# AGENDA

**JACKSONVILLE HARBOR**  
**DUVAL COUNTY, FLORIDA**

**CIVIL WORKS REVIEW BOARD**  
25 February 2014

<table>
<thead>
<tr>
<th>Time</th>
<th>Item</th>
<th>Presenter(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0900</td>
<td>Welcome &amp; Introductions</td>
<td>MG John Peabody, CWRB Chair &amp; Deputy Commanding General for Civil and Emergency Operations</td>
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<tr>
<td>0910</td>
<td>Division Opening Remarks</td>
<td>BG Donald (Ed) Jackson, Jr., Commander, South Atlantic Division</td>
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<tr>
<td>0915</td>
<td>Project Briefing</td>
<td>COL Alan Dodd, District Commander, Jacksonville District</td>
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<td>0950</td>
<td>Sponsor Support</td>
<td>Mr. Brian Taylor, Chief Executive Officer, Jacksonville Port Authority</td>
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<td>Mayor Alvin Brown</td>
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<td>1000</td>
<td>Division Support</td>
<td>BG Donald (Ed) Jackson, Jr., Commander, South Atlantic Division</td>
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<tr>
<td>1010</td>
<td>Agency Technical Review</td>
<td>Mr. Todd Nettles, Technical Director, Deep Draft Navigation Planning Center of Expertise</td>
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<td>Ms. Sheridan Willey, Lead ATR Reviewer, Deep Draft Navigation Planning Center of Expertise</td>
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<td>1015</td>
<td>Independent External Peer Review</td>
<td>Ms. Karen Johnson-Young, IEPR Program Manager, Battelle Memorial Institute</td>
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<td>Dr. William McAnally, Lead IEPR Panel Member, Hydraulic Engineering</td>
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<td>1025</td>
<td>Break (15 minutes)</td>
<td>MG John Peabody, CWRB Chair</td>
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<tr>
<td>1040</td>
<td>Policy Review Assessment</td>
<td>Mr. Jeremy LaDart, Review Lead, Office of Water Project Review</td>
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<td>1050</td>
<td>Board Discussion</td>
<td>MG John Peabody, CWRB Chair</td>
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<td></td>
<td>• Member Questions</td>
<td>Mr. Theodore Brown, Chief, Planning Community of Practice</td>
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<td></td>
<td>• Office of ASA(CW), OMB Questions</td>
<td>COL Alan Dodd, District Commander, Jacksonville District</td>
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<td>1120</td>
<td>Action</td>
<td>SAD, OWPR, Sponsor, Others</td>
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<tr>
<td>1125</td>
<td>Lessons Learned / After Action Report:</td>
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<tr>
<td></td>
<td>• What was supposed to happen?</td>
<td></td>
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<tr>
<td></td>
<td>• What did happen?</td>
<td></td>
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<td></td>
<td>• Why did it happen that way?</td>
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<td></td>
<td>• How will we improve next time?</td>
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<tr>
<td>1130</td>
<td>Lessons Learned</td>
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<td>1135</td>
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JACKSONVILLE HARBOR GRRII
Civil Works Review Board (CWRB)
Duval County, Florida

Integrated General Reevaluation Report II and Supplemental Environmental Impact Statement

Presented by:
Colonel Alan Dodd
Jacksonville District

25 February 2014
JACKSONVILLE HARBOR
AN INVESTMENT
IN THE NATIONAL INTEREST

- Nationally Significant Infrastructure Project as defined by President Obama’s “We Can’t Wait” Initiative
- #39 in U.S. for overall tonnage
- #12 in U.S. for container traffic
- Leading auto exporter in U.S.
- DOD and MARAD* Designated Strategic Port

* MARAD: United States Maritime Administration

Images, left to right: President Obama visits JAXPORT; Post-Panamax Cranes at Dames Point TraPac Terminal
JACKSONVILLE HARBOR
VITAL PORT/STRATEGIC LOCATION

LOGISTICS
- Access to nationwide transportation:
  - Rail: CSX, Norfolk Southern, Florida East Coast
  - Interstates: I-10, I-75, I-95
- Port pro-active in infrastructure development
  (recent USDOT grant for intermodal transfer station)

DEMAND
- S.E. U.S. most rapidly growing region

MULTIPLE USES/VITAL PORT
- Leading automobile exporter nationwide
- #12 in container traffic nationwide
- Strategic Military Cargo Port
  (832nd Transportation Battalion)
JACKSONVILLE HARBOR

PROBLEMS

- Inadequate Depths and Widths
- Navigation Restrictions

OPPORTUNITIES

- Forecasted volume of goods on fewer, larger ships
- Reduce transportation costs

- Vessel light-loading
- More frequent trips
JACKSONVILLE HARBOR
LEGISLATIVE AUTHORITY

Authorization: Resolution from the Committee on Public Works and Transportation, United States House of Representatives, dated February 5, 1992:

“...to determine whether modifications of the recommendations contained therein are advisable at the present time, in the interest of navigation and other purposes.”

