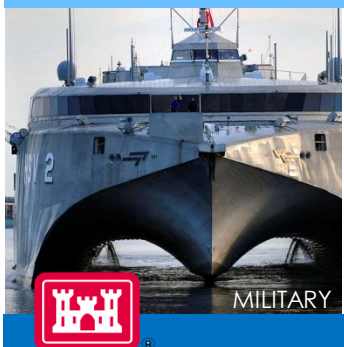


# JACKSONVILLE HARBOR NAVIGATION STUDY, DUVAL COUNTY, FLORIDA

## INTEGRATED GENERAL REEVALUATION REPORT II AND SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT



MILITARY



CONTAINER VESSELS

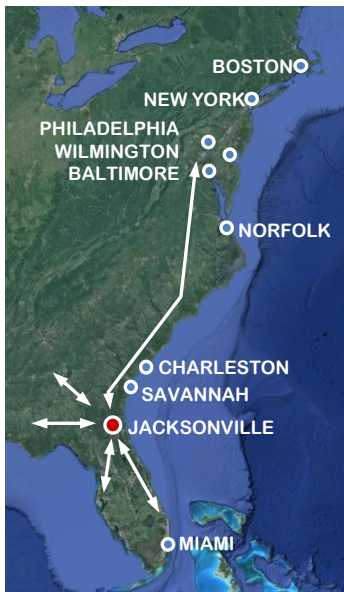


TANKERS



VEHICLE EXPORTS

February 2014



### PROJECT OVERVIEW: VITAL PORT/STRATEGIC LOCATION

Jacksonville Harbor, located primarily along the first 20 miles of the St. Johns River, is a significant economic force in Florida and the nation. The Jacksonville Port Authority (JAXPORT), the non-federal sponsor, enjoys rankings of 39<sup>th</sup> in the nation for overall tonnage and 12<sup>th</sup> for container traffic. It is also the largest port in the nation in terms of overall vehicle exports. The harbor is located at a strategic transportation crossroad, providing both rail and highway access to all regions of the United States. In anticipation of the Panama Canal expansion and the continued global shift to larger vessels, JAXPORT has capitalized on its strategic location and has been proactive in developing its port infrastructure.

Jacksonville Harbor is a key node for trade routes to Europe, South America, and the Pacific, and **although limited by channel depth and restrictive channel widths**, it currently receives a significant number of light loaded ships that have traversed the Suez or Panama Canals. As military installations flank several areas of the harbor, Jacksonville Harbor has been designated a strategic port to support major deployments and military force build-up for some national defense contingency plans. For all of these reasons, President Obama identified Jacksonville Harbor as a nationally significant infrastructure project under the "We Can't Wait" initiative.

**Project purpose:** With this project, there is an opportunity to reduce transportation costs and bring in the forecasted volume of goods into the harbor on fewer, larger, and more efficient ships – improving competitiveness while driving down shipping costs for Americans and American businesses. Other benefits include improved maneuverability, a reduction in vessel calls, and minimized cross country transit of cargo from Post-Panamax ships currently offloading on the west coast of the United States.

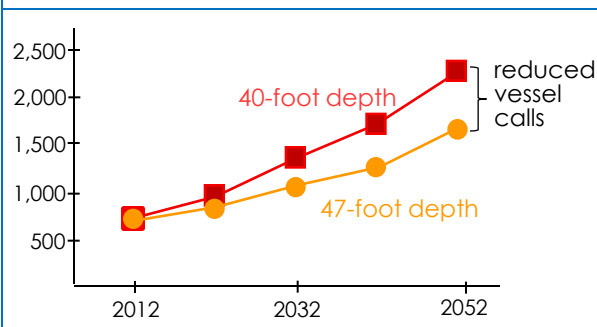
### ECONOMIC ANALYSIS

Approximately 85% of project benefits are attributable to container vessels



- Ship Simulation:** Defined widening footprint
- Incremental Analysis:** Widening increments evaluated independently and with deepening
- Turning Basins:** Included with widening measures due to their interdependencies
- 45-foot Depth:** National Economic Development (NED) Plan
- 47-foot Depth:** Locally Preferred Plan (LPP)

#### MORE FULLY LOADED POST-PANAMAX 1 VESSELS & NEW POST-PANAMAX 2 VESSEL CALLS



#### TRANSPORTATION SAVINGS PER TEU BY TRADE ROUTE

	40 FEET	47 FEET	SAVINGS
PANAMA / SUEZ	\$1,104.75	\$965.70	\$139.05
EUROPE	\$386.75	\$319.53	\$67.22
SOUTH AMERICA	\$532.86	\$516.30	\$16.56

### COST

(FY14 Discount Rate 3.5% and October 2013 Price Level)

- FIRST COST:** \$600,900,000 (902 Basis)
- TOTAL COST:** \$ 684,200,000 (Includes Aids to Navigation and Local Service Facility Costs)
- Federal Share (75% of the NED Cost):** \$ 312,700,000
- Non-federal Share:** \$ 371,500,000
- \$195,700,000 (25% of NED Cost) + \$175,700,000 (100% of additional cost for the LPP)

#### BENEFIT/COST RATIO (BCR)

- Recommended Plan/Locally Preferred Plan (LPP) BCR: 2.70
- National Economic Development Plan (NED) BCR: 3.30

### ENVIRONMENT

The St. Johns River is an American Heritage River, in recognition of its ecological, economic, and cultural significance



- Threatened and Endangered Species:** Successful protective measures currently employed during operations for species such as manatee, sea turtles and right whale will continue to be utilized
- Wetlands:** 395 acres affected by minor increase in salinity stress (< 1% of all wetlands in project area)
- Submerged Aquatic Vegetation (SAV):** 180 acres affected by minor increase in salinity stress
- Fish Distribution:** <5% change (minor impact to species distribution)

#### MITIGATION PLAN:

- 638 acres of conservation lands consisting of priority-listed freshwater wetlands, uplands, river shoreline, and salt marsh wetlands
- Monitoring of project impacts during construction plus up to 1 year post-construction. Additionally, the sponsor has agreed to pay for additional monitoring and modeling efforts post-construction.

