

Harlem River WRDA 2026 Application

Overview for Full Harbor Ops Committee
April 22, 2026

NYC / EDC

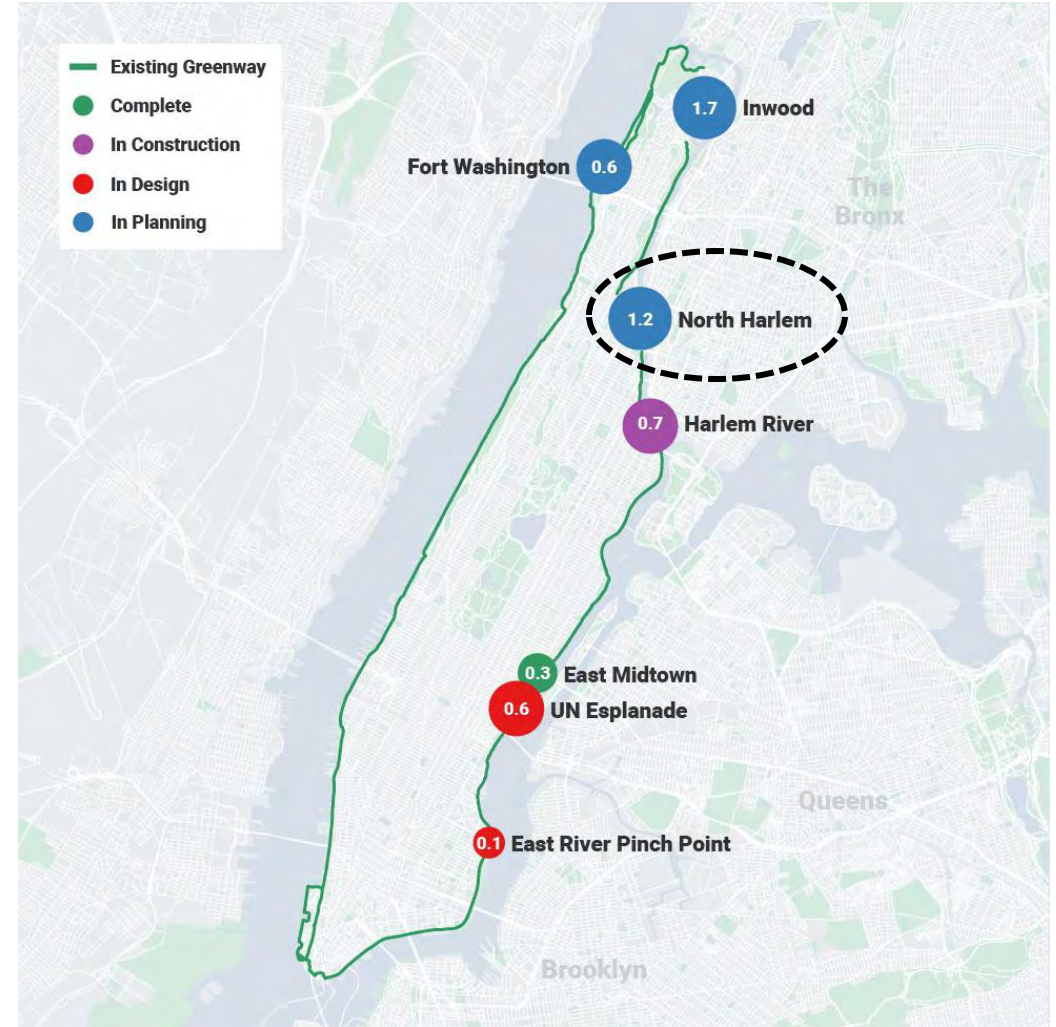
Agenda

- Project Overview
- WRDA Background & Timeline
- Review Proposed Deauthorization Area
- Next Steps

