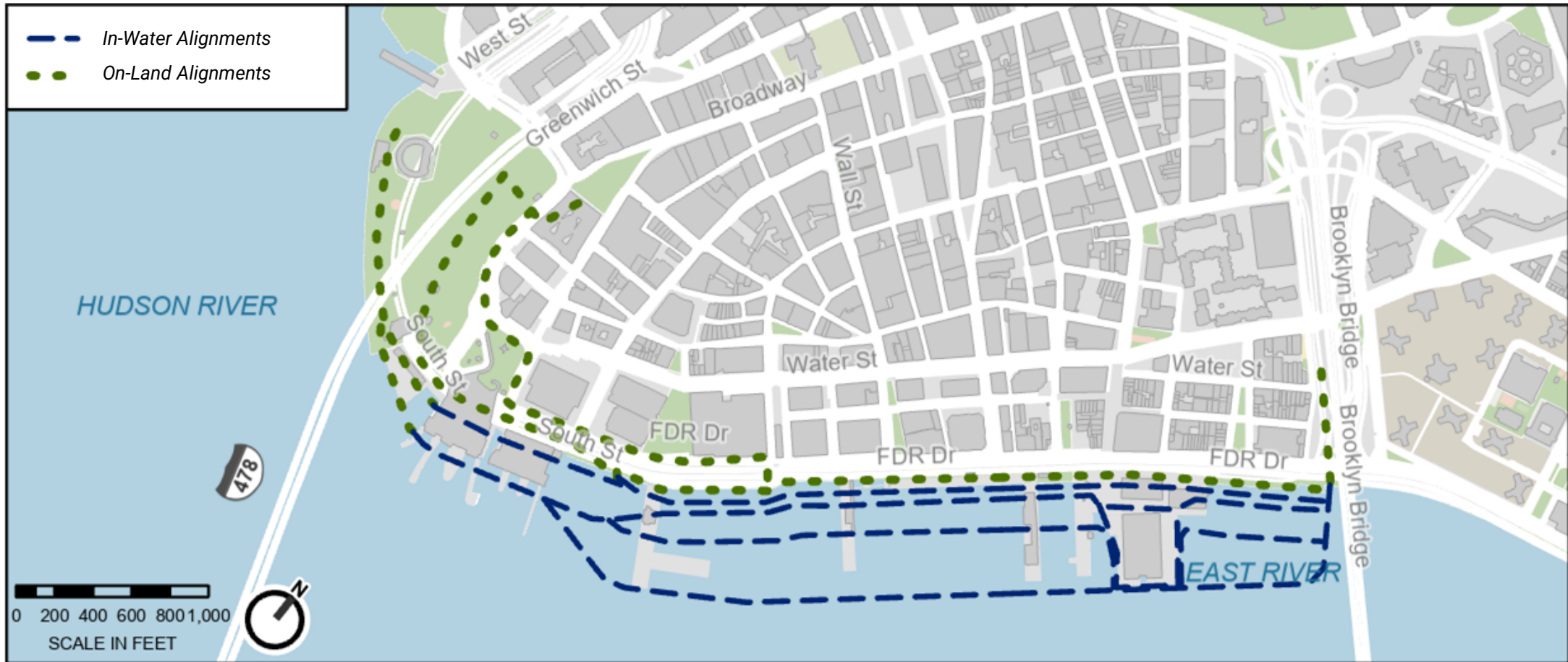
Initial Array – Nonstructural Approach

A nonstructural approach, in the form of a managed retreat strategy for the future monthly tidal floodplain as well as building retrofits (e.g. elevation) was found to be infeasible due to the **magnitude of required buyouts**, high market values, disruption to landmarks and the Seaport Historic district, and loss of critical maritime infrastructure along the waterfront. **This alternative was not advanced beyond the initial array.**



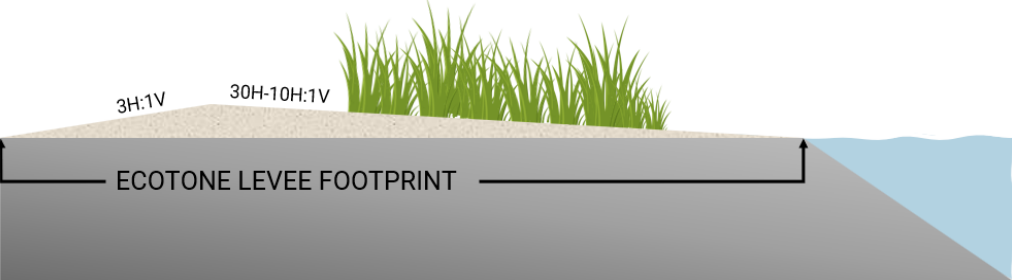
Initial Array – Structural Approaches

Two unique structural approaches were identified. The first is an **on-land approach** that would construct the CSRM measures along the existing bulkhead. The second is an **in-water approach** that would require an extension into the East River.

