

TACOMA HARBOR, WA DEEP DRAFT NAVIGATION FEASIBILITY STUDY

TENTATIVELY SELECTED PLAN PUBLIC INFORMATION MEETING

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January 15, 2020



US Army Corps
of Engineers®





AGENDA



Open House

- Sign up to make a comment

Presentation

- Introductions
- Background
- Alternatives Considered
- Tentatively Selected Plan
- Path Forward

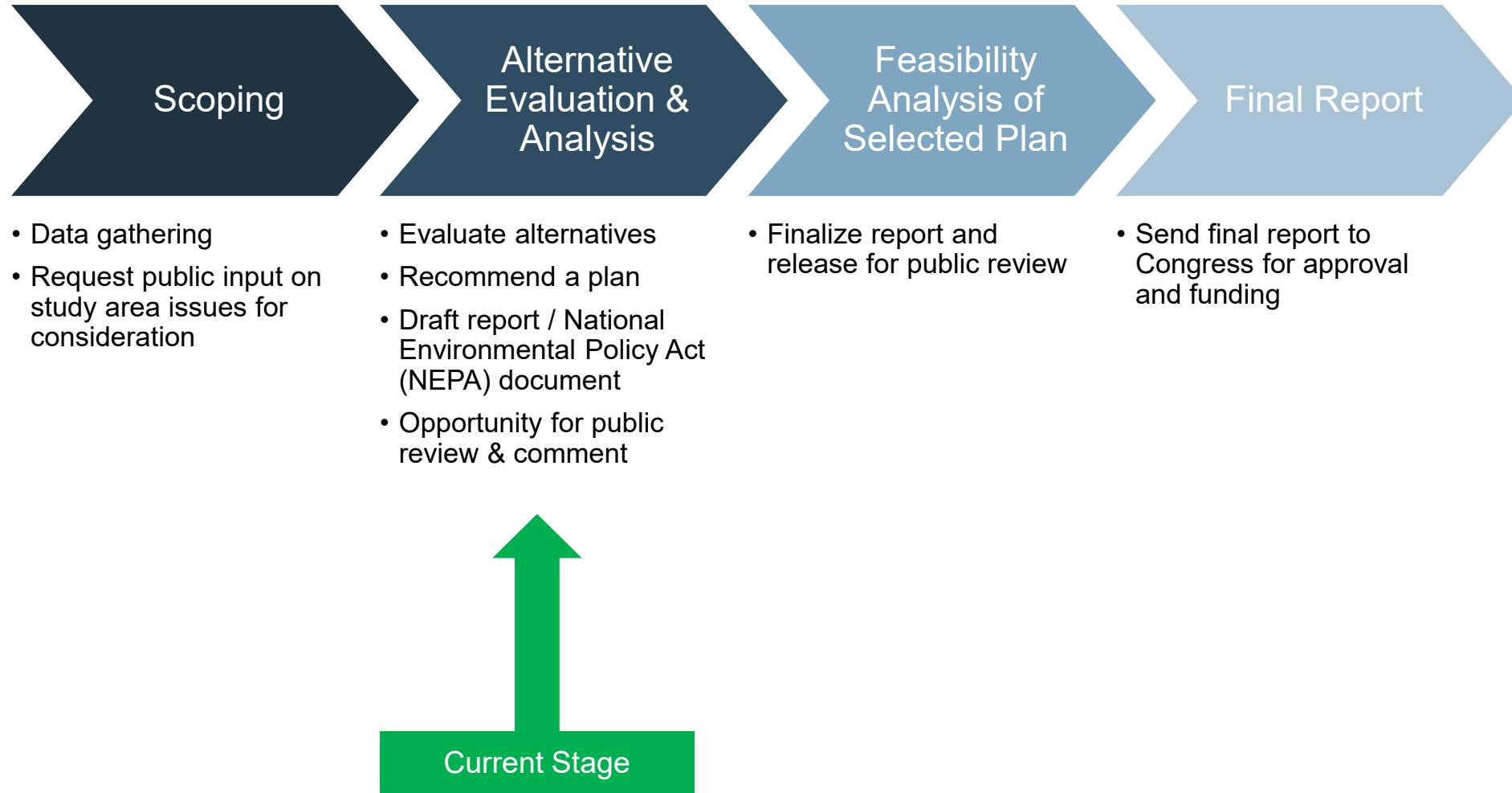
Formal Comments

- Ground Rules
- Tonight: verbal or written
- Future: mail or email





CORPS STUDY PROCESS





STUDY AUTHORITY AND SPONSOR

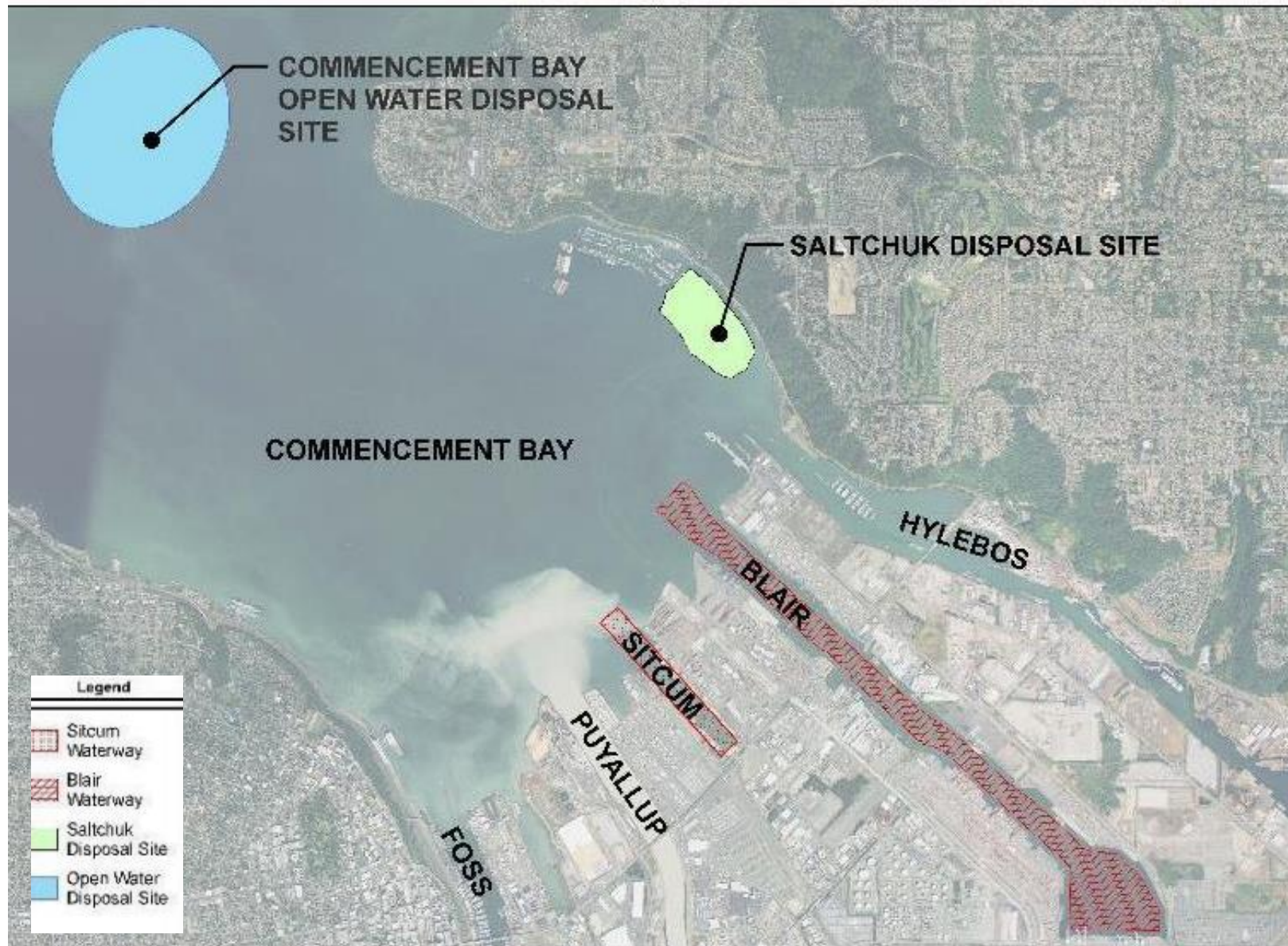


Authority: Section 209, Rivers and Harbors Act of 1962, Public Law 87-874

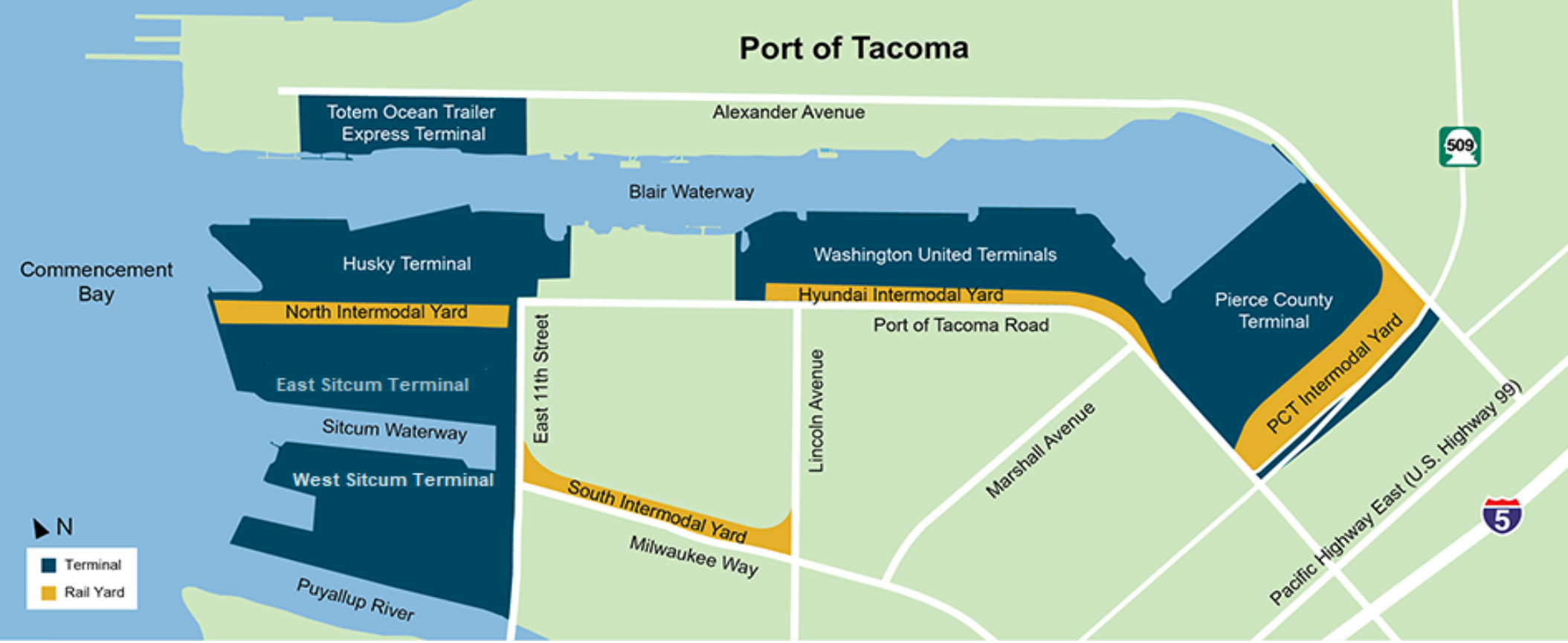