Manhattan Waterfront Greenway

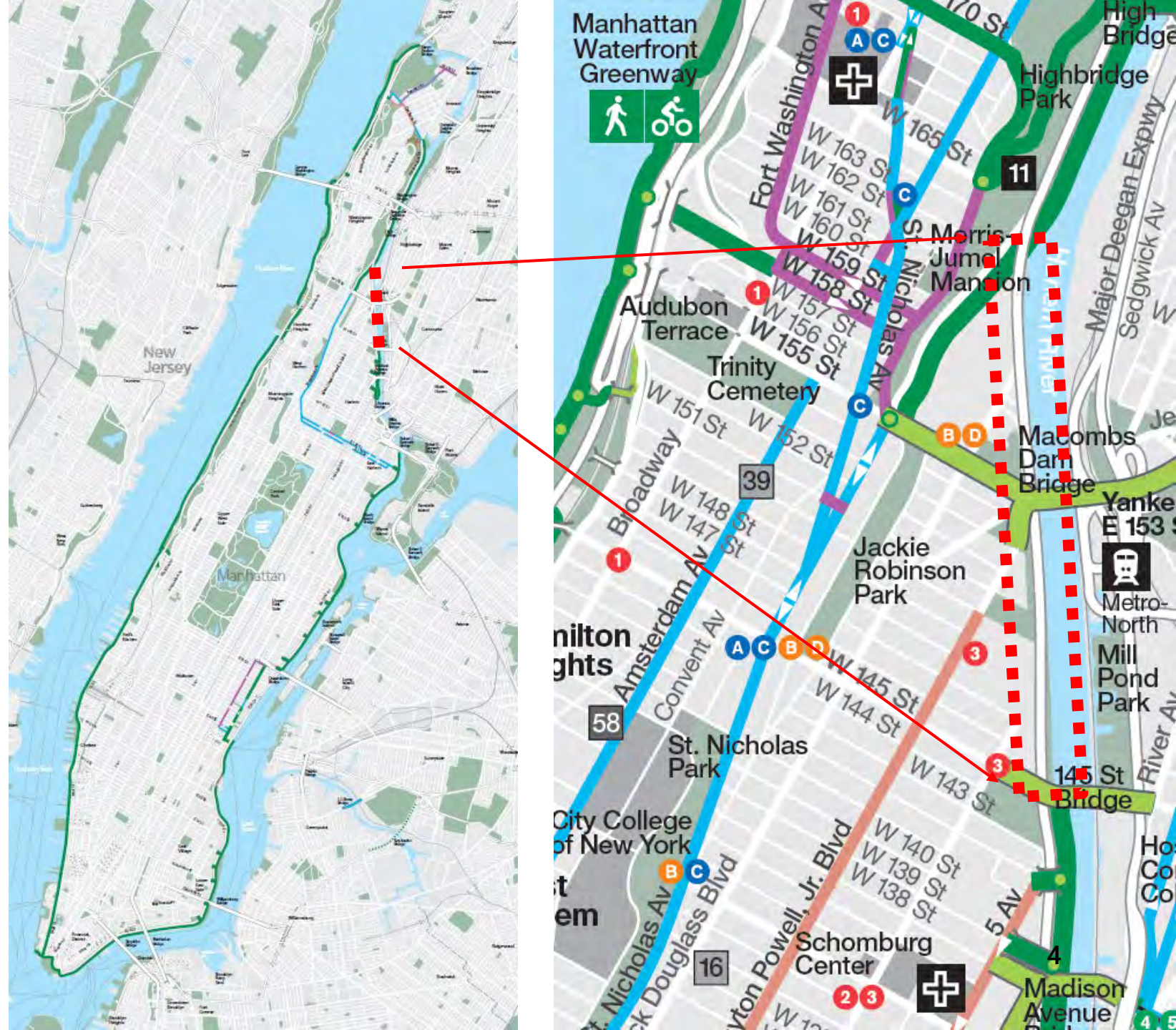
- The Manhattan Waterfront Greenway is an important **open space and transportation resource** for New York City, providing improved **access to the city's waterfront** for a variety of activities, **integrating larger parks within a connected network**, and providing a **bike path for recreation and commuting**, all within some of Manhattan's most densely-populated neighborhoods
- When complete, the **32.5-mile loop** will run continuously around the entire island

