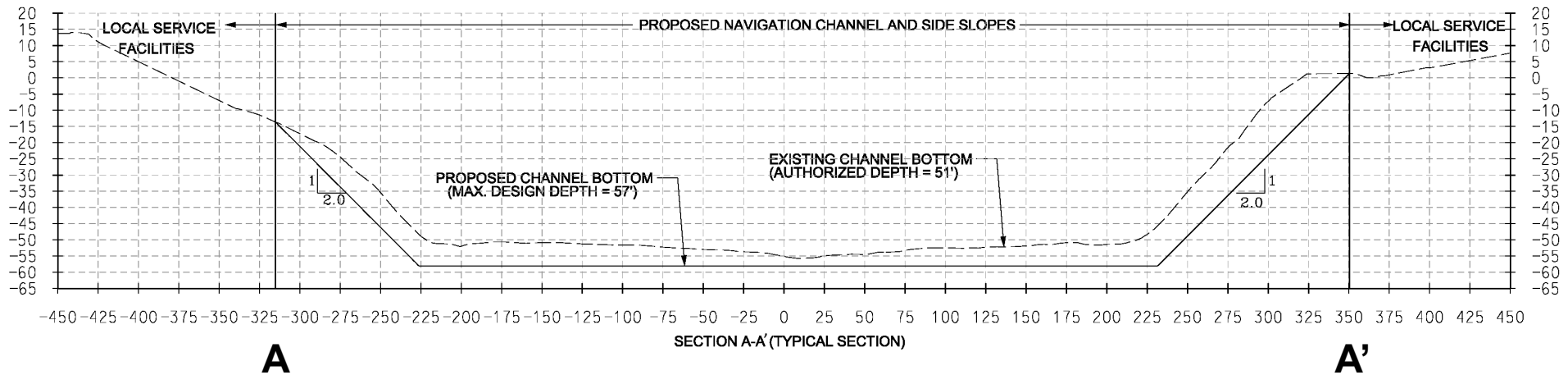
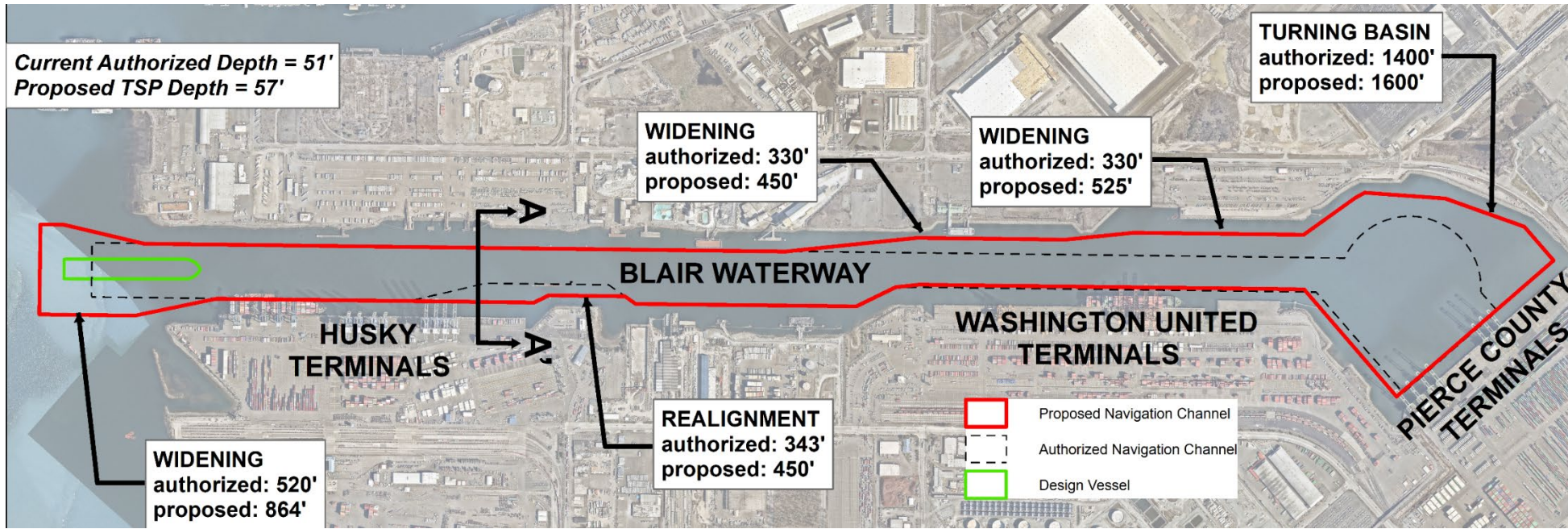