Non-Federal Sponsor: Port of Tacoma



TACOMA HARBOR STUDY AREA



BLAIR WATERWAY TERMINALS





PROBLEMS & OBJECTIVES



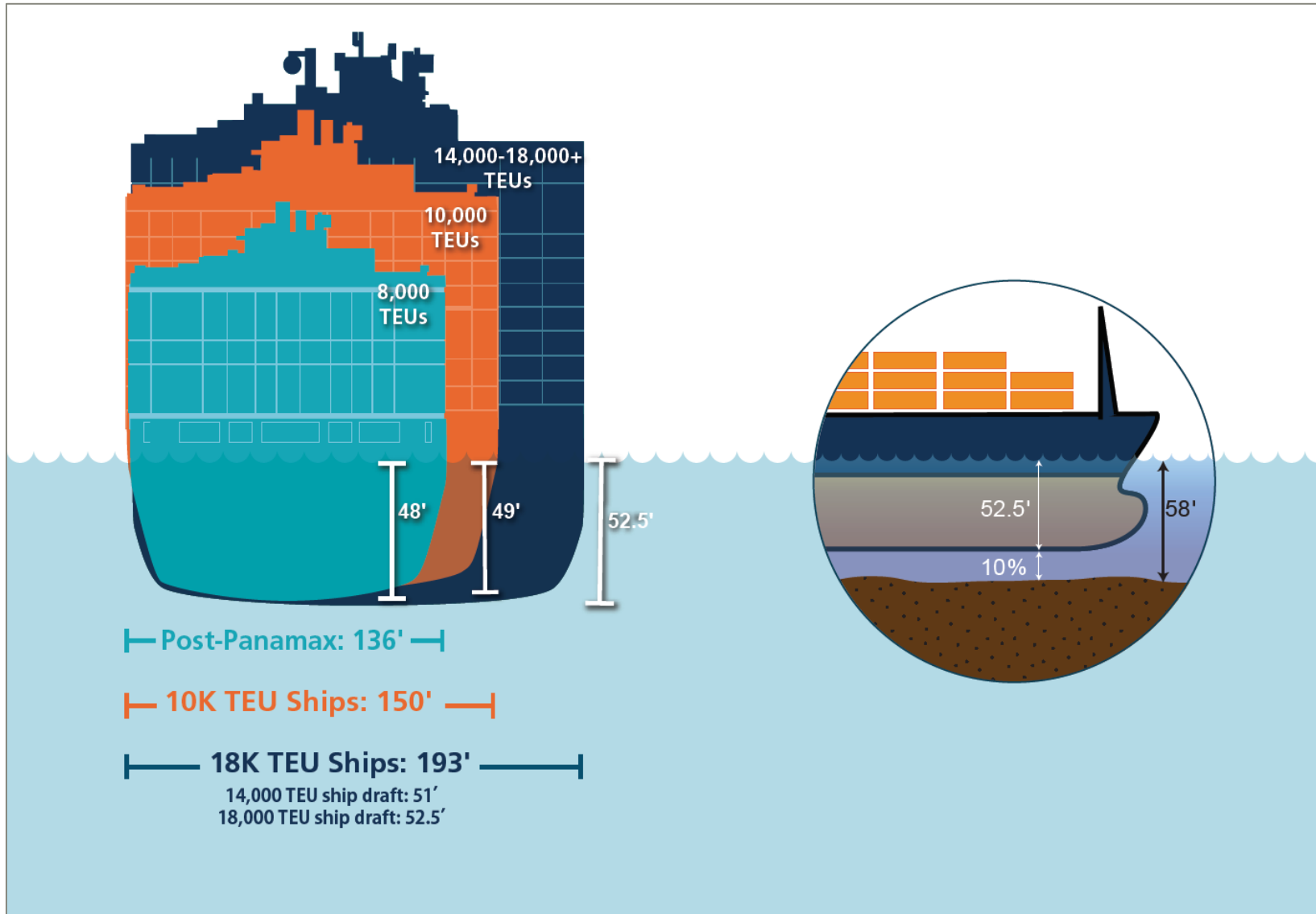
Problems:

- The authorized depth for the Blair Waterway is -51 feet MLLW and the existing depth of the non-federal Sitcum Waterway is -51 feet MLLW. Container ships currently experience tidal restrictions, causing lost transportation efficiencies and lost cost efficiencies at Tacoma Harbor.
- Ships at Tacoma do not realize economies of scale afforded by the larger container ships projected to call in the future. Tide restrictions, light loading, or other operational inefficiencies will be more impactful for the future fleet.