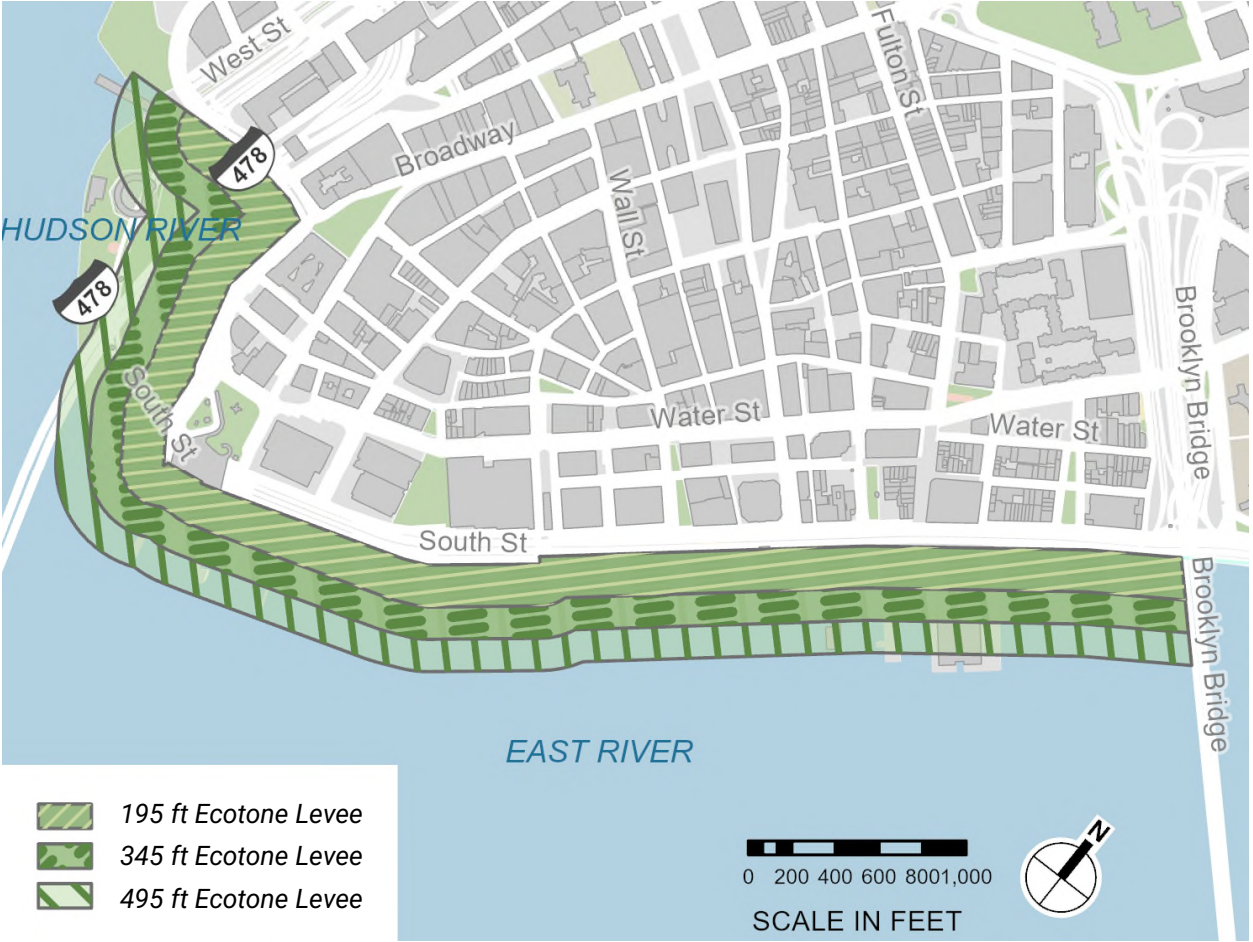


Initial Array – Nature-based Solutions Approach

An Nature-based Solutions Approach, in the form of an ecotone levee that wraps around the entire study was evaluated and found to be infeasible. This is because the extensive footprint needed to reach the design flood elevation would cause the loss of **maritime operations**, results in significant impacts to existing **aquatic habitats**, and disrupt critical **underground transit infrastructure**. **This alternative was not advanced beyond the initial array.**