Tentatively Selected Plan (TSP)



Corps Study Process

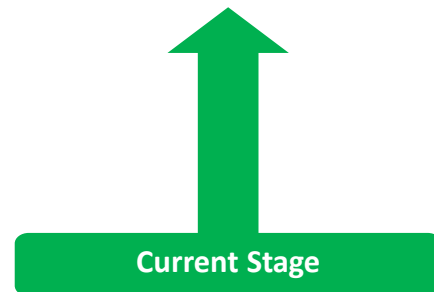


- Data gathering
- Request public input on study area issues for consideration

- Evaluate alternatives
- Recommend a plan
- Draft report / National Environmental Policy Act (NEPA) document
- Opportunity for public review & comment

- Finalize report and release for public review

- Send final report to Congress for approval and funding



Environmental and Cultural Resources Status

Scoping

- Public input on study area problems and issues for further consideration
- Data gathering
- Environmental coordination began

Resources Analyzed for Impacts

- Navigation and Economic Conditions
- Hydraulics and Geomorphology
- Water Quality
- Air Quality
- Greenhouse Gas Emissions
- Sea Level Change
- Underwater Noise
- Hazardous, Toxic, and Radiological Waste
- Benthic Organisms
- Fish
- Wildlife
- Threatened and Endangered Species
- Cultural Resources
- Public Health and Safety