TOTAL MANHATTAN GREENWAY	COMPLETED SEGMENTS	FUTURE SEGMENTS
32.5 MILES	27.6 MILES (85%)	4.9 MILES (15%)

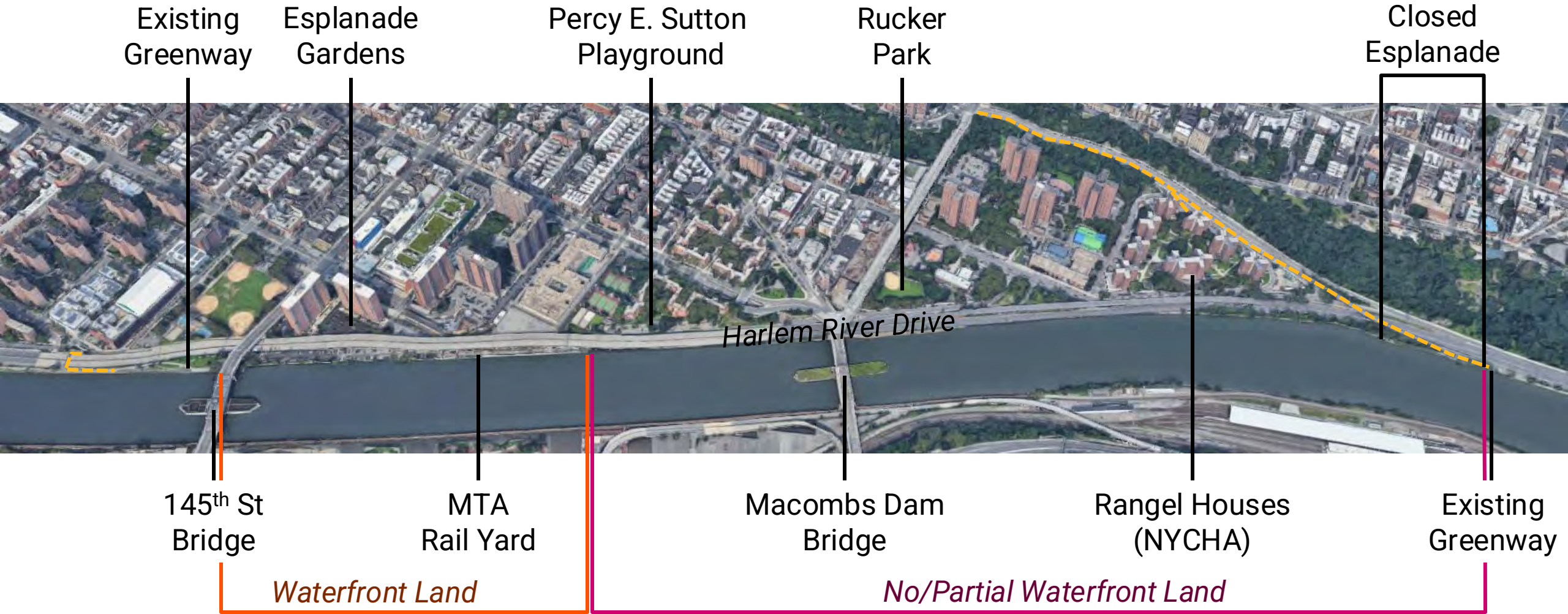


North Harlem Gap

- 1.2-mile greenway gap from 145th St to 163rd St



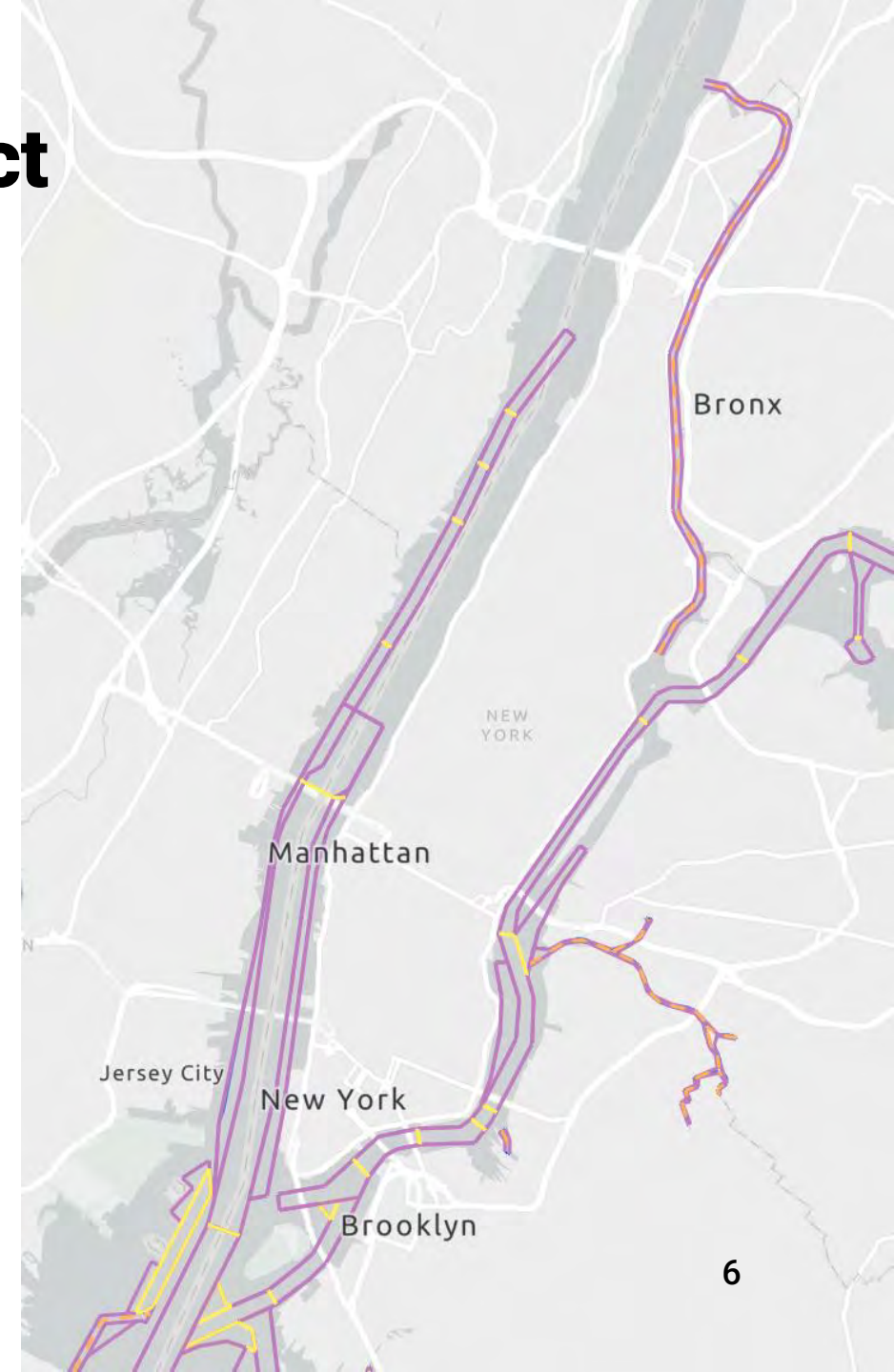
Site Details



The Water Resources Development Act

Background

- **No entity is allowed to build within an existing U.S. Army Corps of Engineers (USACE) Federal Navigation Channel**
- In New York City, much of the Hudson and East rivers are Federal Channels and all of the Harlem River from bank to bank
- The first step for any project that contemplates building within an existing Federal Navigation Channel is to **“deauthorize”** the portion of interest through the federal Water Resources Development Act (WRDA)
- A new WRDA bill is typically passed every two years and **the next WRDA year is 2026** – we submitted for the WRDA ‘26 cycle