## THE RECOMMENDED PLAN

- NEW TURNING BASINS
- WIDENING AREAS
- DEEPENING (includes widening & turning basins)
- ADVANCE MAINTENANCE AREAS

**DEEPENING:** Entrance Channel to ~ River Mile 13 (from existing 40-foot depth to 47 feet)

**WIDENING:** Areas 1 and 2: ~100 feet to 300 feet

#### NEW TURNING BASINS:

- Blount Island: ~ 2700' long by 1500' wide
- Basin Brills Cut: ~2500' long by 1500' wide

**DREDGING QUANTITIES:** ~18 million cubic yards to new Ocean Dredged Material Disposal Site (ODMDS)

**ADVANCE MAINTENANCE:** Located to maintain same annual dredging frequency as existing conditions

**O&M:** Estimated at an additional 137,000 cubic yards dredged annually

**BLASTING:** Probable (based on contractor's equipment)





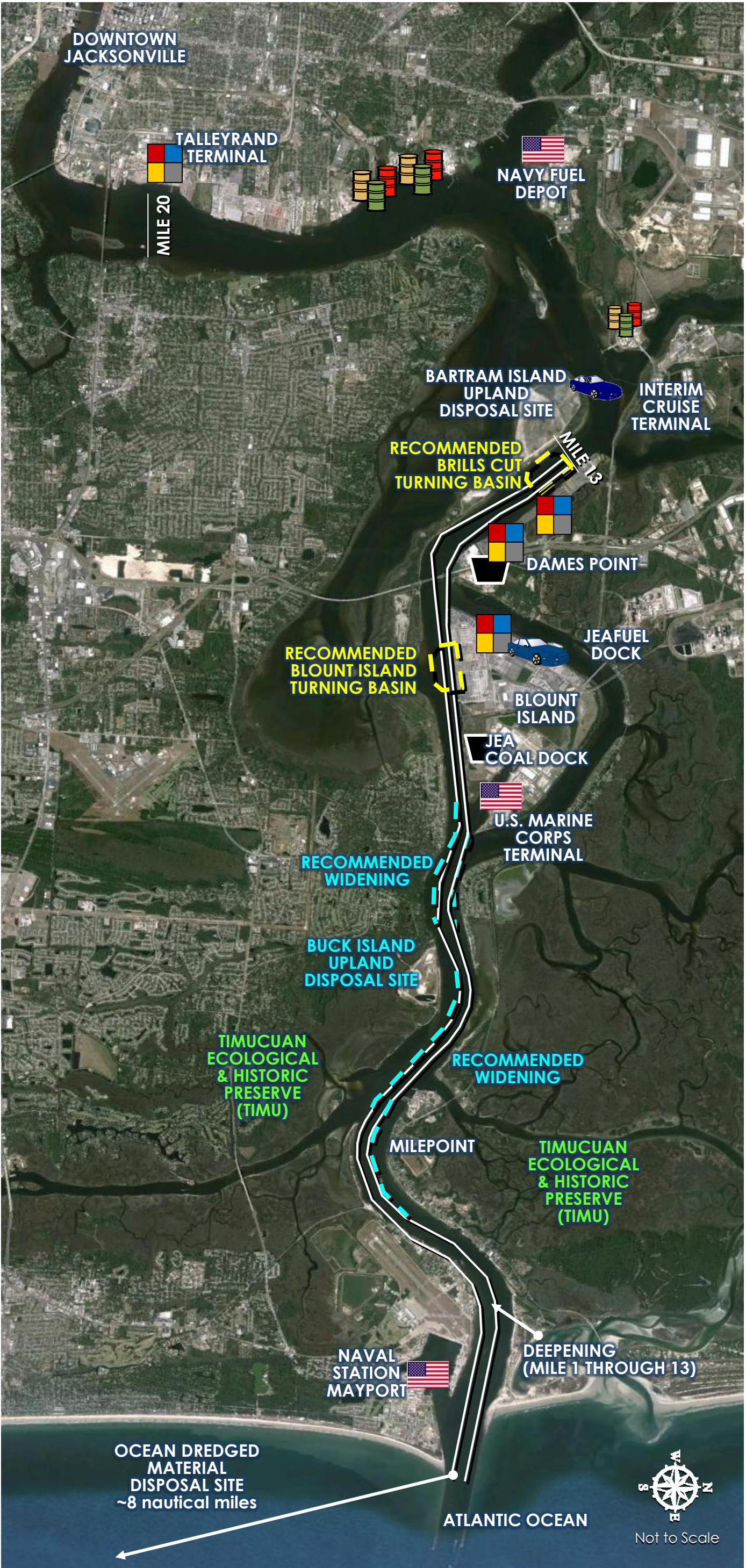
CONTAINER TERMINALS

OIL/FUEL TERMINAL

BULK TERMINAL

MILITARY

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