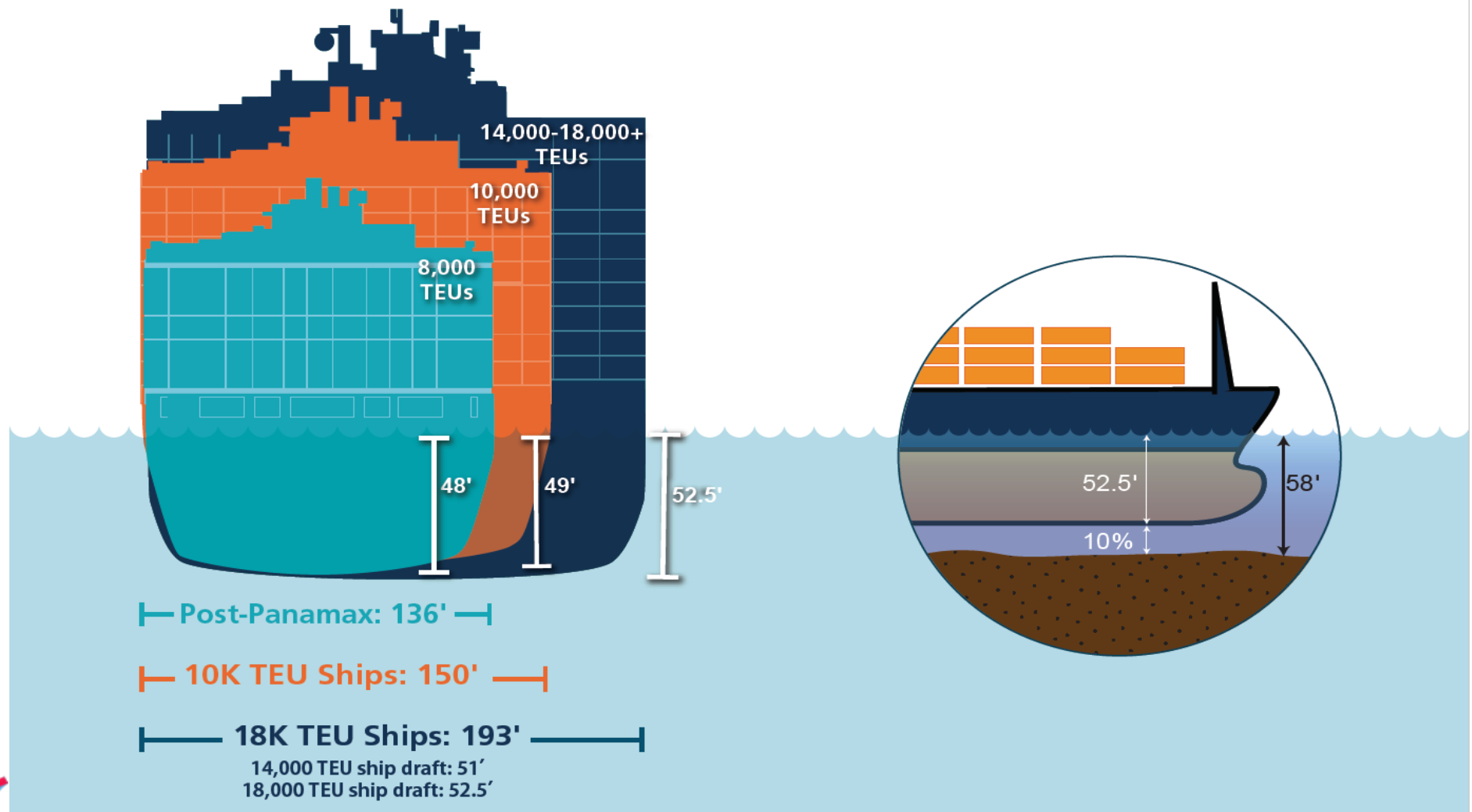
Current Status

- Draft Feasibility Report and Environmental Assessment (FR/EA) released for public review & comment
- State Historic Preservation Office (SHPO) Section 106 consultation letter sent
- Tribal project notification letters sent
- SHPO concurrence on area of potential effect and finding of No Historic Properties Affected
- Fish and Wildlife Coordination Act Planning Aid Letter received
- Submit Biological Assessment early 2020