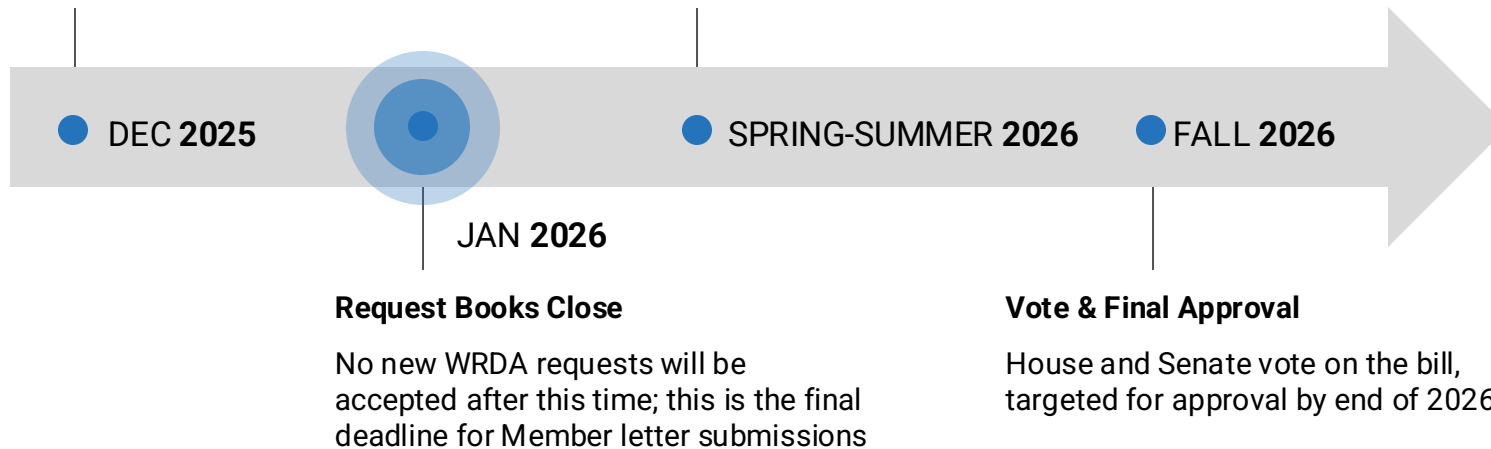
WRDA 2026 Timeline

House and Senate Initiates Request for Letters

The House and Senate begins soliciting WRDA project requests from Members (around Thanksgiving)

House, Senate, and Agency Review

- House and Senate engages USACE to evaluate proposed projects, specifically regarding their impact on navigation
- USACE defers to the USCG for final determination on navigational impact



Harlem River Navigation Study

10-Month Effort with Extensive Stakeholder Input

- NYCEDC engaged the consultants SMS LLC from the NYC Ferry retainer in Fall of 2024 to undertake a **navigational risk assessment** (or “Nav Study”) to support WRDA deauthorization and enable an outboard project.
- The Nav Study assessed the potential navigational risks of **deauthorizing 75-feet** of the Harlem River federal navigational channel from the Manhattan side between 145th-163rd St. It also looked at the associated risks of an outboard greenway project the deauthorization would enable.
- The Nav Study was based on surveys and engagement with property owners and users of the Harlem River between 145th-163rd St. as well as public vessel traffic and land use data.
- EDC transmitted the finalized Nav Study to the Army Corps as part of the City's WRDA application.