Non-federal Sponsor: Jacksonville Port Authority (JAXPORT)

DEEPENING HISTORY TIMELINE

12.5 ft 18 ft 30 ft 38 ft 40 ft 40 ft 47 ft

Miles 0 to 14.7 Miles 14.7 to 20 Miles 0 to 13

U.S. ARMY
BUILDING STRONG®
"WE CAN'T WAIT"

"We've got to create more jobs today doing what you're doing right here at JAXPORT, and that's building this country's future."

JAXPORT
The Decision to Deliver 47 Feet
ECONOMIC BENEFITS

The Decision to Deliver 47 Feet
ENVIROMENT

The Decision to Deliver 47 Feet
POLITICAL SUPPORT

Congresswoman Corrine Brown: “I will not let Jacksonville be on the losing end.”

Congressman Ander Crenshaw: “Deepening the St. Johns River means more jobs, more trade and more economic growth for the region that’s why my support for this project is stronger than ever.”

Florida Governor Rick Scott: “My top priority as Governor is job creation. Florida’s ports are critical to providing jobs for Florida families.”

Jacksonville Mayor Alvin Brown: “My administration is working to help lead our efforts with members of Congress, state leaders and national officials to elevate JAXPORT to its full potential and create jobs and investment in Jacksonville.”
HARBOR DEEPENING ROI

The Decision to Deliver 47 Feet

- Blount Island
- ICTF
- Trapan
- Dames Point

13,844 Jobs

1.95 Million TEUS: Twenty-Foot Equivalent Units

$1 Invested = $14.80 Returned to the Economy
### ECONOMICS
- Annual Tonnage: 15 million
- Annual Containers: 900,000 (12th in Continental U.S.)
- Trade Routes: Increase in cargo throughput on major East-West trades

### ENGINEERING
- Dredged Material Management limited in upland capacity
- New ODMDS
- Annual O&M
- Advance Maintenance
- Shoreline Erosion

### ENVIRONMENTAL
- St. Johns River/American Heritage River
- Lower river is an estuary (great variability in salinity)
- Threatened and Endangered species (e.g., manatees & sea turtles)
- Essential Fish Habitat
- Timucuan Ecological & Historic Preserve (TIMU) overlaps a portion of the study area
Sub-Panamax  TEU* Capacity ~ 1800
Panamax       TEU* Capacity ~ 4000
Post-Panamax 1 TEU* Capacity ~ 6500
Post-Panamax 2 TEU* Capacity ~ 8500

* Intermodal Shipping Container Measured as a Twenty-foot Equivalent Unit (TEU)
Objectives:

- **Federal Objective:** Increases in net value of national output of goods and services
- **Project Objective:** Reduce navigation transportation costs and develop an alternative that is environmentally sustainable

Constraints:

- Avoid or minimize impacts on environmental resources (i.e., wetlands, submerged aquatic vegetation, and Threatened and Endangered species)
ALTERNATIVES CONSIDERED

Segment 1: Entrance Channel to River Mile 14 (Reduced to approximately River Mile 13)
Segment 2: River Mile 14 to 20 (eliminated)
Segment 3: West Blount Island Channel (eliminated)
WIDENING AND SHIP SIMULATION

- Ship simulation: Defined Widening footprint
- Incremental Analysis: Widening increments evaluated independently and with deepening
- Turning basins: Included with widening measures due to their interdependencies

Image: Plot from the Blount Island Turning Area Ship Simulations
## ECONOMIC ANALYSIS