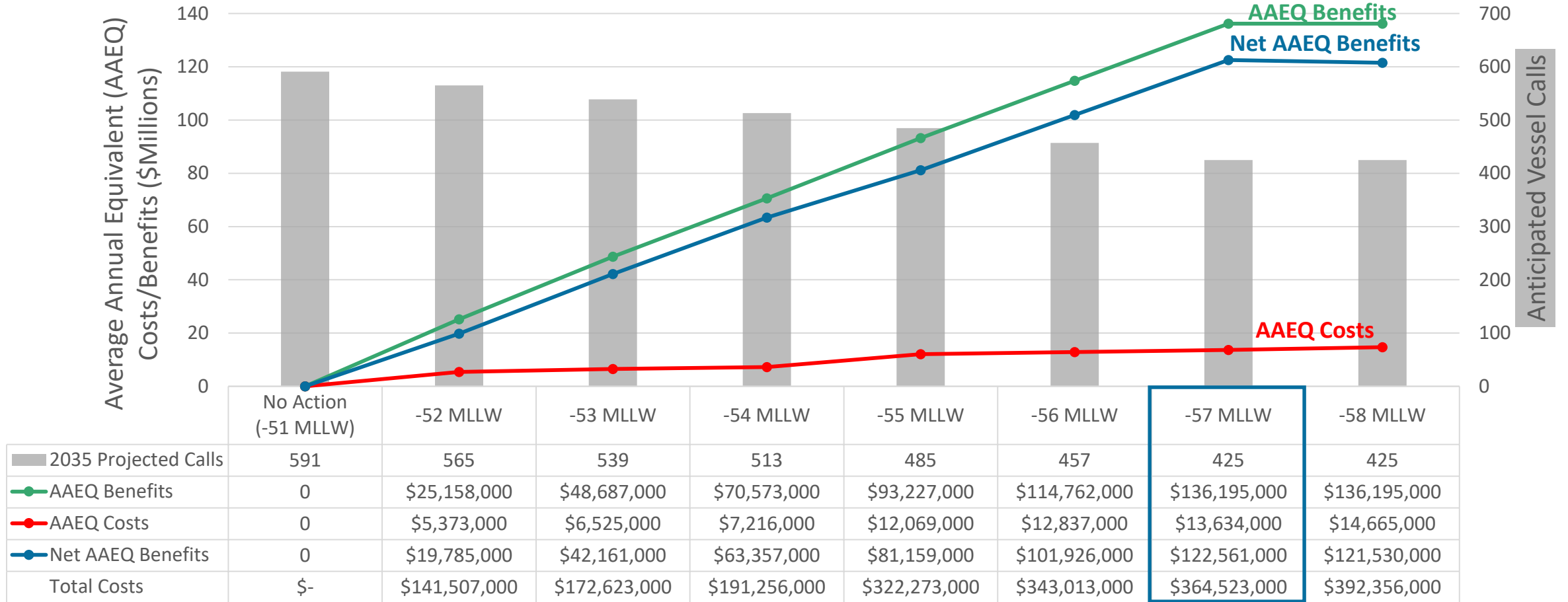
Future Steps

- Review and incorporate comments received during public review into final FR/EA
- Final FR/EA released
- Seek a Water Quality Certification and Coastal Zone Management Act consistency determination concurrence from WA Department of Ecology
- Full sediment characterization with archaeological monitoring
- Complete Endangered Species Act consultation