Objectives:

- Achieve transportation cost savings through increased economic efficiencies at the Blair and Sitcum waterways of Tacoma Harbor over the 50-year period of analysis.
- To the extent practicable, consider ancillary environmental benefits over the 50-year period of analysis within the study area of the project.

ECONOMIC DESIGN VESSEL





FINAL ARRAY OF ALTERNATIVES



Alternative 1: No-Action Alternative

Alternative 2: Blair Waterway Deepening up to -58 feet MLLW

Alternative 2a: Blair Waterway Deepening through Husky Terminal up to -58 feet MLLW

Alternative 2b: Blair Waterway Deepening to -57 feet MLLW (National Economic Development (NED) Plan)



ALT 1: NO-ACTION ALTERNATIVE

Length: 2.75 miles

Depth: -51 feet MLLW

Width: Varies through channel

Continue standard operations at Port with no improvements to Federal navigation channel

Assumes minimal maintenance dredging (none since 2001)





ALT 2: BLAIR WATERWAY DEEPENING UP TO -58 FT

Length: 2.75 miles

Depth: -52 feet to -58 feet
MLLW

Width: Varies through
channel based on ship
simulation

Assume 2:1 side slope
throughout





ALT 2A: BLAIR WATERWAY DEEPENING THROUGH HUSKY TERMINAL

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Length: 4,750 feet

Depth: -52 feet to -58 feet
MLLW

Width: Varies from entrance
through Husky Terminal based
on ship simulation





ALT 2B: BLAIR WATERWAY DEEPENING TO -57 FT (NED)

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Length: 2.75 miles

Depth: -52 feet to -57 feet
MLLW

Width: Varies through
channel based on ship
simulation

Assume 2:1 side slope
throughout, except four
areas



NED: National Economic Development Plan



TENTATIVELY SELECTED PLAN (TSP)



National Economic Development (NED) Plan: -57 feet MLLW throughout Blair Waterway

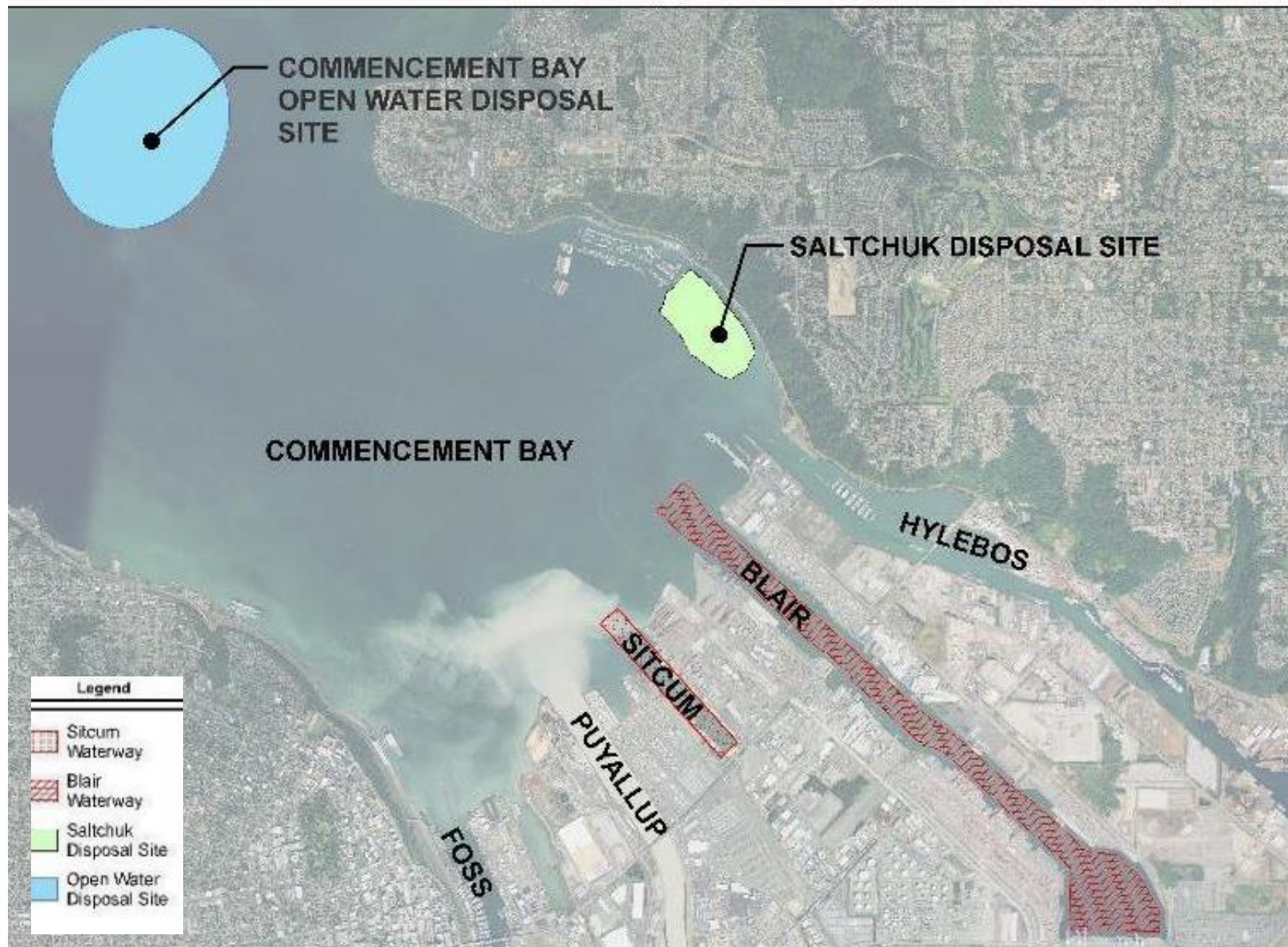
Base plan: Open-water placement at Commencement Bay

