20 Frequently Asked Questions from the Comments Received on the EIS

1. *Q - What are the breakwaters going to be made of? Will you be using concrete or all natural stone? What kind of natural stones are you using? How will the concrete be manufactured? From where will the stones be shipped or trucked? How much do the different size rocks cost?*

   A - The breakwaters will be rubble mound structures made of a combination of hard stone and ecologically enhanced concrete armor units. The breakwaters will be primarily constructed of stones - approximately 3.45 million cubic feet. Stones of various precise dimensions and character will make up the breakwater's marine mattresses, core, the outer armor layers For more specifics on the stones to be used see: https://stormrecovery.ny.gov/sites/default/files/crp/community/documents/RFI_Living%20Breakwaters_Stone_Final.pdf The ecologically enhanced concrete units are engineered to have the same structural performance as the stone units, and will utilize a special mix of concrete designed to promote ecological recruitment. Specifications will be prepared to ensure the appropriate durability and specific gravity of the stone and concrete used. The source location of the stone and fabrication location or exact cost of the ecologically enhanced concrete units will not be determined until a construction contractor is selected. However, there are a number of local precast concrete manufacturers that are capable of producing the units, and quarries in the region (tri-state area) likely able to supply the stone.

2. *Q - What will be the overall foot print of the breakwaters? How many are going to be constructed? What are the planned elevations above low tide and high tide for these breakwaters? How will the heavy breakwater structures affect the above sea level part of this project?*

   A -The breakwater system as currently proposed (60 percent design) (See the "**Breakwater Layout**" on GOSR"s website at: https://stormrecovery.ny.gov/learn-more-about-living-breakwaters-project) would have nine breakwater segments with a total length of approximately 3,200 linear feet within Raritan Bay and would be located between approximately 790 and 1,170 feet from the shoreline. Three types of breakwaters will be constructed, defined largely by their differences in crest elevation (in North American Vertical Datum of 1988 [NAVD88]) and overall height, are proposed: Type A, Type B, and Type C. All would extend some height above MHW.

   Type A breakwaters, or "low crested" breakwaters, have been designed to prevent shoreline erosion but would have minimal impact on wave heights during severe storms. The Type A breakwaters have been designed for locations where the shoreline and assets near it are less vulnerable to storm wave attack. Two segments of Type A breakwaters would be installed in the western portion of the project site near Ward's Point. These breakwaters would have a crest elevation of 5 feet NAVD88 and an

overall height of 11 feet and their crests would still remain above MHW with up to 30 inches of sea level rise.

Type B and C breakwaters have been designed to reduce risk to portions of the shoreline most vulnerable to storm wave attack. Five segments of Type B breakwaters and Two Type C breakwaters would be installed offshore in the eastern portion of the project site in water depth ranging from approximately 6 to 10 feet below Mean Sea Level (MSL) with a crest elevation of approximately 14 feet above MSL. Considering up to 30 inches of sea level rise, modeling indicates that these breakwaters would be able to reduce wave heights to less than 3 feet in a 100-year storm event (a severe storm of a 1-percent probability in any given year) in targeted locations, thereby reducing event-based as well as long term shoreline erosion and structural damage to assets on shore.

3. *Q – Where will the breakwaters be located as far as measurements from north to south? How far from the shoreline will they be? We need both the GPS locations and the closest Street from the shore as a landmark. What is the distance between each other? How will they be oriented with regards to the shoreline with compass direction*?

   A.- The eastern most breakwater segment would be about 1,095 feet offshore from approximately the terminus of Page Ave (74˚ 13’ 44” W, 40˚ 29’ 55” N). The western most breakwater segment would be about 795 feet offshore from Ward’s Point (74˚ 14’ 47” W, 40˚ 29’ 38” N). As currently proposed, the breakwaters would have a length of approximately 3,200 linear feet within Raritan Bay and would be located between approximately 790 and 1,170 feet from the shoreline. The distance between breakwater segments would vary, but generally would be a minimum of 200 feet apart. The breakwaters would generally be parallel to the shoreline to provide the maximum “wave shadow” at the shoreline from both storm damage and erosion causing waves. The most easterly breakwaters would be placed at a steeper angle from shore. This is due to the fact that analysis of 30 years of hourly wave data indicated that virtually all waves greater than 3 feet in height came from the east or southeast. The easternmost breakwaters would be angled to maximize the storm wave attenuation potential for waves from this direction.

4. *Q - How will the breakwaters be maintained and protected once constructed and have they been designed to be self-sustaining to minimize further long-term management responsibilities. Details on anticipated maintenance requirements should be provided, to understanding how the coastal zone within the project area would look and function over time.*

   A- It is anticipated that the State of New York, non-profit organizations and other government agencies involved in the construction and ownership of elements of these projects will maintain and operate their respective project components. Through final design, GOSR will develop robust maintenance and operation plans, working collaboratively with appropriate state, city and federal agencies, as well as non-profit organizations.

   GOSR will be the agency responsible for the construction of the breakwaters. A firm with maritime construction experience will serve as an owner’s representative providing guidance and oversight of the construction process. After construction completion, the breakwaters will be turned over to NYSDEC. NYSDEC will own and take full responsibility for maintenance of the breakwater structures.

Basic maintenance and operations of breakwater structures is anticipated to be minimal; regular visual inspection of structures (annual or less). The most likely possible drivers for maintenance needs would be scour, settlement, or the dislodgment or displacement of armor units. Maintenance will likely be episodic, following storm events. A basic post-storm event inspection may reveal maintenance work such as stone adjustments or replacement, but such maintenance is usually minimal, particularly for storm events less than the 100-year storm design conditions. Any debris removal will be part of the operations and maintenance plan.

The breakwaters have a 50-year design life, though it is anticipated they will function beyond this time frame. The breakwaters are designed to function in a 100-year storm. The functionality is derived from the use of appropriate material sizes and configurations for a breakwater design that utilizes wave dissipation as the wave attenuation process rather than energy absorption. The dissipation process alters the wave characteristics causing it to degrade as it passes onto or over the Living breakwater. In this way, a well-designed breakwater can become submerged by increased water depths (storm surges) and still continue to provide wave protection for landward properties providing long term durability. The navigation markers on the breakwaters may require periodic maintenance and potential replacement. These markers will be maintained by the project owner.

5. *Q - Are there other locations in the United States where this same design for breakwaters is currently being used?*

   A - The exact design for the breakwaters is unique in order to respond to the challenges faced along the South Shore of Staten Island – no two shorelines are the same and a uniform approach would not be effective. However, breakwaters are a common shoreline protection measure that is used throughout the United States, on both the east and west coasts as well as the gulf coast and great lakes and internationally. Locally, breakwaters can be found at Plumb Beach in Gateway National Recreational Area and in the Gowanus Bay.

6. *Q - The breakwaters are something that is being put there to prevent wave action. There are no three-foot waves in the bay. When Superstorm Sandy came, the problem was not the waves, the problem was the water running into our property, and water overflowing. This will not prevent water overflowing. There are no waves in this Bay, it is beautiful here. Since the Raritan Bay is very shallow and only produces at best three foot waves, why do you need break waters here?*

   A - The purpose of the breakwaters is to reduce both wave action and coastal erosion along the shoreline in Tottenville, while enhancing ecosystems and shoreline access, use and stewardship. The Breakwaters Project has been designed to meet all aspects of the project's purpose and need.

   While the Tottenville shoreline is somewhat protected from ocean waves by Sandy Hook and the bay can be very calm, during storm events, the area is subject to damaging waves. As part of preliminary planning and design for the project, the design team used the SWAN wave transformation model to transform 32 years of hourly wave hindcast data from the US Army Corp of Engineers (USACE) from the entrance of New York Harbor to the project area in order to obtain information on the long-term wave climate of the area. In addition, the waves have been monitored in the area using two Acoustic Doppler Profiling (ADCP) units over the past year. Results of this analysis and monitoring show that

while typical waves are smaller, waves over 3 feet do reach the project site during storm events. It should also be noted that modeling indicated that the smaller waves experienced on a day-to-day basis still drive erosion of the beach over time. Wave attenuation provided by the breakwaters on a day-to-day basis would help to maintain beach conditions by reducing long term beach erosion rates, reducing exposure of shoreline structures to erosion, and encouraging accretion in priority beach zones. Additionally, based on the revised preliminary FEMA maps, portions of the study area are not only within the 100-year floodplain in Zone AE (the area with a 1 percent chance of flooding each year) but also the Zone VE (an area of high flood risk subject to inundation by the 1 percent annual-chance flood event with additional hazards due to storm-induced velocity wave action, a 3-foot or higher breaking wave), and exposed to wave attack during storms. The significant wave height for the project area reported by FEMA for the 100-year storm event is 5.3 feet (associated with a Stillwater elevation of 12.9 feet).

7. Q. - Hurricane Sandy measured a 32' tidal wave off of Sandy Hook. These breakwaters will do nothing for a 32' tidal wave, they are completely useless. What will cause beach erosion is, Nassau Smelting, the person who bought that property is planning on putting a ferry, a fast ferry that will go 50 miles an hour, creating a 4' wake going through the channel and past these breakwaters. That is going to cause beach erosion.

A - See response to Q. 6 above regarding wave data in the project area. The breakwaters were not designed to eliminate storm surge, but are a practical and relatively modest design that will greatly reduce other coastal risks, including both erosion and wave action. The wake created by the proposed fast ferry mentioned in the comment would be well within the range of wave heights accounted for in the design of the breakwater structures. Thus, the breakwaters would help protect the shoreline in the project area from any waves from boat wakes.

8. Q. - Can and will these breakwaters affect beach erosion in a negative way?

A. - The breakwater system is designed to reduce or reverse erosion by holding sand in the system through wave energy reduction along the shoreline. The general direction of longshore transport through the project area is from the northeast to the southwest, thus the only down-drift feature from the project area is the bay itself. At the western tip (down-drift end) of the study area near Ward's Point, the breakwaters would likely reduce sand migration into the Federal Navigation Channel. The breakwaters were also designed to promote shoreline growth, or accretion, in places where the beach is most narrow, as well as to reverse the pattern of historic land loss, promoting the stabilization or accretion of beach in areas of the greatest observed historic land loss.

Shoreline change modeling of the current breakwater design scenario using the GENSIS shoreline change model indicates that the breakwaters will generate a net growth in beach and either reduce or reverse erosion rates across the project area in the future. Down-drift erosion issues are not anticipated as the direction of longshore transport is east to west, and there is no beach southwest of the project area, only the federal navigation channel and Raritan Bay.

9. Q. - *Was periodic beach nourishment considered as an alternative to grow the beach and reduce the risk of erosion?*

A. - While beach nourishment of sufficient size, if maintained (regularly re-nourished) can provide some wave attenuation and act as sacrificial erosion protection to the land behind, large scale beach nourishment alone would not provide the desired storm wave attenuation (to less than 3 feet) under the target storm conditions (100-year event plus 30 inches of sea level rise), nor would it result in the provision of structured reef-like habitat for the projects target functional groups (target species) or increase the habitat diversity of the project area. Further, repeated beach nourishment could prolong construction impacts in the community. It would also not be sustainable beyond the project funding timeline established under Public Law 113-2 (2022). For these reasons, beach nourishment alone would not fully meet the purpose and need of the project.

10. *Q – The Shoreline Restoration element of the project calls for the placement of 15,369 CY of sand below mean high water along the shoreline in the area between Loretto and Manhattan Streets. Why is this necessary?*

A- A 3.1-acre area was selected for one-time shoreline restoration because of high historical and projected erosion rates, narrow beach width (for public access) and the presence of adjacent vulnerable assets (tidal wetlands, coastal infrastructure such as the hybrid dunes/revetment of the Shoreline Project, and homes) within a New York State Coastal Erosion Hazard Area (CEHA) Natural Protective Feature Area (NPFA). Following its initial placement profile, the sand is expected to move from within the placement footprint over time as it reaches the anticipated equilibrium configuration projected on the basis of modeling and design efforts conducted in connection with the planned breakwaters. The shoreline restoration would extend the beach waterward at an elevation of +5.0 feet NAVD88 to a width of 50 feet and then slope downward to meet the existing bathymetry. This one-time placement of sand would augment the accretion potential that can be provided by the breakwaters and add sediment to the overall system, particularly contributing to one of the narrowest and most erosion-prone areas of beach within the project site and generally enhancing overall beach growth potential. The proposed shoreline restoration, in conjunction with the breakwater system, will achieve the projects' three-part purpose and need to achieve risk reduction, ecological enhancement, and social resilience. The proposal to utilize shoreline restoration techniques to achieve the purpose and need of the project has been minimized to an 806-linear foot section of beach within the 1.2 miles of the entire project area.

11. *Q. - As far as erosion, we have people on the beach that have taken measurements for the past 35 years from a benchmark that have been unmoved. There is no erosion whatsoever. The only erosion that does happen is from the storm outdoor pipes that need to be extended. Every time it rains you get a huge amount of water that washes the beach away.*

A. - Aerial photo documentation indicates that there has been significant erosion of the beach area over the last 35 years. The shoreline is a dynamic place and over time, some areas of the beach and others erode, however, this stretch of shoreline has seen net erosion over the past 30+ years. Historic erosion analysis using high resolution aerial imagery provided by NY DEC and NYC DOITT dating back to 1978 was performed as part of the project documentation and indicated that significant erosion has occurred. See "**Building Physical Resilience**" section of GOSR's website at: https://stormrecovery.ny.gov/learn-more-about-living-breakwaters-project. In some areas, erosion rates greater than 2 feet/year were observed.

While water flowing from the outfalls have a temporary, localized impact on beach erosion, this is not the primary driver of the overall loss of beach width. Based on observation, the erosion channels observed immediately following storm events recover quickly due to the overall longshore and cross shore beach transport. In addition, the erosion is primarily observed above the bay water level because the water velocity from the outfalls quickly dissipates when it meets the bay. As the water velocity slows, the flow no longer moves the sediment and it is re-deposited on the beach. Since the velocities dissipate quickly, it is probable that most of the displaced sand remains in the system, and as such does not contribute significantly to the overall erosion pattern. Erosion patterns observed down-drift of outfalls are much more likely the result of sand being trapped up-drift of an outfall that extends to / past the shoreline; in this condition, the outfall acts similarly to a groin (See Q. 12), capturing sand up-drift of the outfall and depriving the area immediately down-drift of the outfall of sand.

Two other factors related to sediment movement are likely the primary drivers of beach erosion in the study area. Based on the observed wave conditions, the primary direction of sand movement is from northeast to southwest. The first cause of beach erosion is an overall lack of sediment entering the system from the northeast. This is likely due to human-influenced (anthropogenic) factors such as updrift armored bluffs, groins and potentially dredged channels. Such structures capture sediment and prevent that sediment from reaching downdrift locations. Second, the project area location at the southwest corner of Staten Island and the general northeast to southwest movement of sediment drives the sand past Ward's Point and into the Arthur Kill, where the sediment is lost to the beach system.

12. Q. - *GOSR should use the funding for the Breakwaters to build jetties that run from the shoreline out into the bay. Stormwater outfalls are the cause of beach erosion on the shorelines and they need to be extended and made into jetties so we can catch sand and hold the sand in place and also act as breakwaters for protection*.

A. - DEP infrastructure improvements are not within the scope of the RBD funding. The term jetty (a structure used to stabilize an inlet) is sometime misused to refer to a groin. A groin is a structure constructed across the beach, perpendicular to the shoreline, and is designed to trap sand moving in the longshore transport system. The coastal structures that were once in intact at points in Tottenville were actually groins, although many people refer to them as jetties. Jetties are larger structures used to maintain the opening to a navigational channel such as a tidal inlet.

While the breakwaters proposed for this project are intended to modify and slow longshore sediment transport, groins typically stop or interrupt longshore transport. Groins trap sediment until such time as the groin becomes "full" to capacity due to the collection of sediment or due to beach fill to capacity. As groins stop or interrupt longshore transport there is a much higher likelihood of down-drift erosion than with breakwaters. The trapping of sediment and down-drift erosion is often evident in aerial photographs of groin fields where the beach develops a "scalloped" shape. It should also be noted that beach fill is often required as a stipulation of groin installation to reduce down-drift impacts.

One of the goals with respect to the Tottenville shoreline is to attenuate wave energy before it reaches the shore, and address specific erosion patterns along the shoreline by reducing or controlling longshore transport, but not blocking it along the shore. Additionally, the project seeks to enhance marine habitat that groins would not address. While groins are a useful tool and have application in shoreline protection, they would not fully meet the purpose and need of the project in terms of wave attenuation or addressing

the specific erosion patterns of the Tottenville shoreline. Therefore, this alternative was eliminated from further consideration. (see Q. 11 above for discussion of outfalls.)

13. Q. - The bay thrived with oysters before man polluted it, why do we need breakwaters to have oysters now?

A - The bay did have large oyster populations prior to overharvesting of oysters, dredging activities within the bay that removed oysters and modified habitat, and the discharge of untreated wastewater and sediments resulting from land development activities. As a result, the extensive oyster reefs that once lined the south shore of Staten Island have all but disappeared, resulting not only in the loss of live oysters, but also suitable substrate for oysters and other bivalves such as mussels to grow on within this area of the harbor. The proposed breakwaters may provide a suitable substrate for these bivalves to thrive on. As described in Chapter 1, "Purpose and Need and Alternatives," of the EIS, a Comprehensive Restoration Plan has been developed for the Hudson-Raritan Estuary (HRE CRP), which specifically identifies the project area as having high suitability for oyster reef restoration.

The design, construction, and operation of the Breakwaters Project would result in the creation of ecologically designed, three-dimensional structures that would increase the diversity of the aquatic habitats available for a variety of marine animals, plant and invertebrate species that provide or form habitat found in Raritan Bay (e.g., brown algae and local shellfish like mussels, barnacles, and oysters). Oyster restoration on the breakwater structures could be implemented as an adaptive management measure as monitoring of the breakwater structures proceeds. Any active oyster restoration that is planned for areas on and adjacent to the breakwaters would be subject to separate regulatory approvals.

14. Q. - *Many components of the project would increase land elevations. Explain whether the new project elements have the potential to trap water inland and exacerbate localized flooding and property damage during a storm surge. What is the draining capacity of the swale located next to the pathway?*

A - The Shoreline Project has been designed to reduce risk for the shoreline area of Tottenville from wave action, and to address future shoreline erosion. Comprised of a series of porous structures (earthen berm, eco-revetments, hybrid dune/revetment, and raised edge), the Shoreline Project would allow water to seep through, either from the upland side to the Raritan Bay side, or from the Raritan Bay side to the upland side; the project is not intended to prevent Raritan Bay storm surge from entering the land, nor would it retain water inland. Risk of exposure to storm surge would occur with or without the implementation of the Shoreline Project. However, with the Shoreline Project, for storm conditions where no overtopping occurs, the structures would serve to delay water inundation to the land side, based on the seepage rate through the structures. Seepage through/under the structures to the land side would continue until reaching the approximate elevation of the water on the Raritan Bay side. Once the water on the bay side would begin to recede back towards mean high water (MHW), the water on the land side would seep back through to the bay side. For storm conditions where overtopping does occur, a certain volume of water would remain behind the proposed structures until the water level on the bay side begins to recede, resulting in seepage back through the structures towards the bay.

A physical impact of the shoreline system will be the addition of fill and the associated additional loads that will be placed on the existing storm water outfalls. These outfalls are located at Loretto Street, Sprague Avenue, Joline Avenue and Bedell Avenue. Addressing the additional load on these outfalls will be coordinated with NYCDEP as the project moves through the design phase.

The intent of the proposed bioswale is to infiltrate any runoff from the proposed pathways and direct it away from the upland side of the project components.

15. Q. - From the beginning of Ward's Point of the Arthur Kill to Page Ave. the plan is to build concrete cube structures above sea level with a large base foot print. This puts marine navigation in great peril. Much of the traffic in this shipping lane has commercial size craft that transport important materials and fuels. Marine navigators will have an obstructed field of view which will cause boaters to collide with larger craft.

A - The breakwater system as currently proposed would have nine breakwater segments with a total length of approximately 3,200 linear feet within Raritan Bay. The vast majority of the breakwater structures would be located more than 1,700 feet from the Federal Navigation Channel with the closest breakwater segment located more than 700 feet from the channel. The breakwater structures would occupy approximately 495,900 square feet (approximately 11.4 acres) on the bottom of Raritan Bay.

There are two components of the response due to proximity to the Raritan Bay Federal Navigation Channel, Ward Point Bend (East) and local navigation outside that federal channel. Raritan Bay is a shallow water embayment particularly in the proposed Living Breakwaters area. Although the Federal Navigation Channel is maintained at minus 35 feet of depth at mean lower low water (MLLW) the adjacent shallows are typically waters with depths of less than ten feet at MLLW. This shallow water restricts deeper draft vessels from leaving the Federal Channel because of the potential for grounding. In 2015 the US Army Corps of Engineers (USACE) modified Section 408 of their regulations dealing with the Rivers and Harbors Act of 1899 and Federal Navigation Projects. The revision requires that work being performed within a setback distance of three times the authorized depth of a Federal Channel coordinate with them. In the case-at-hand that setback distance is 105 feet. All the Living Breakwater structures are well outside that zone.

For both commercial and recreational shallow draft vessels, leaving the channel is an option and to help boaters navigating in that area the National Oceanic and Atmospheric Administration (NOAA) issues navigation charts that are regularly updated to reflect local conditions. In the project area their Chart number 12332 (Raritan River Bay to New Brunswick) provides water depth insights. It is anticipated that the US Coast Guard will require navigation aids to provide visibility to mariners as is typically done for these structure types. The type and location of the navigation aids will be provided in accordance with federal regulations for the structure's classification. It is not anticipated that there will be any navigation issues created by project implementation or operation.

16. Q. -What is the purpose of the pathway and what is its proposed elevation, width and materials it will be made of?

A - The pathway responds to the purpose and need of the project to increase physical and visual access to the water's edge, consistent with NYC Parks' continued commitment to encouraging parks' usage. The elevation of the 8-foot-wide pathway would range along the stretch of the Shoreline Project. In the

areas of the proposed earthen berm, the eco-revetment between Brighton and Manhattan Street and the hybrid dune/revetment, the proposed pathway would be on the landward side of these elements at close to existing grade. The pathway adjacent to the proposed eco-revetment between Loretto Street and Sprague Avenue would be at elevation +12.5 feet NAVD88 and along the Raised Edge, the pathway would be at either +8 feet NAVD88 or +12.5 feet, depending on the location. The trail would comprise a concrete or asphalt pavement. Approximately 1.7 acres of native coastal vegetation would be planted as part of the raised edge, comprising about 17 percent of the raised edge footprint.

17. Q. - How close will the pathway be to the backyards of nearby homeowners?

A - The pathway is located within Conference House Park, a NYC Dept. of Parks and Recreation facility. The pathway will run alongside or on top of all the features of the shoreline treatments that counteract erosion and dissipate waves, providing protection to the nearby homes. The proposed continuous pathway varies in distance from homes at different points along its length. The exact distances will be determined as the design is finalized. The pathway will allow users of the park uninterrupted access throughout its length to enjoy the beauty of this public facility. The pathway will also have markers along the expanse that provide visitors with information about the breakwaters offshore and the measures that have been take to improve the area's resiliency.

18. Q. - How are you going to stop people, criminals, from trespassing of this pathway especially at night and when people are at work? Will the pathway have gates so that it can be opened at dawn and closed at dusk?

A - Conference House Park property is open dawn to dusk. The proposed pathway would operate as all other Conference House Park property. GOSR and the NYC Dept. of Parks and Recreations (NYC Parks) have worked with the NYPD to understand any public safety issues in this area. The NYPD made assurances that this area has historically had a very low crime rate and that they will continue to patrol this area at a level that will ensure a continuation of that record. There is no expectation that this project would change the character of the area in a way that would threaten public safety. The path will encourage usage of the park and provide access to the waterfront, and NYC Parks has found that increased usage of parks contributes to their safety. NYPD encourages residents to report any suspicious or illegal activity by calling 911, but recently very few such incidents are on record.

19. Q. - What is the Water Hub going to be used for and what kind of activities will be taking place?

A - The proposed Water Hub—including associated wayfinding locations and signage at points along the shoreline—would provide a place for access to the waterfront, orientation, education, information on shoreline resiliency, and community gathering space. In particular, the Water Hub programming could include classrooms and labs, engaging students in waterfront education, citizen's science, oyster restoration and reef building, and cultivating long-term estuary stewardship. The educational programming for the Water Hub would directly tie to the in-water components, as well as to any shoreline resiliency components of the projects. In addition to ecological engagement, the Water Hub facilities and programs are intended to educate residents on the risks and benefits of living in the coastal environment and build awareness, preparedness and stewardship within the community.

The location of the Water Hub has not yet been finally determined, but a "floating" Water Hub, which would be a vessel containing the features described above and operated by a non-profit organization, such as the Billion Oyster Project is an alternative currently being given strong consideration. This vessel would visit the project area from a dock at an existing New York City facility, while providing the educational and community benefits.

20. Q. - Where is the funding coming from, and if the projects go over budget where will the money come from?

A - The funding for the projects will come from the federal Hurricane Sandy grant appropriated by Public Law 113-2, and will need to be supplemented as necessary with State, City and/or other funding commitments.