MEETING PROCEDURE

- All participants will be muted for the presentation.

- All question and comments should be entered via one of the following methods:
  1. Website: https://www.mvn.usace.army.mil/About/Projects/PONO-Deepening/
  2. Email: PONOStudy.publicreview@usace.army.mil
  3. Mail-in: U.S. Army Corps of Engineers
     Attention: Project Management
     CEMVN–PMR, Room 331,
     7400 Leake Avenue
     New Orleans, LA 70118

- Questions regarding the presentation will be responded directly to the submitter, and a list of those questions will be compiled and posted to the website.

- Formal comments on the report will be addressed in the final report.

PORT OF NEW ORLEANS ACCESS CHANNEL DEEPENING FEASIBILITY STUDY

Presenter: Darren Flick
Public Meeting
Date: May 2020

Project Manager: Kyle Burleigh
Plan Formulator: Darren Flick

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ACTION REQUESTED

- Present the Port of New Orleans Access Channel Deepening Project to the Public.
- Allow the Public to get information and make comments about the project.

NON-FEDERAL SPONSOR

Non-Federal Sponsor - The Port of New Orleans

AUTHORIZATION

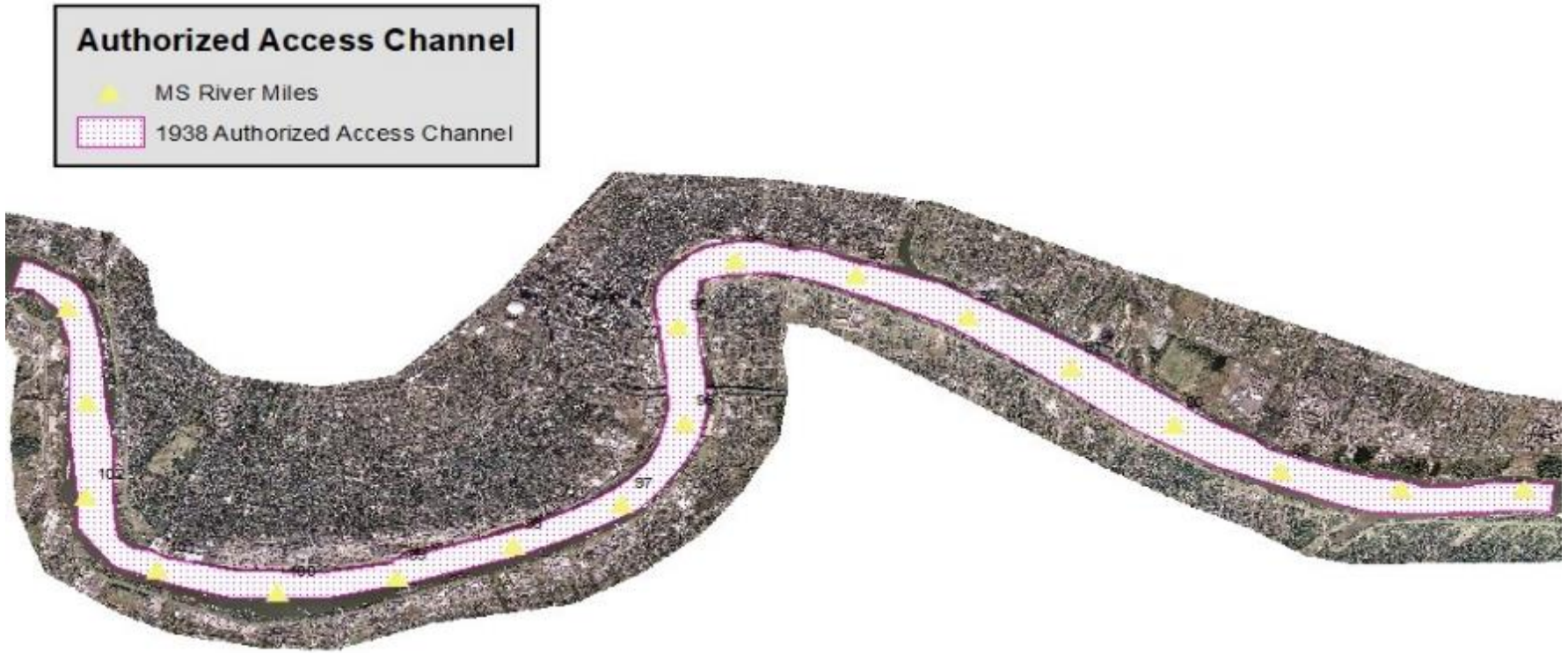
Present Authorization
The River and Harbor Act of 1938:

This Act authorized the project entitled “Mississippi River at and Near New Orleans, Louisiana,” as described in the report of the Chief of Engineers, published as House Document No 597, 75th Congress. The Act provided for a 35 foot by 1000 foot channel between the lower limits of the Port of New Orleans and Head of Passes on the Mississippi River; a 35 foot by 1,500 foot channel through the Port of New Orleans from RM 86.7 to RM 104.5; and a 35 foot by 500 foot channel between Baton Rouge and New Orleans.

Study Authorization
WRDA 2016, Section 1202(d)

MISSISSIPPI RIVER SHIP CHANNEL, GULF TO BATON ROUGE, LOUISIANA.—The Secretary shall conduct a study to determine the feasibility of modifying the project for navigation, Mississippi River Ship Channel, Gulf to Baton Rouge, Louisiana, authorized by section 201(a) of the Harbor Development and Navigation Improvement Act of 1986 (Public Law 99–662; 100 Stat. 4090), to deepen the channel approaches and the associated area on the left descending bank of the Mississippi River between mile 98.3 and mile 100.6 Above Head of Passes (AHP) to a depth equal to the Channel.

1938 AUTHORIZED ACCESS CHANNEL



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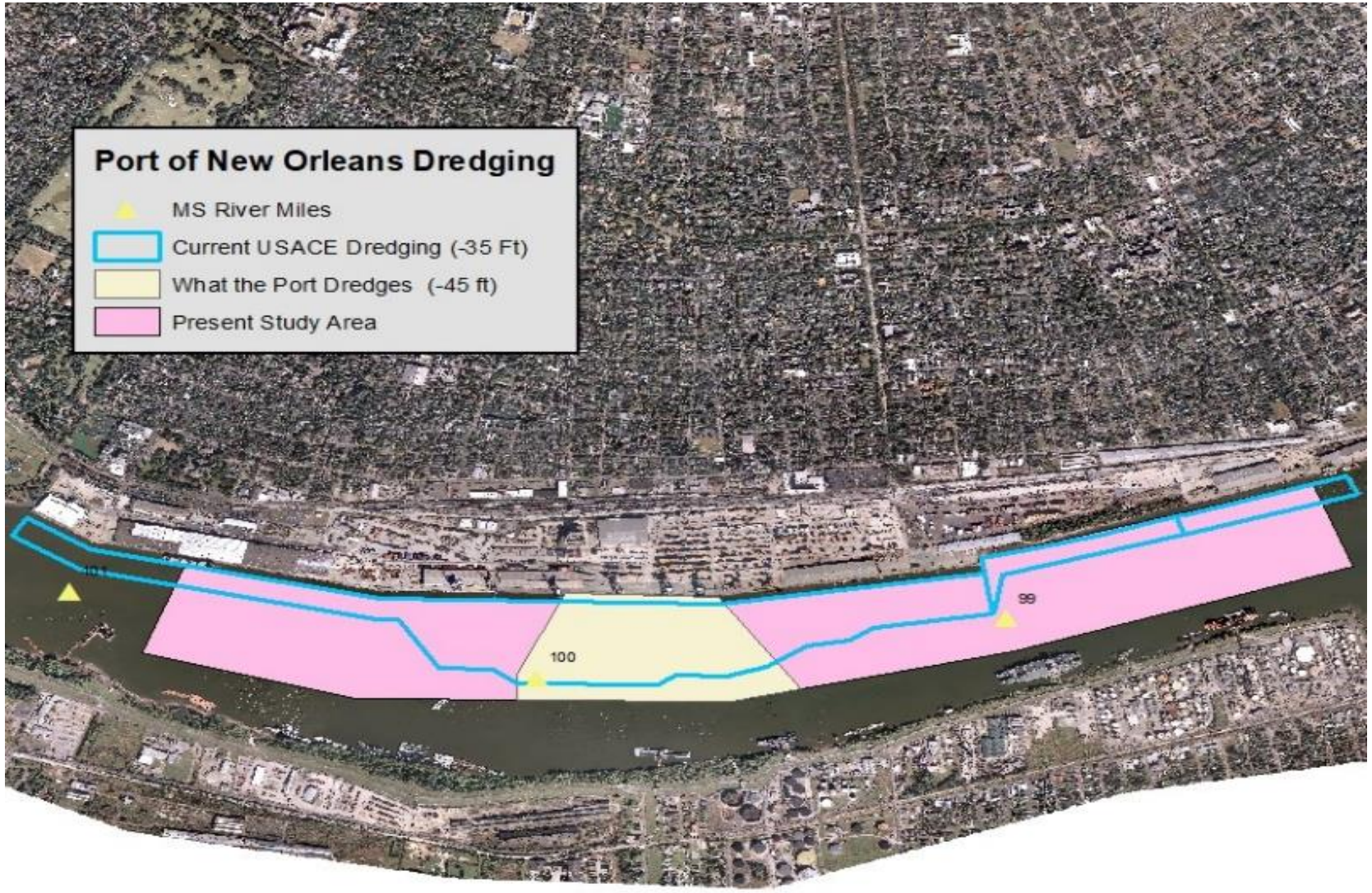
USACE CURRENT DREDGING



STUDY AREA

Port of New Orleans Deepening Feasibility Study

PROBLEMS AND OPPORTUNITIES

PROBLEMS

- The harbor access channel depth is currently authorized at a depth less than the authorized depth of the MRSC deep draft channel. This results in harbor access depth issues that effect vessel loading and potentially necessitates the need for alternate cargo offloading methods. This also prohibits deeper draft vessels from accessing the port.

OPPORTUNITIES

- Reduce transportation cost by deepening the access channel which eliminates the need for alternate cargo offloading and allows larger deep draft vessels to enter the port at the same depth as the ship channel.

FEDERAL INTEREST

- In 2017 the Port of New Orleans in was ranked number 4 in the U.S. in tonnage of cargo (around 90 million tons).
- The Port of New Orleans is the only U.S. deep-water port serviced by six Class One railroads.
- Together with the Port of Plaquemines, the Port of South Louisiana, and the Port of Baton Rouge, the Port of New Orleans is part of the largest port system in the world.
- Typical inbound cargo include: steel, coffee, furniture, natural rubber, forest products, and non-ferrous metals.
- Outbound cargo include: plastic resins, frozen poultry, and paper and pulp.

OBJECTIVES AND CONSTRAINTS

OBJECTIVES

- Reduce transportation cost related to the limiting depth of the Port of New Orleans access channel from RM 98.3 to RM 100.6.

CONSTRAINTS

- Avoid or minimize impacts to riverine and hurricane risk reduction system adjacent to the port.
- Avoid or minimize disruptions to port services.
- Avoid or minimize wharf stabilization issues at the Port of New Orleans.
- Avoid or minimize impacts to downstream navigational features. (Harvey Lock)

EXISTING PROJECT CONDITIONS

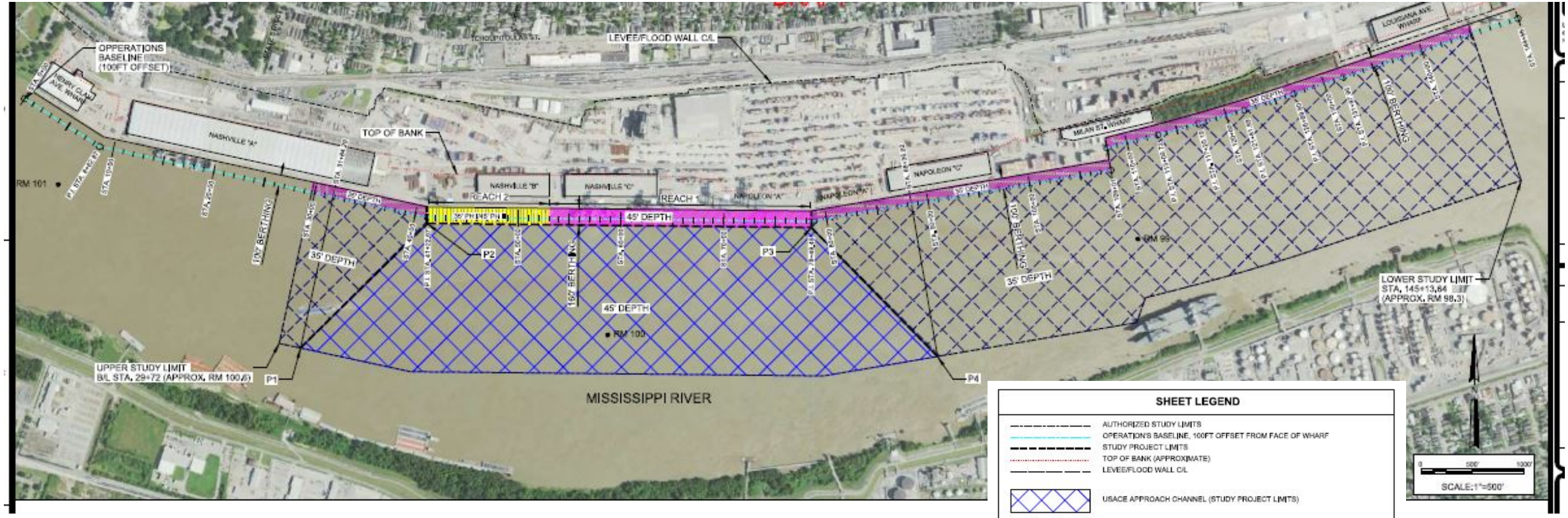
- For analysis a 35 ft depth MLG (37.2 ft below the Low Water Reference Plain (LWRP)*) between RM 98.3 to RM 99.5 and between RM 100.0 to 100.6. A 47 ft NGVD29 (48.4 ft LWRP) Depth between RM 99.5 and RM 100.0 to best reflect typical operating condition.

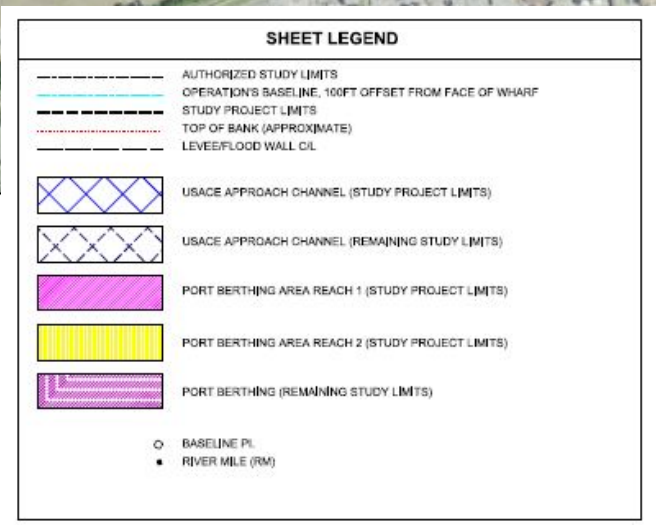
* Low Water Reference Plain (2007) = (0.6 NAVD88)

FUTURE WITHOUT PROJECT CONDITIONS

- A -35 ft MLG between RM 98.3 to RM 99.5 and RM 100.0 to RM 100.6 the access channel of the Port of New Orleans in the study area.
- The Port of New Orleans is likely to continue to maintain a -45 ft NGVD29 from RM 99.5 to RM 100.0 as necessary and as funds are available.
- Continue alternate methods to get cargo to the port.

ALTERNATIVE LOCATIONS





- Note: All the Alternatives have the same foot print.

FINAL ARRAY ALTERNATIVE DESCRIPTION

Reaches	Alternative 1 (35’)	Alternative 2 (40’)	Alternative 2a (43’)	Alternative 3 (45’)	Alternative 3a (48’)	Alternative 4 (50’)
Phase I (Reach 1)						
From Station 41+22.67 to 78+49.49 (RM 99.5 to RM 100.4)	35 ft deep from the front of the wharfs to 1,500 ft into the channel.	40 ft deep from 160 ft in the front of wharf to 1,500 ft into the channel.	43 ft deep from 160 ft in the front of wharf to 1,500 ft into the channel.	45 ft deep from 160 ft in the front of wharf to 1,500 ft into the channel.	48 ft deep from 160 ft in the front of wharf to 1,500 ft into the channel.	50 ft deep from 160 ft in the front of wharf to 1,500 ft into the channel.
From Station 53+00.00 to 78+49.49 (RM 99.5 to RM 100.1)	35 ft deep from the front of the wharfs to 1,500 ft into the channel.	40 ft deep from the front of the wharf to 160 ft into the channel.	43 ft deep from the front of the wharf to 160 ft into the channel.	45 ft deep from the front of the wharf to 160 ft into the channel.	48 ft deep from the front of the wharf to 160 ft into the channel.	50 ft deep from the front of the wharf to 160 ft into the channel.
Phase II (Reach 2)						
From Station 41+22.67 to 53+00.00 (RM 100.1 to RM 100.4)	35 ft deep from the front of the wharfs to 1,500 ft into the channel.	40 ft deep from the front of the wharf to 160 ft into the channel.	43 ft deep from the front of the wharf to 160 ft into the channel.	45 ft deep from the front of the wharf to 160 ft into the channel.	48 ft deep from the front of the wharf to 160 ft into the channel.	50 ft deep from the front of the wharf to 160 ft into the channel.
Res to the Study Area						
RM 98.3 to RM 99.5 and RM 100.3 to RM 100.6	35 ft deep from the front of the wharfs to 1,500 ft into the channel.					

ALTERNATIVE COMPARISON

Port of New Orleans Deepening Average Annual Benefits and Costs (2.75%)					
Access Channel Alternative	Alternative 2 (40')	Alternative 2a (43')	Alternative 3 (45')	Alternative 3a (48')	Alternative 4 (50')
First Cost of Construction	$5,457,488	$5,918,257	$6,885,191	$8,451,087	$8,909,315
Interest During Construction	$74,532	$80,824	$94,029	$115,414	$121,672
Total Investment	$5,532,020	$5,999,081	$6,979,220	$8,566,501	$9,030,987
Average Annual Construction Cost	$206,641	$223,941	$260,405	$320,510	$339,863
Average Annual Increm. O&M	$126,642	$126,642	$138,257	$259,183	$391,530
Total Average Annual Cost	$333,283	$350,583	$398,662	$580,034	$731,393
Total Average Annual Benefits	N/A*	$1,859,116	$3,893,117	$26,979,887	$35,860,251
Net Excess Benefits	N/A*	**1,508,578**	**$3,494,455**	**$26,399,853**	**$35,128,251**
B/C Ratio	N/A*	**5.3**	**9.8**	**46.5**	**49.0**

* Because all the docks in question are being utilized at a depth of 40' or greater (according to the empirical data from the Port and Waterborne Commerce), there are no benefits associated with deepening when we look at the existing data.

PLAN SELECTION

- The Tentatively Selective Plan is Alternative 4 (50')
- Alternative 4 (increasing the access channel to 50 ft) produces the greatest Net Benefits:
  - ~$35.860 million Expected Net Benefit
  - Benefit to cost ratios for TSP/NED is 49.0.
  - Exceeds Net Benefits for alternative 3a by ~$8.7M
- Alternative 4 (increasing the access channel to 50 ft) still produces the greatest Net Benefits:
  - If the port does not correct the Napoleon A Wharf's slope stability, it could be restricted to the existing condition depth and the benefits could be reduced by ~20%. If this were to happen there is still ~$28.688 million Expected Net Benefits with a B/C Ratio of 39.2 and it would still the TSP/NED Plan.

    Alternative 3a will be affected in the same manner due to the restriction.

ENVIRONMENTAL CONSIDERATIONS

- Overall project related impacts would be temporary in nature and confined primarily to previously dredged water bottoms. All Dredging Alternatives would have similar minimal impacts on the environment. Preliminary environmental review did not identify any significant environmental impacts. Therefore, an EA was prepared in lieu of an EIS. A FONSI is anticipated unless information obtained during the public comment period identifies previously unknown significant impacts.

- CEMVN published a Notice of General Scoping dated October 23, 2019 soliciting public comment with no significant, relevant comments received.

- Environmental Compliance – Coordination with relevant agencies has been completed or is ongoing. The following requirements would be addressed prior to finalization of the feasibility report: Section 404(b)(1) Evaluation; Sec. 401 WQC; Coastal Zone Consistency; Section 7 ESA; EFH and Sec. 106. Compensatory mitigation would not be required for any alternatives.

- National Historic Preservation Act – There are no historic properties identified in the Area of Potential Effect. The State Historic Preservation Officer and Federally-recognized Tribes are being consulted pursuant to Section 106 of the National Historic Preservation Act for a finding of no adverse effect to historic properties.

PATH FORWARD TO AGENCY DECISION (ADM)

- Perform Concurrent Reviews (Public, ATR, and Policy).
- Public Review starts April 27, 2020
- Virtual Public Meeting May 13, 2020
- Public Review Ends May 27, 2020
- Agency Decision Milestone August 28, 2020

STUDY SCHEDULE

Milestone	Target	Locked
Feasibility Cost Sharing Agreement Signed	27 FEB 2019 (A)	27 FEB 2019 (A)
Alternatives Milestone	28 MAY 2019	28 MAY 2019
Tentatively Selected Plan Milestone	27 FEB 2020	27 FEB 2020
Draft Report Released – Start of Public/Concurrent Review	APR 2020	27 APR 2020
Agency Decision Milestone	AUG 2020	28 AUG 2020
District Engineer's Transmittal of Final Report Package	AUG 2021	14APR 2021
Division Engineer's Transmittal of Final Report Package	AUG 2021	30 AUG 2021
Chief of Engineer's Report Signed	FEB 2022	25 FEB 2022

QUESTIONS AND COMMENTS

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End of
Presentation