Beneficial use: Placement at Saltchuk site based on preliminary results, pending model approval and further analysis

No Locally Preferred Plan identified at this time

The TSP is the Agency Preferred Alternative, which is the alternative that the Corps has concluded would fulfill its statutory mission and responsibilities, giving consideration to economic, environmental, technical, and other factors.

TACOMA HARBOR OPEN WATER DISPOSAL





DREDGED MATERIAL AND DISPOSAL PLAN

Suitability

- Conducted feasibility-level sediment sampling and partial Dredged Material Management Program (DMMP) testing (Feb-June 2019)
- The majority of the sediment that would be dredged is clean native material, especially below -54 ft. MLLW
- Confirmed material acceptable for open-water disposal or beneficial use
- Full DMMP suitability determination will be done in Pre-construction, Engineering, and Design (PED) phase

Assumptions

Material suitable for open-water disposal

- Clam shell bucket
- Placement of material in DMMP open-water disposal site via bottom dump barge

Material suitable for Saltchuk site

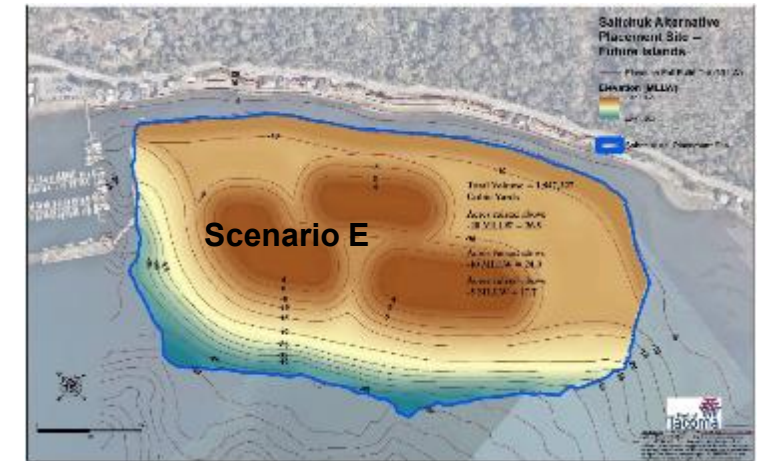
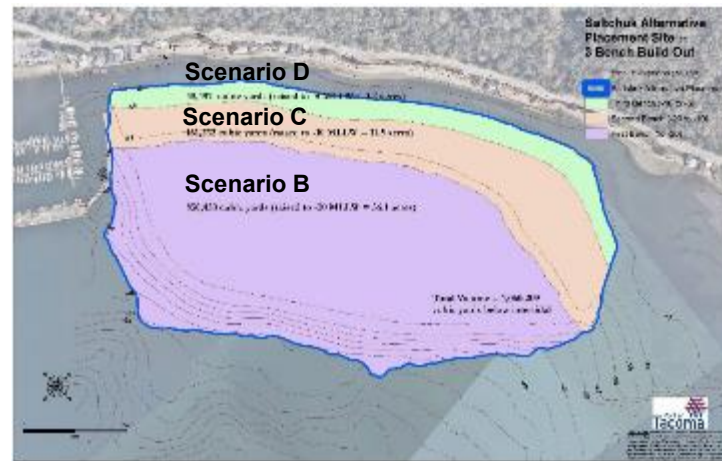
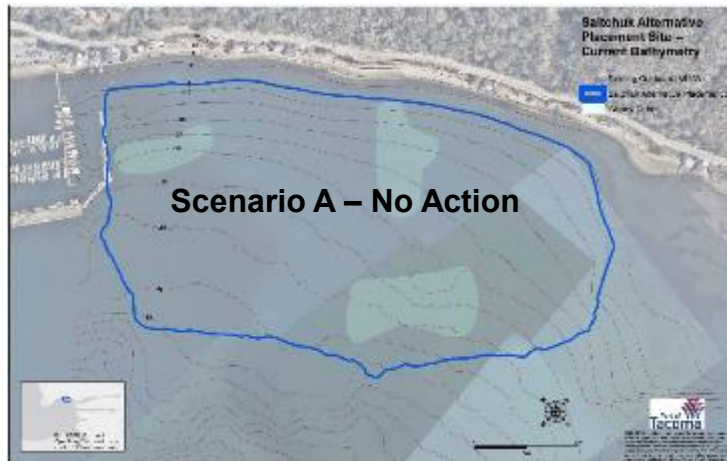
- Clam shell bucket for most material
- Placement of material via bottom dump barge
- Some placement may be assisted by an excavator

Material unsuitable for open-water disposal

- Environmental bucket
- Upland landfill in Pierce County

SALTCHUK BENEFICIAL USE SCENARIOS AND COST EFFECTIVENESS ANALYSIS