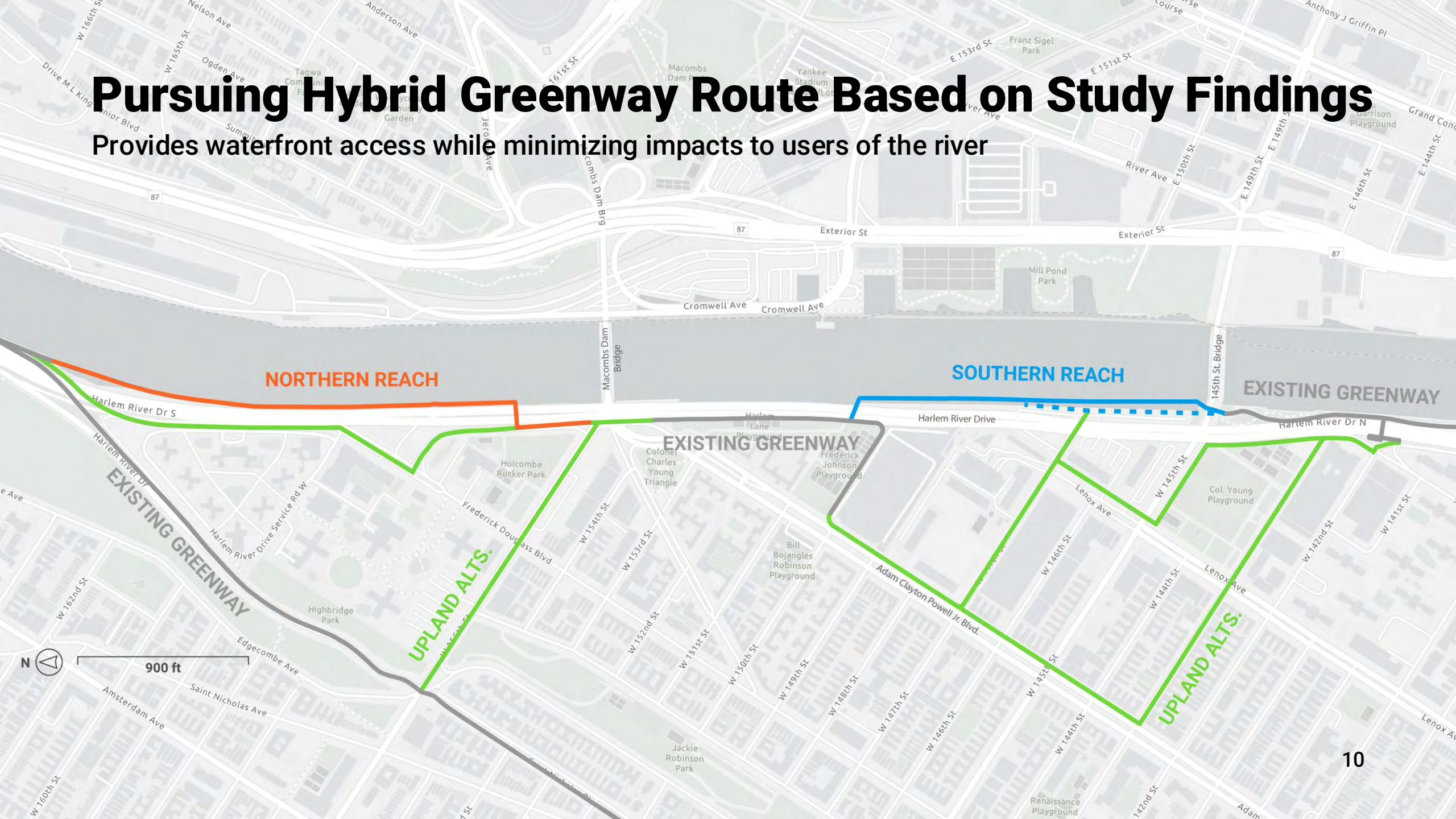
Navigation Study Key Findings

Partial deauthorization is viable between the bridges, but is not viable underneath them.