Ecotone Levee Height (feet)	Slope		
	10H:1V	20H:1V	30H:1V
	Total Width (feet)	Total Width (feet)	Total Width (feet)
10	130	230	330
11	143	253	363
12	156	276	396
13	169	299	429
14	182	322	462
15	195	345	495



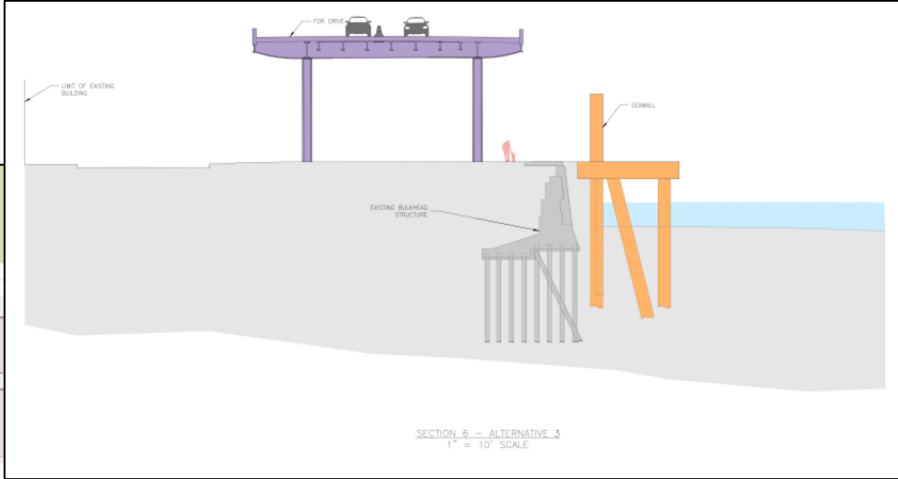
Design Features of Initial Approaches

Thematic Approaches	Project Objectives Screening Average	USACE P&G Criteria Screening Average	Determination
1: No Action			Required to advance
2: Non-Structural	Low	Low	Screen out due to infeasibility
3: On-Land Structural	Medium	Medium	Advance as alternative due to evaluation performance
4: In-Water Structural	High	High	Advance as alternative due to evaluation performance
5: Nature-based Solutions	Low	Low	Screen out due to infeasibility

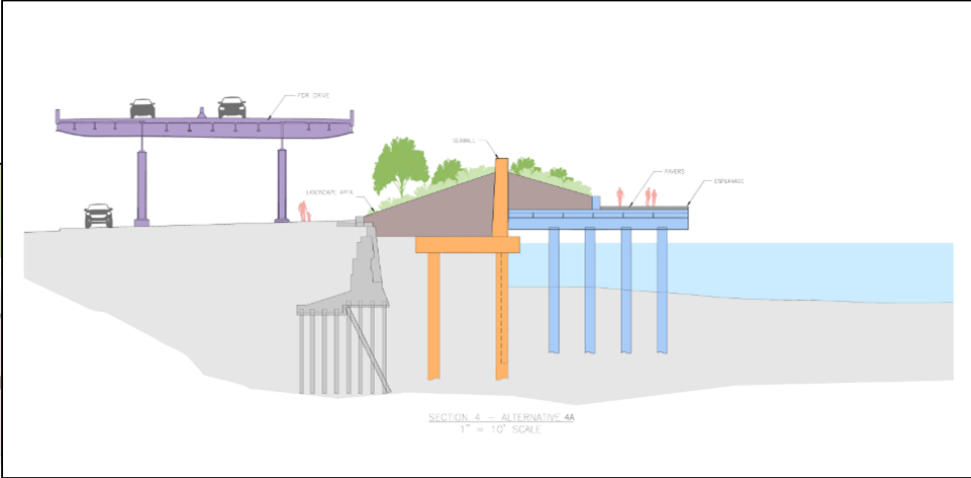
Final Array of Alternatives

- No Action Alternative
- Structural Alternatives
 - Alternative 3: Along the Bulkhead
 - Alternative 4A: Narrow Shoreline Extension
 - Alternative 4: Medium Shoreline Extension