Scenario	Description	Incremental Project First Cost over Base Plan (\$1000)	Cost (AAEQ Cost in \$1000)	Benefit (Net AAHU Gain)	Average Cost (\$1000/AAHUs)	Cost 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



CE/ICA = cost effectiveness and incremental cost analysis

AAEQ = average annual equivalent

AAHUs = average annual habitat units, also referred to as benefits or outputs



ENVIRONMENTAL EFFECTS (NED AND TSP)



No significant adverse effects to ESA-listed species

No significant impacts to commercially important species or protected marine mammals

No loss of wetlands

No compensatory mitigation is proposed





SCHEDULE



Activities/Milestones:	Date
Feasibility Cost Sharing Agreement Signing	21-Aug-2018
Alternatives Milestone	15-Nov-2018
Tentatively Selected Plan Milestone	21-Oct-2019
Public Review of Draft Feasibility Report	18-Dec-2019 to 16-Feb-2020
Public Meeting	15-Jan-2020
Agency Decision Milestone	21-Apr-2020
Final Feasibility Report	23-Dec-2020
Public Availability of Final Feasibility Report	May-2021
Northwestern Division Transmit to USACE HQ	Jun-2021
Chief's Report	NLT 21-Aug-2021



BE INVOLVED IN THE PROCESS



Be Involved

**Provide comments to
the Corps of Engineers**

- In person tonight
- Email
- Mail

Contact Information

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FORMAL COMMENT PERIOD

Please sign-in to submit a verbal comment

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 are also welcome

- Comment cards are in the back of the room

Answers or responses will not be provided during the comment period

Responses will appear in the final report



CONTACT US



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