- The Nav Study **does not identify any immediate conflicts** between the proposed deauthorization and the Harlem River's ability to continue functioning as a navigable waterway if the deauthorization area does not pass underneath the Macombs Dam Bridge.
- It does highlight **potential long-term risks** that should be addressed through targeted mitigation measures:
 - Ensuring that the MWG: North Harlem does not encroach excessively into the river
 - Maintaining a **minimum open channel width of 100-feet** (particularly under the bridges)
 - Incorporating vessel protection measures
 - Continued coordination with planned underwater utilities (CHPE and Clean Path).
- Additionally, further coordination with regulatory agencies, including the USACE and the USCG, will be necessary to define permitting and maintenance responsibilities.

Pursuing Hybrid Greenway Route Based on Study Findings

Provides waterfront access while minimizing impacts to users of the river



900 ft

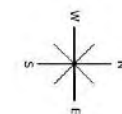
Pursuing Deauthorization in Two Segments Based on Study

- Deauthorizing 80-feet from the shore to ensure room for a 75-foot wide project
- Provide 120+ feet of clearance around the Macombs Dam Bridge



Simplified Proposed Deauthorization Boundary

- Simplified Deauthorization Boundary
- Shoreline - Blended Hybrid
- USACE Channel Lines
- 80-foot Buffer from Baseline
- Deauthorization Line Points