Vessel Size Progression

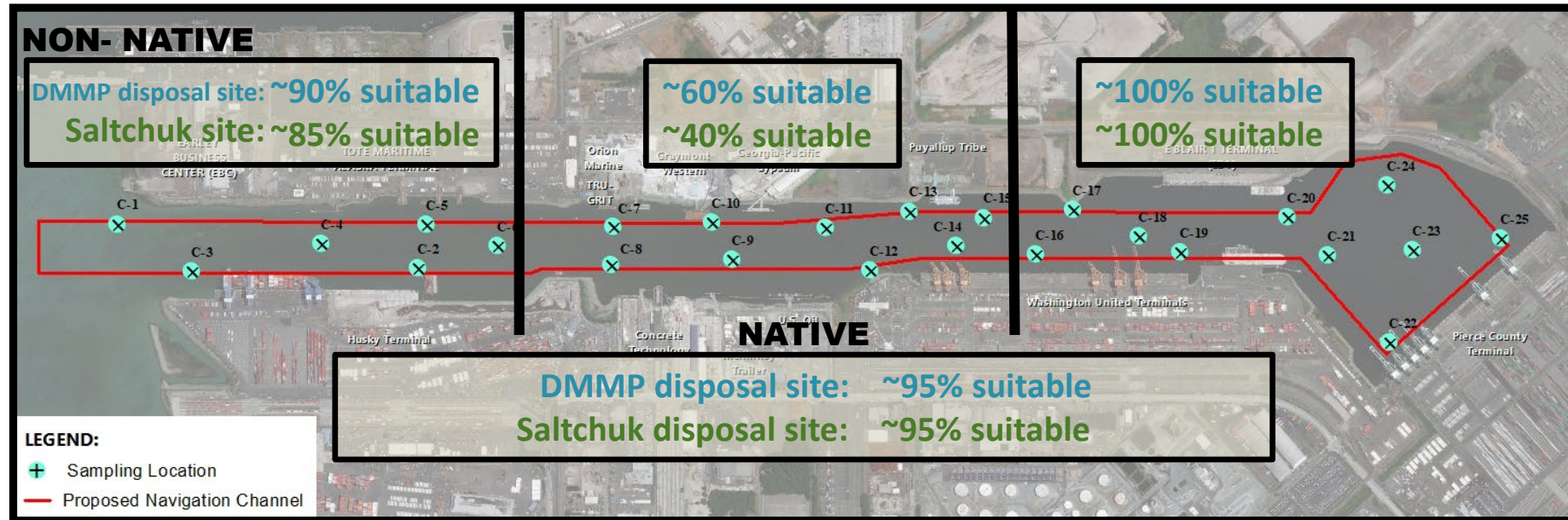


National Transportation Cost Savings Benefits



- Channel deepening allows larger vessels to load more cargo per trip, leading to fewer required trips to transport the same volume of cargo (*national transportation cost savings benefits*).
- The study recommends the plan which maximizes net transportation cost savings benefits (benefits minus channel deepening costs) = **-57' MLLW**.

Dredged Material Evaluation and Results



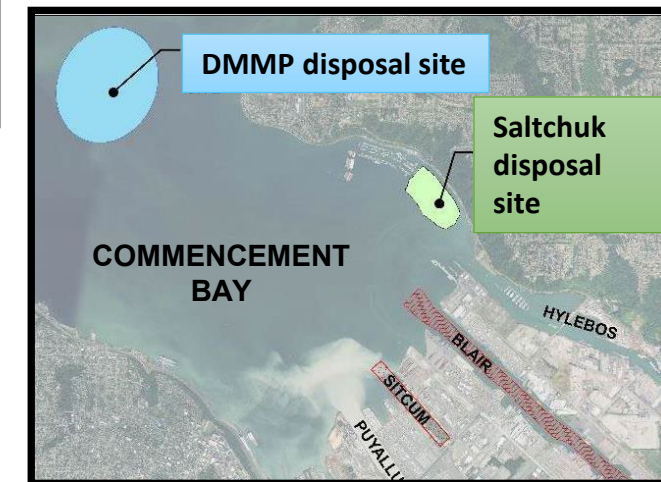
ESTIMATED DISPOSAL VOLUMES

National Economic Development (NED) Plan
(-57 ft MLLW)

Total volume	2,803,000 CY
DMMP disposal site	Up to 2,412,000 CY
Upland facility	392,000 CY
Saltchuk disposal site	Up to 1,850,000 CY

SUITABILITY

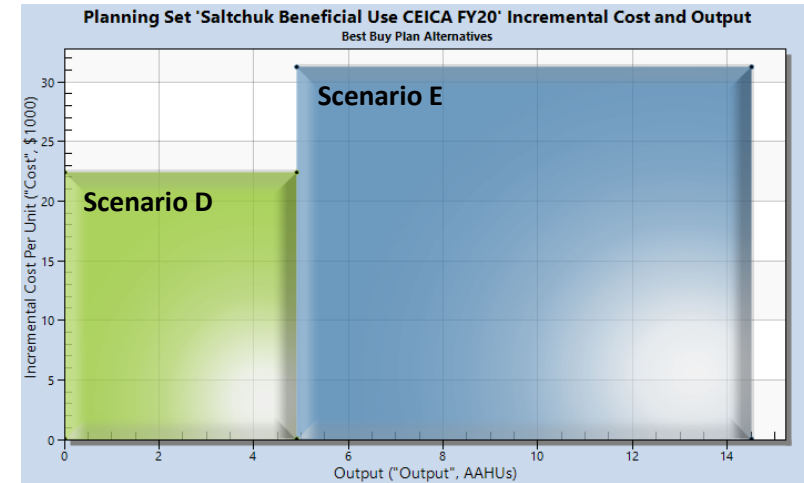
- *Suitability* refers to whether dredged material is acceptable for placement at a specific location. The study is evaluating suitability for in-water, upland, and beneficial use disposal; Material unsuitable for in-water disposal will be disposed of in an appropriate upland facility
- Conducted feasibility-level sediment sampling (25 cores) and partial Dredged Material Management Program (DMMP) testing (63 analyses) in Feb-June 2019
- The majority of sediment below -54 ft MLLW is clean native material
- Confirmed majority of material is suitable for in-water disposal and/or beneficial use at Saltchuk disposal site
- Evaluation of beneficial use at Saltchuk disposal site is ongoing; material not suitable for disposal at Saltchuk, but suitable for in-water disposal, will be placed at the DMMP disposal site
- Full DMMP testing and suitability determination will be completed prior to dredging during Pre-construction Engineering and Design (PED) phase