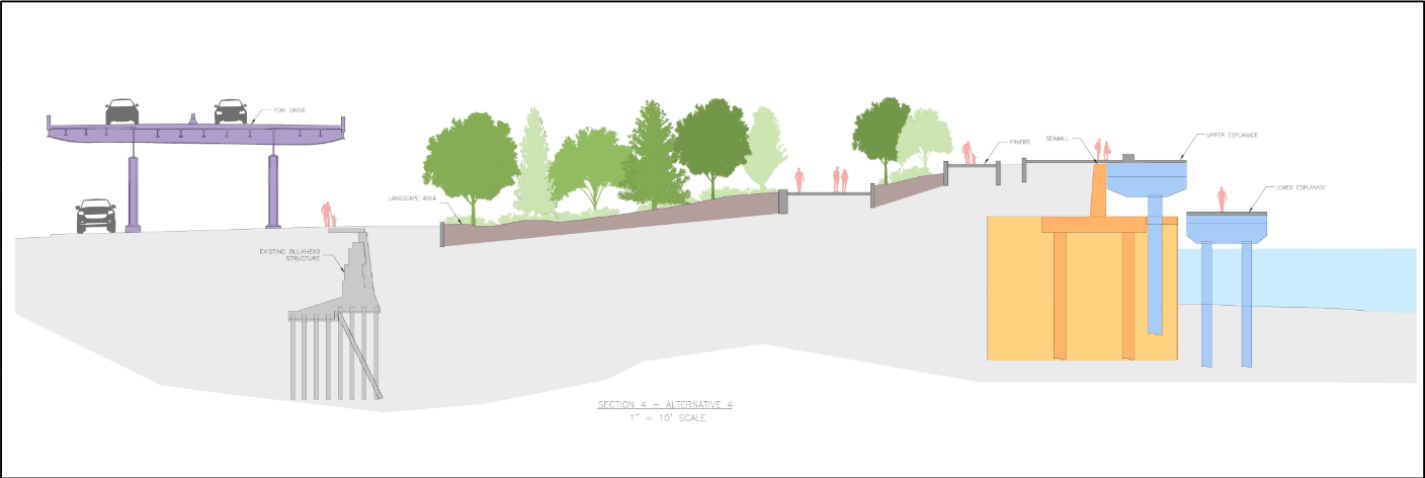
Alternative 3



Alternative 4A



Alternative 4



Scope of EIS Analysis

EIS Analysis

- Assess existing and future conditions with and without the proposed activities for a 50-year period of analysis following construction.
- Analyze in accordance with Part 2.3 of the *Department of War National Environmental Policy Act Implementing Procedures, April 30, 2026*.
- EIS will evaluate three alternatives identified through a screening process in the Section 203 feasibility study.

Natural Environment

- Water Resources including Wetlands, Floodplains, Surface Waters
- Hydrology and Hydraulics, Sewer Infrastructure
- Water Quality
- Aquatic Biota
- Terrestrial Natural Resources
- Endangered and Threatened Species

Physical Environment

- Air Quality
- Geology, Topography, Soils, and Groundwater
- Noise and Vibration
- Cultural Resources (Archaeology and Architecture)
- Hazardous, Toxic, and Radioactive Wastes
- Recreation/Parklands/Open Space

Built Environment

- Transportation
- Navigation
- Coastal Zone Management

Human Environment

- Land Use, Zoning, and Public Policy
- Socioeconomic Conditions (including Neighborhood Character)
- Visual Resources

Note: Construction effects will be evaluated for each resource category



Resource Studies Underway

Next Steps & Near-Term Schedule

Next Steps and Timeline

2026			2027			2028		
Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	
EIS Scoping & NEPA Study Initiation Public scoping meetings 203 Study & EIS scoping comment period			Plan Formulation & EIS Analyses Resource agency coordination meetings (as needed) Document Affected Environment Conduct effects analysis of alternatives Compile Draft Report with EIS analysis			Draft 203 Feasibility Study & EIS Analysis Public review and comment period Public hearing(s) Agency review and recommendations		Final Integrated Interim Feasibility Report & Record of Decision Develop Responses to Public and Agency Comments Revise and Finalize Report with USACE Record of Decision Submit to Assistant Secretary of the Army (Civil Works) for review Submission to Congress in WRDA 2028 for authorization