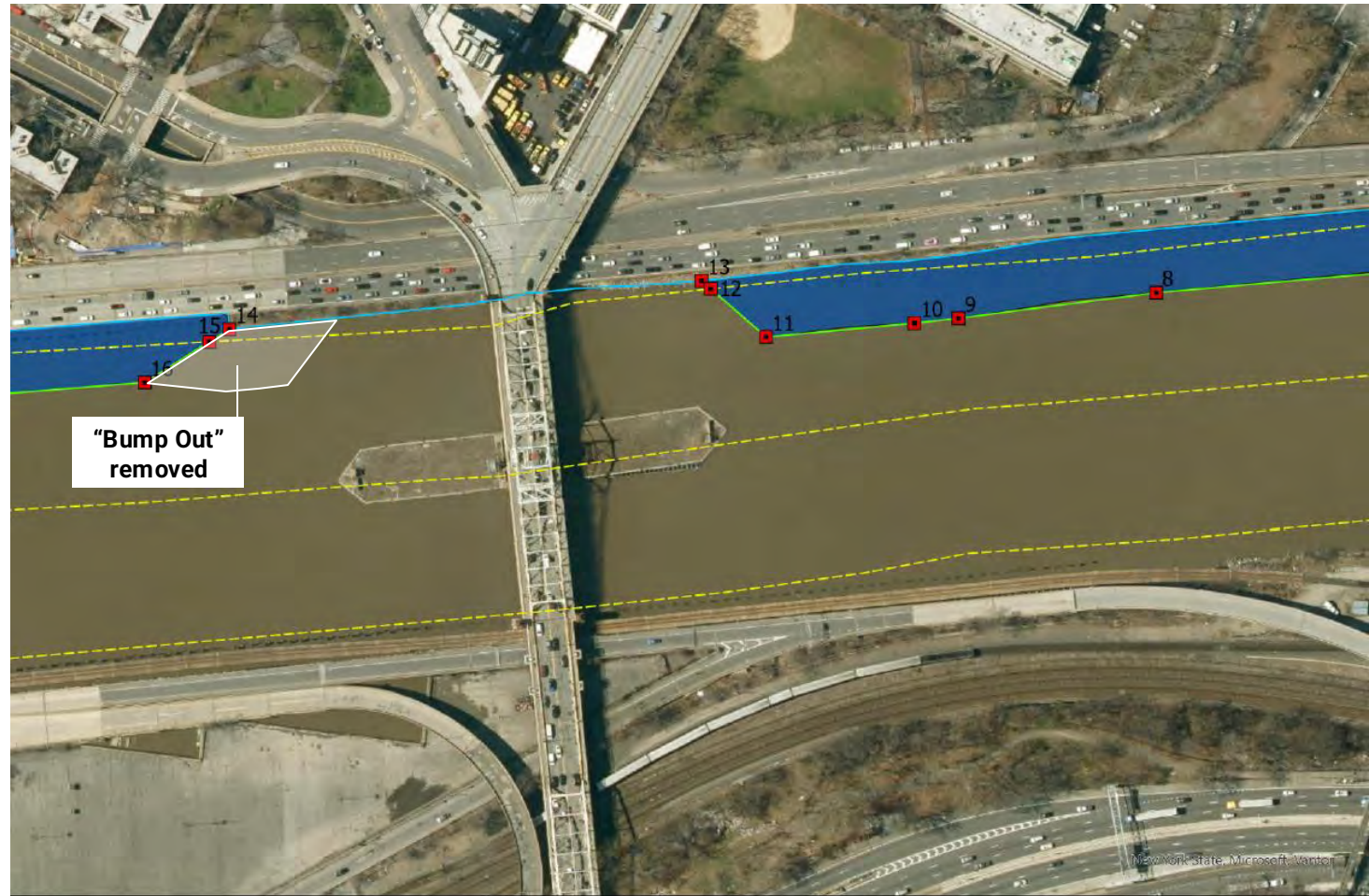


0 150 300 Feet
0 50 100 Meters

Macombs Dam Bridge is Pinch Point

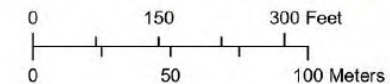
Updated Deauthorization request to remove “bump-out”

- Commercial Stakeholders requested 100-feet of clearance under each draw of the bridge
- Preserving a 120-foot buffer around the bridge’s center footing ensures ample room for safe navigation
- EDC has revised the Harlem River WRDA application to give vessel operators a more direct path of travel



Map Number 3 - Comparison of authoritative shorelines

- Deauthorization Line Points
- Simplified Deauthorization Boundary
- Shoreline - Blended Hybrid
- USACE Channel Lines
- 80-foot Buffer from Baseline



WRDA Engagement

Completed To-Date

February 2025

Engagement survey sent to stakeholders,* briefing with Harbor Ops, meeting with Circle Line, meeting with CHPE, meeting with BCEQ, Riverkeeper, and Harlem River Working Group

April 2025

Interagency briefing, meeting with FDNY

May 2025

Interagency briefing, meeting with USACE HATS team

August 2025

Interagency meeting with USACE HATS team

October 2025

Briefing for Senators Gillibrand and Schumer, briefing with USACE, briefing for Assemblymember Taylor, briefing for DEP

November 2025

Interagency briefing

December 2025

Briefing with NYC Congressional Delegation, briefing for Rep. Espaillat, briefing with Harbor Ops, meeting with HPD

January 2026

WRDA Submission

Briefing with American Waterway Operators, meeting with HPD

February 2026

Interagency briefing

April 2026

Briefing with Harbor Ops

**See published Navigation Study for a complete list of stakeholders.*

WRDA Next Steps

- **Spring-Summer 2026:** USACE Reviews WRDA Application and gives approval or Issues “Statement of Impact”
- **Winter 2026 or early 2027:** WRDA expected to be signed into law

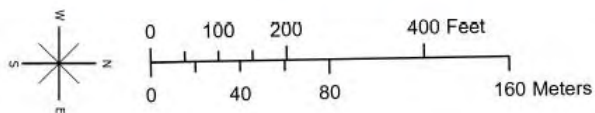
Appendix

Southern End of Deauthorization Area



- Deauthorization Line Points
- Simplified Deauthorization Boundary
- Shoreline - Blended Hybrid
- USACE Channel Lines
- 80-foot Buffer from Baseline

Simplified Proposed Deauthorization Boundary



Northern End of Deauthorization Area



- Deauthorization Line Points
- Simplified Deauthorization Boundary
- Shoreline - Blended Hybrid
- - - USACE Channel Lines
- 80-foot Buffer from Baseline

Simplified Proposed Deauthorization Boundary