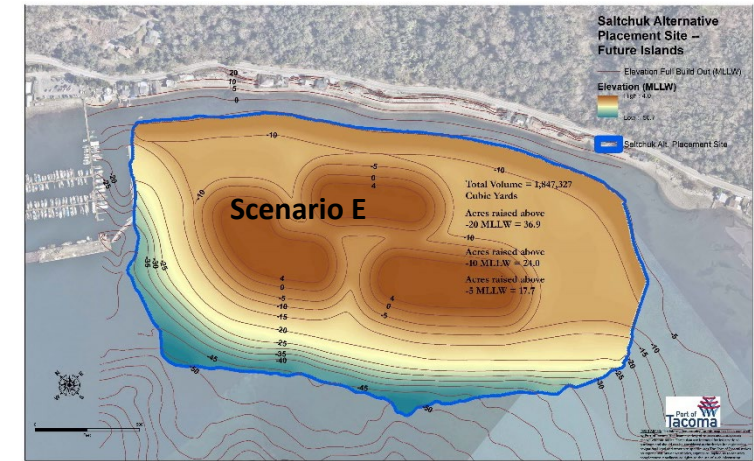
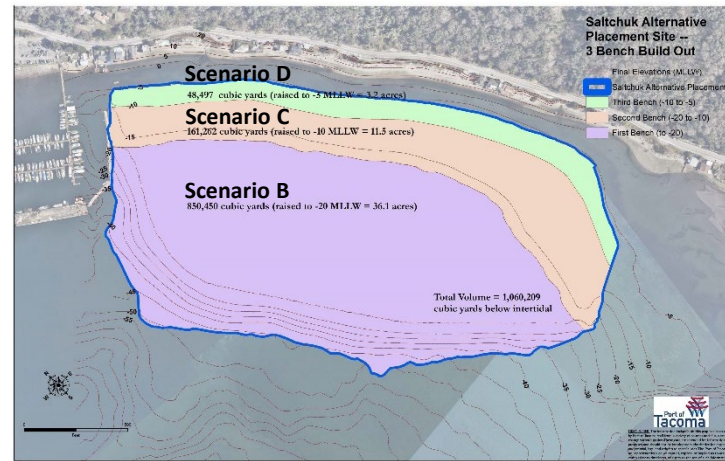
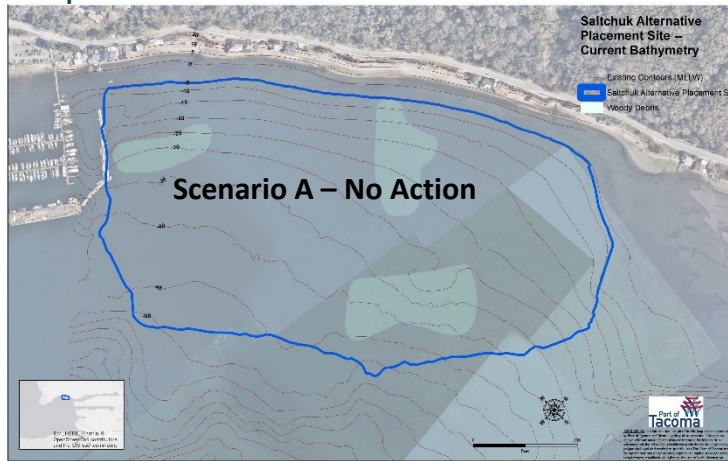
Proposed Saltchuk Beneficial Use Scenarios & Cost Effectiveness