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

<table>
<thead>
<tr>
<th>Depth</th>
<th>$Million Average Annual Equivalent</th>
<th>Costs*</th>
<th>Benefits</th>
<th>Net Benefits</th>
<th>BCR</th>
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<tbody>
<tr>
<td>44 feet</td>
<td></td>
<td>$23.3</td>
<td>$66.7</td>
<td>$43.4</td>
<td>2.9</td>
</tr>
<tr>
<td>45 feet (NED)</td>
<td></td>
<td>$25.5</td>
<td>$84.2</td>
<td><strong>$58.7</strong></td>
<td>3.3</td>
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<tr>
<td>46 feet</td>
<td></td>
<td>$31.8</td>
<td>$88.0</td>
<td>$56.2</td>
<td>2.8</td>
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<tr>
<td>47 feet (LPP)</td>
<td></td>
<td>$33.7</td>
<td>$89.7</td>
<td>$56.0</td>
<td>2.7</td>
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</table>

*Costs include Interest During Construction (IDC) and O&M
RECOMMENDED PLAN

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

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

- NEW TURNING BASINS:
  Blount Island: ~ 2700' long by 1500' wide
  Basin Brills Cut: ~ 2500' long by 1500' wide
# RECOMMENDED PLAN (LPP) 47 FEET

## SUMMARY OF PROJECT COST
(FY14 Discount Rate 3.5% and October 2013 Price Level)

### NED Plan (45 feet)
- **GNF Cost:** $505,400,000
- **First Cost (902 Basis):** $506,100,000
- **Total Cost:** $508,500,000
- **Federal Share:** $312,800,000
- **Non-federal Share:** $195,700,000
- **BCR:** 3.3

### Recommended Plan (47 feet)
- **GNF Cost:** $600,200,000
- **First Cost (902 Basis):** $600,900,000
- **Total Cost:** $684,200,000
- **Federal Share:** $312,700,000
- **Non-federal Share:** $371,500,000
- **BCR:** 2.7
CONCEPTUAL RENDERING: ADDITIONAL TEU CAPACITY AT 47-FOOT DEPTH

TRANSPORTATION SAVINGS PER TEU BY TRADE ROUTE

<table>
<thead>
<tr>
<th>Route</th>
<th>40'</th>
<th>47'</th>
<th>SAVINGS</th>
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<tbody>
<tr>
<td>PANAMA / SUEZ</td>
<td>$1,104.75</td>
<td>$965.70</td>
<td>$139.05</td>
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<tr>
<td>EUROPE</td>
<td>$386.75</td>
<td>$319.53</td>
<td>$67.22</td>
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<tr>
<td>SOUTH AMERICA</td>
<td>$532.86</td>
<td>$516.30</td>
<td>$16.56</td>
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ENGINEERING

Project Datums: In compliance with current regulations (vertical: MLLW tied to NAVD 88; horizontal: NAD 83)

Dredging Quantities: ~18 million cubic yards of material to new ODMDS

Blasting: Probable (depends on selected contractor’s dredging equipment)

Advanced Maintenance: Strategically located to maintain existing level of service (same annual dredging frequency as existing conditions)
SEA-LEVEL CHANGE

- Used current guidance (EC 1165-2-212)
- Results of analysis for the 50-year period, 2018-2068:
  - Low: 0.39 feet
  - Intermediate: 0.87 feet
  - High: 2.4 feet
- Conclusion for Navigation:
  - Based on these sea-level rise projections and elevations of current and planned port facilities, no impacts on navigation and minor impacts on port facilities
- Conclusion for Salinity Impacts:
  - Majority of salinity changes will occur due to sea-level change; only minor impacts attributable to the project
ENVIRONMENTAL IMPACTS & MITIGATION

MINOR INCREASES IN SALINITY:

- **Wetlands:**
  - 395 acres affected by minor increase in salinity stress

- **Submerged Aquatic Vegetation (SAV):**
  - 180 acres affected by minor increase in salinity stress

- **Fish Distribution:**
  - <5% change (minor impact to species distribution)

MITIGATION

- 638 acres of Conservation Lands
- Monitoring
ENVIRONMENTAL COMPLIANCE

- SEIS prepared and coordinated
- Endangered Species Act Coordination (USFWS)
- Endangered Species Act Coordination (NMFS)
- Essential Fish Habitat Coordination (NMFS)
- Cultural Resources Coordination
- Coastal Zone Consistency
PUBLIC/AGENCY INVOLVEMENT

Scoping

- Scoping letters issued, 2007
- Notice of Intent (NOI) to prepare a Draft Supplemental Environmental Impact Statement (DSEIS) published in Federal Register, 2007
- Public Meetings
  - 6 Public Meetings or Workshops
  - Bi-Monthly Teleconferences

Agency Coordination

- Feasibility Scoping Meeting held February 7, 2008
- Cooperating Agency Letters: 2011
- Meetings on Ecological Modeling: March and October 2012
- Monthly Teleconferences
- Endangered Species Act (ESA) coordination with USFWS (November 2013) and NMFS (February 2014)
- Magnuson-Stevens Fishery Conservation and Management Act (EFH) coordination with NMFS (January 2014)
<table>
<thead>
<tr>
<th>ENVIRONMENTAL OPERATING PRINCIPLES</th>
<th>RECOMMENDED NATIONAL PRIORITIES</th>
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<tbody>
<tr>
<td>Foster sustainability</td>
<td>Reduce deficit</td>
</tr>
<tr>
<td>Proactive consideration of</td>
<td>Create jobs/restore economy</td>
</tr>
<tr>
<td>environmental consequences</td>
<td></td>
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<tr>
<td>Mutually supporting economic and</td>
<td>Improve resiliency and safety</td>
</tr>
<tr>
<td>environmentally sustainable</td>
<td></td>
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<tr>
<td>solutions</td>
<td>Preserve and protect the</td>
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<tr>
<td>Accountability for activities</td>
<td>Maintain global competitiveness</td>
</tr>
<tr>
<td>which may impact human and natural</td>
<td>Increase energy independence</td>
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<tr>
<td>environments</td>
<td></td>
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<tr>
<td>Collaborative leveraging of</td>
<td>Improve quality of life</td>
</tr>
<tr>
<td>scientific, economic, and social</td>
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<tr>
<td>knowledge to understand</td>
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<td>environmental context</td>
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<tr>
<td>Consideration of environment and</td>
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<td>risk management in context of</td>
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<tr>
<td>project and program lifecycle</td>
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<tr>
<td>Open, transparent process</td>
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<tr>
<td>respecting views of individuals</td>
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<tr>
<td>and groups interested in Corps</td>
<td></td>
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<tr>
<td>activities</td>
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REVIEWS

- FSM Guidance Memorandum: February 2008
- Tentatively Selected Plan (TSP) Milestone Meeting: May 2013
- LPP ASA(CW) Approval: May 2013
- Draft Report DQC/Legal Certification: May 2013
- Cost Certification/Value Engineering Analysis: 2013
- Final ATR/DQC/Legal Certification: February 2014
- ECO-PCX and HQ Approval for Use of Ecological Models: January 2014
- DE Transmittal Notice: February 2014
STUDY PHASE
- The Walla Walla MCX completed a CSRA and determined that a 26% contingency should be included
- State of the art modeling performed to evaluate potential impacts
- Project impacts evaluated independently and in combination with future water withdrawal and sea level rise
- VE Study, DQC, ATR and IEPR completed with improvements incorporated

CONSTRUCTION PHASE
- Risk register and risk management plan are living documents
- PED activities will include data collection, VE, and Industry Days
- Implement Lessons Learned from previous deepening contracts
- Best acquisition strategies developed to minimize costs and increase quality (e.g., structure, scope and number of contracts)
- Plans & Specifications for all contracts will undergo DQC, ATR, and BCOE reviews
PROJECT IMPLEMENTATION
(Key Dates)

Feasibility Phase:
- Chief of Engineers Report: April 2014
- OMB Review: May – August 2014
- ASA Process Report and Transmittal to Congress: September 2014

Preconstruction Engineering and Design (PED) Phase:
- Contributed Funds from JAXPORT: June 2014 – September 2015

Construction Phase:
- Subject to Authorization and Appropriations: 2016 – 2022
CONCLUSIONS

We Can’t Wait Project
- Selected in 2012 for the President’s “We Can’t Wait” Initiative reducing the study schedule by 14 months

National Infrastructure Improvements
- Recommended Plan: Deepen 7 feet from 40 to 47 feet
- Direct return on investment (BCR 2.7)

Economic benefit
- Project Cost at FY14 price levels yields $56M in net annual benefits

Comprehensive mitigation plan:
- Includes 638 acres of conservation land purchase
- Coordinated extensively with stakeholders

Project Support
- Study support and participation by Local community, state, and Federal agencies
- Committed stakeholders and non-federal sponsor (JAXPORT)
CLOSING COMMENTS
LESSONS LEARNED

- Aggressive Schedule: “We Can’t Wait” Initiative Challenges
  - Benefits of the Planning Charette
  - Moving Forward with Uncertainty
  - Public Perception
  - Agency Challenges

- Agency Involvement: Start early particularly under an aggressive schedule

- Public workshops and meetings: Recommended even when not required by policy