Stay Informed of Project Updates and Opportunities for Input

Stay Informed

- Public notice and scoping document published by NYCEDC on study website (Find by selecting the following link: www.fidiseaportclimate.nyc/environmental-review)
- In Person EIS Scoping meeting: **June 23, 2026**
- Virtual EIS Scoping meeting: **June 25, 2026**
- Additional Virtual EIS Scoping meeting: **July 16, 2026**
- Public Comment period through **July 23, 2026**
- To stay involved, sign up for the FiDi FORGE Mailing List: <https://fidiseaportclimate.nyc/get-involved>

Project information will be posted at: <https://fidiseaportclimate.nyc/environmental-review>

Public Comments

Scoping Comments

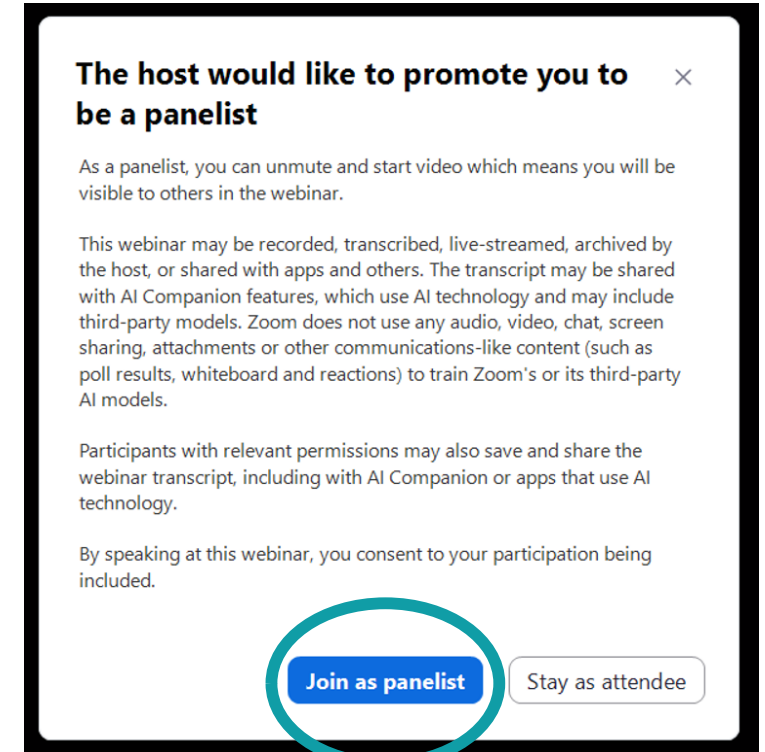
- Comments will become part of the project public record.
- We will not respond to questions at this meeting.
- Comments and responses will be incorporated into an EIS Scoping Comment and Response Memorandum after the close of the comment period.
- Record a comment several ways:
 1. verbally during this meeting, to be recorded by a stenographer
 2. submit an electronic comment via email to: CENAN-FiDiFORGE-203-Study@usace.army.mil

Scan QR code to submit written comment via email:



How to Provide a Verbal Comment

- This process is to ensure that **everyone has the opportunity to speak**.
- We will begin with speakers who indicated in their RSVP that they will leave a verbal comment.
- To provide a verbal comment:
 1. Press the **'Raise Hand'** button to get added to the list to speak
 - On dial-in: press *9 to raise your hand
 2. The moderator will lower the hand when you've been added to the list
 3. The name of the speaker will be called when it is their turn to speak
 4. The speaker will be promoted to a Panelist and will click "Join as a panelist" on the pop-up
 5. The speaker will be unmuted and provide their public comment
 - On dial-in: press *6 to unmute



How to Provide a Verbal Comment

- **Your public comment will be limited to 3 minutes.** If there is time at the end, attendees may be invited to leave additional comments. Additional comments will still be limited to 3 minutes.
- In your public comment, we encourage you to state and spell your name, any organizational affiliation, and connection to the project area. Each public comment will be transcribed.

Scan QR code to submit written comment via email to
CENAN-FiDiFORGE-203-Study@usace.army.mil:

