



WIDER, DEEPER, SAFER

In June 2015, the port and U.S. Army Corps of Engineers (USACE) began the General Reevaluation Report to justify channel deepening and widening from its current 50' to 55' in order to continue to build on the port's ability to serve its customers and foster job creation opportunities. In January 2018, USACE approved the National Economic Development (NED) plan calling for additional depth and width, and in February 2018, the USACE 7001 Annual Report to Congress included additional widening to 1400' in Thimble Shoal Channel to enable safe, two-way traffic and prevent delays to commercial and military vessels.

The Chief of Engineers Report received final approval on June 29, 2018, and the project received full authorization when President Trump signed America's Water Infrastructure Act of 2018 on October 23. The port worked closely with USACE to accelerate transition from planning to design and construction. To that end, the Virginia General Assembly and Governor included full funding of \$20 million for Preconstruction Engineering and Design (PED) and \$330 million for construction in the Commonwealth of Virginia's FY19-20 biennial budget. Using those funds along with \$3.5 million in federal funds included in the USACE FY19 Work Plan, The Port of Virginia has completed PED.

The first contract was awarded this Fall and construction began in December 2019. Thimble Shoal West deepening is funded and administered by the port and is in full compliance with federal standards under a Memorandum Of Understanding signed with the Norfolk District in July 2017. Further, the construction work is eligible for consideration as Work-In-Kind.

FEDERAL CONSTRUCTION FUNDING REQUIREMENTS:

FY20 - \$2.5 million for engineering and design

FY21 - new start designation

Total Federal Investment: \$186.8 million through FY24

\$350M



In 2018 the General Assembly fully funded the \$350M Norfolk Harbor Dredging Project under an MOU with the USACE



Congress has granted a total of \$6M for preliminary engineering and design costs, which will offset the state's contribution



Next step: Congress to declare the Norfolk Harbor Dredging Project a **"new start"** to qualify for construction funds for the 50/50 match

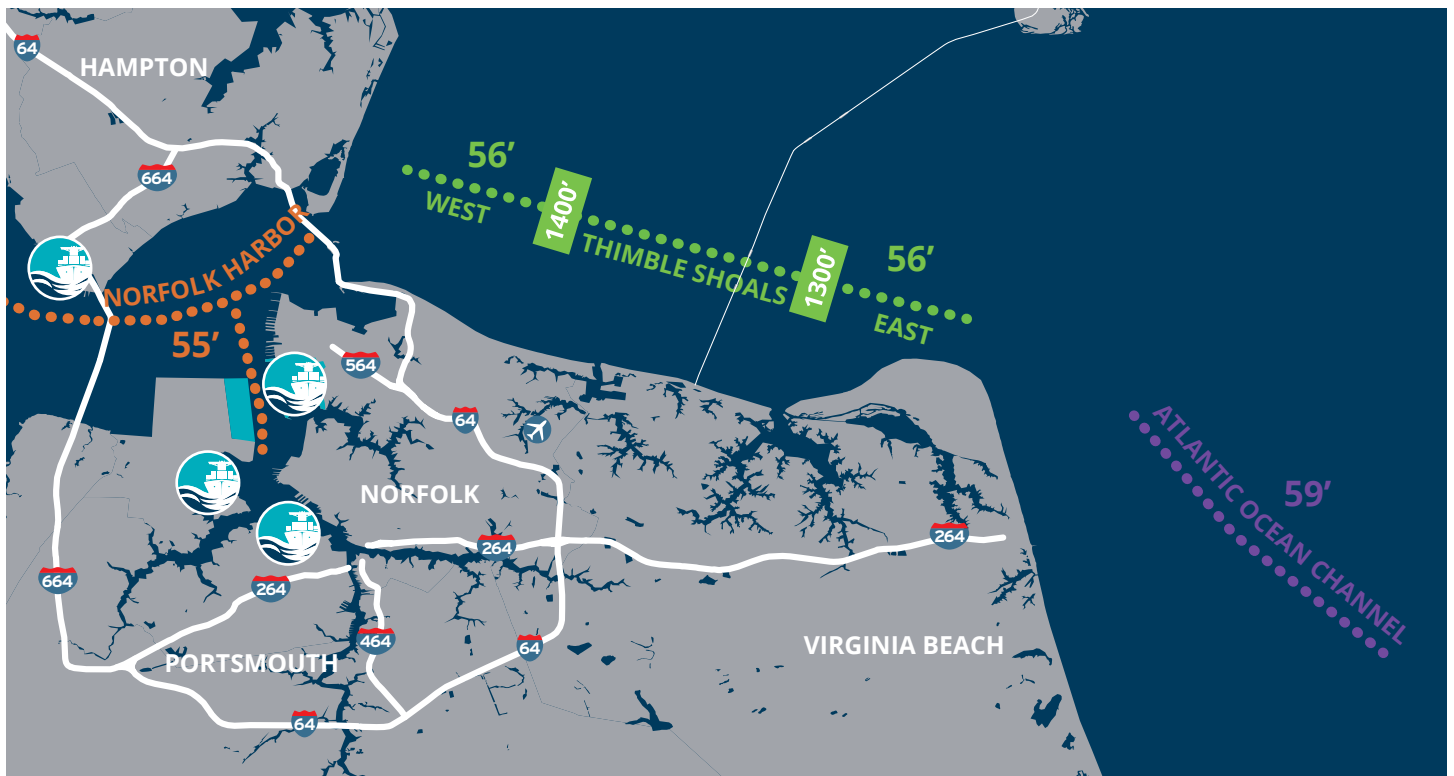


The Port of Virginia does more than service ships hauling cargo; it drives investment, job creation, revenue growth and connects the nation to the world.

DREDGES ARE IN THE WATER

The Port of Virginia's journey to becoming the deepest port on the U.S. East Coast is underway. Dredges took to the water on December 1 to begin the deepening that will accommodate the largest container vessels calling the East Coast – nearly two and half years ahead of schedule.

The project would not have been possible if it were not for the Virginia General Assembly's full funding of the project during the 2018 Legislative Session. Fully funding the project enable the port to move forward with preliminary engineering and design – under an MOU with the U.S. Army Corps of Engineers – without delays due to the congressional funding process. The close relationship with the U.S. Army Corps of Engineers was the driving force to push the permitting process forward in record time.



NORFOLK HARBOR & CHANNELS PROJECT TIMELINE



OCT '18

America's Water Infrastructure Act of 2018 fully authorizes the Norfolk Harbor Project



DEC '19

Construction on deepening the channel to 55 feet and widening in certain areas begins



EARLY '25

The dredging work is complete and provides unrestricted navigation for military and commercial vessels.*

**Proposed schedule*