Analysis

Scenario	Description	Incremental			Cost	
		Project First Cost over Base Plan (\$1000)	Cost (AAEQ Cost in \$1000)	Benefit (Net AAHU Gain)	Average Cost (\$1000/AAHUs)	Effective? / Best Buy?
A	No Action	\$0	\$0	0	\$0	Yes / Yes
B	Bench 1	\$1,240	\$48	0.4	\$120	Yes / No
C	Benches 1 and 2	\$2,352	\$91	3.6	\$25	Yes / No
D	Benches 1, 2 and 3	\$2,839	\$110	4.9	\$22	Yes / Yes
E	All benches and islands	\$10,631	\$410	14.5	\$28	Yes / Yes



Proposed Scenarios



Evaluation of disposal at the Saltchuk site for beneficial use is ongoing. The Corps will complete evaluation to determine a recommended disposal plan during the feasibility study. The recommended plan will be included in the final Feasibility Report/Environmental Assessment.

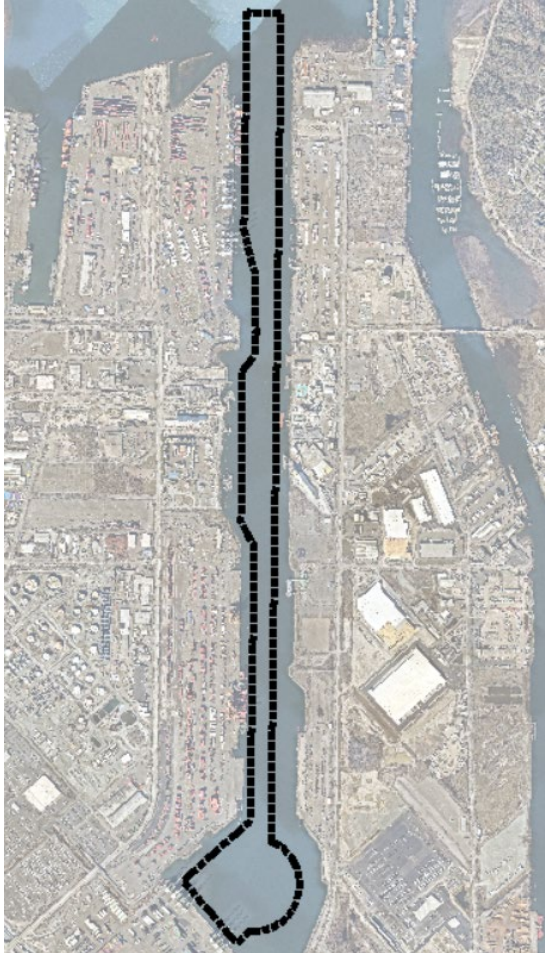


CE/ICA = cost effectiveness and incremental cost analysis; AAEQ = average annual equivalent; AAHUs = average annual habitat units, also referred to as benefits or outputs

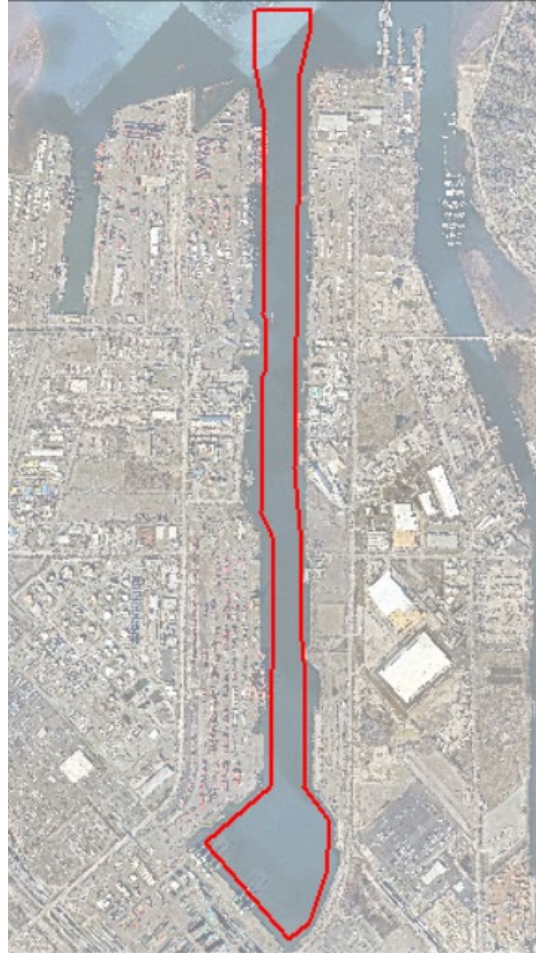


Final Array of Alternatives

- Alternative 1 – No Action (current depth: -51ft., MLLW)



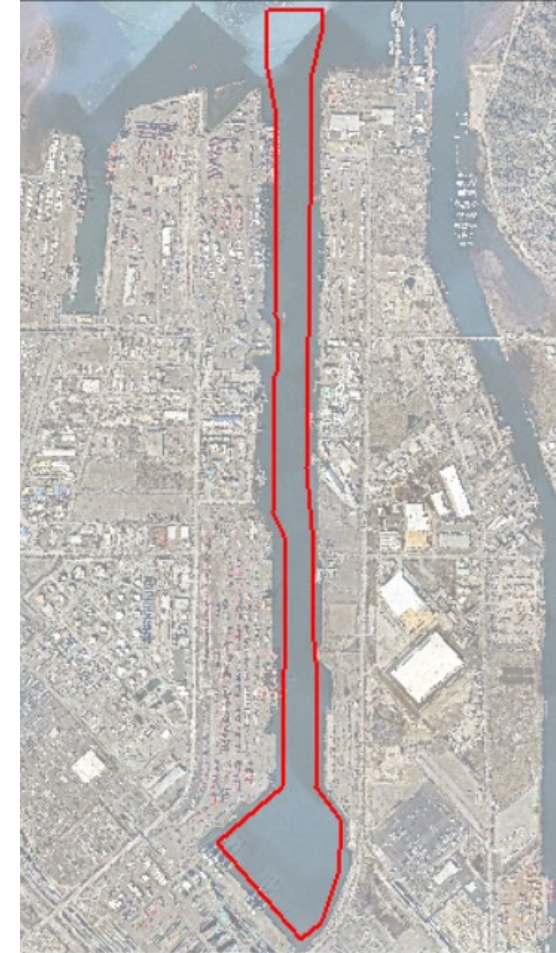
- Alt. 2 – Blair Waterway Deepening (up to -58 ft., MLLW)



- Alt. 2a – Blair Waterway Deepening **through Husky Terminal** (-58 ft., MLLW)



- Alt. 2b – Blair Waterway (NED) Deepening (-57 ft., MLLW)



How to Submit Comments:

Verbal Comments

- Please sign-in to submit a verbal comment at this event
- Verbal comments are limited to 3 minutes per person
- Verbal comments will be recorded for the formal record and printed in the final report

Written Comments

- Written comments are also welcome today
 - Comment cards are in the back of the room
- Comments can also be submitted via email
 - TacomaHarbor@usace.army.mil
- Comments are also accepted through the mail:

U.S. Army Corps of Engineers
ATTN: CENWS-PMP
P.O. Box 3755
Seattle, WA 98124

Comment Period: 18 December 2019 – 16 February 2020



**US Army Corps
of Engineers®**