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
• 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 - 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

Authorized Access Channel

MS River Miles

1938 Authorized Access Channel
Port of New Orleans Dredging

- MS River Miles
- Current USACE Dredging (-35 ft)
- What the Port Dredges (-45 ft)
- Present Study Area
STUDY AREA

Port of New Orleans Deepening Feasibility Study

Port of New Orleans Study
River Miles
- Mississippi River
- Present Study Area
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.
• Note: All the Alternatives have the same footprint.
# FINAL ARRAY ALTERNATIVE DESCRIPTION

<table>
<thead>
<tr>
<th>Reaches</th>
<th>Alternative 1 (35’)</th>
<th>Alternative 2 (40’)</th>
<th>Alternative 2a (43’)</th>
<th>Alternative 3 (45’)</th>
<th>Alternative 3a (48’)</th>
<th>Alternative 4 (50’)</th>
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<tbody>
<tr>
<td><strong>Phase I (Reach 1)</strong></td>
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<tr>
<td>From Station 41+22.67 to 78+49.49 (RM 99.5 to RM 100.4)</td>
<td><strong>35’ deep from the front of the wharfs to 1,500 ft into the channel.</strong></td>
<td><strong>40’ deep from the front of the wharf to 1,500 ft into the channel.</strong></td>
<td><strong>43’ deep from the front of the wharf to 1,500 ft into the channel.</strong></td>
<td><strong>45’ deep from the front of the wharf to 1,500 ft into the channel.</strong></td>
<td><strong>48’ deep from the front of the wharf to 1,500 ft into the channel.</strong></td>
<td><strong>50’ deep from the front of the wharf to 1,500 ft into the channel.</strong></td>
</tr>
<tr>
<td>From Station 53+00.00 to 78+49.49 (RM 99.5 to RM 100.1)</td>
<td><strong>35’ deep from the front of the wharfs to 1,500 ft into the channel.</strong></td>
<td><strong>40’ deep from the front of the wharf to 160 ft into the channel.</strong></td>
<td><strong>43’ deep from the front of the wharf to 160 ft into the channel.</strong></td>
<td><strong>45’ deep from the front of the wharf to 160 ft into the channel.</strong></td>
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<tr>
<td><strong>Phase II (Reach 2)</strong></td>
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<tr>
<td><strong>Res to the Study Area</strong></td>
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</tr>
<tr>
<td>RM 98.3 to RM 99.5 and RM 100.3 to RM 100.6</td>
<td><strong>35’ deep from the front of the wharfs to 1,500 ft into the channel.</strong></td>
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**BUILDING STRONG® and Taking Care of People!**
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.
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 be 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
<table>
<thead>
<tr>
<th>Milestone</th>
<th>Target</th>
<th>Locked</th>
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<tbody>
<tr>
<td>Feasibility Cost Sharing Agreement Signed</td>
<td>27 FEB 2019 (A)</td>
<td>27 FEB 2019 (A)</td>
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<tr>
<td>Alternatives Milestone</td>
<td>28 MAY 2019</td>
<td>28 MAY 2019</td>
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<tr>
<td>Tentatively Selected Plan Milestone</td>
<td>27 FEB 2020</td>
<td>27 FEB 2020</td>
</tr>
<tr>
<td>Agency Decision Milestone</td>
<td>AUG 2020</td>
<td>28 AUG 2020</td>
</tr>
<tr>
<td>District Engineer’s Transmittal of Final Report Package</td>
<td>AUG 2021</td>
<td>14 APR 2021</td>
</tr>
<tr>
<td>Division Engineer’s Transmittal of Final Report Package</td>
<td>AUG 2021</td>
<td>30 AUG 2021</td>
</tr>
<tr>
<td>Chief of Engineer’s Report Signed</td>
<td>FEB 2022</td>
<td>25 FEB 2022</td>
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QUESTIONS AND COMMENTS

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End of Presentation