DEPARTMENT OF THE ARMY
OFFICE OF THE ASSISTANT SECRETARY
CIVIL WORKS
108 ARMY PENTAGON
WASHINGTON, DC 20310-0108

REPLY TO
ATTENTION OF

AUG 16 2012

Honorable Joseph R. Biden, Jr.
President of the Senate
U.S. Capital Building, Room S-212
Washington, D.C. 20510-0012

Dear Mr. President:

In response to a Congressional resolution adopted on March 24, 1998, by the House Committee on Transportation and Infrastructure, I am providing the Final Integrated Feasibility Report and Environmental Assessment (IFR/EA) for the Jacksonville Harbor Mile Point Navigation Study, Duval County, Florida Project. The Congressional resolution authorizes the review of the report of the Chief of Engineers on Jacksonville Harbor, Florida, published as House Document 214, Eighty-ninth Congress, 1st Session and other pertinent reports to determine whether any modifications of the recommendations contained therein are advisable at the present time in the interest of navigation and related purposes, with particular reference to erosion of the Mile Point shoreline. Congress added funding in the appropriations for Fiscal Year (FY) 2000 to begin the reconnaissance phase of the feasibility study which was completed in 2001.

The enclosed Jacksonville Harbor Mile Point Navigation Study, Duval County, Florida, dated March 2012, meets the requirements of the Congressional resolution by presenting the results of a navigation study for Mile Point and finds that the project is technically sound, environmentally acceptable, and economically justified. The goal of the proposed project is to reduce the ebb tide crosscurrents at the confluence of the St. Johns River with the Intracoastal Waterway (IWW) by construction of a relocated Mile Point training wall. The recommended plan includes the relocation of the Mile Point training wall, which involves removal of the western 3,110 feet of existing Mile Point training wall, including land removal and dredging to open the confluence of the IWW and St. Johns River, construction of a new training wall western leg (~4,250 feet) and relocated eastern leg (~2,050 feet), disposal of dredged material at the Great Marsh Island as the least cost disposal alternative, and construction of a flow improvement channel to offset project induced adverse impacts.

The estimated project first cost is $35,999,000,which includes the cost of constructing the general navigation features and the value of lands, easements, rights-of-way and relocations estimated as follows: $32,812,000 for channel modification, turbidity and endangered species monitoring, and dredged material placement; $3,088,000 for environmental mitigation; and $99,000 administrative costs for the value of lands, easements, rights-of-way, and relocations. There are no additional costs of operation and maintenance for this recommended plan. The recommended project is the National Economic Development (NED) plan.

The Jacksonville Port Authority is the non-Federal cost-sharing sponsor for all features and is legally capable of fulfilling the requirements to be the non-Federal sponsor. Cost sharing is

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applied in accordance with the provisions of Section 101 of the Water Resources Development Act (WRDA) of 1986, as amended (33 U.S.C. 2211), as follows: the costs of the general navigation features at a project depth between 20 feet but not in excess of 45 feet are shared at a rate of 75 percent Federal and 25 percent by the non-Federal sponsor. Accordingly, the estimated Federal and non-Federal shares of the project first cost are $26,998,000 and $9,001,000, respectively. The Jacksonville Port Authority supports the Jacksonville Harbor Mile Point Navigation Project.

Based on October 2011 price levels, a discount rate of 4 percent, and a 50-year period of economic analysis, the average annual benefits are estimated to be $2,440,000 and the average annual costs of the project are estimated to be $1,737,000. The recommended plan has net benefits estimated at $703,000 and a benefit-to-cost ratio of 1.4 to 1. The recommended plan has been formulated to avoid, minimize and mitigate for potential environmental losses.

The Office of Management and Budget advises that there is no objection to the submission of the report to the Congress. However, OMB also advises that should Congress decide to authorize this project for construction, to please be aware that the project will be required to compete for funds with other proposed investments considered in future budgets. A copy of OMB's letter dated August 7, 2012 is enclosed. I am providing a copy of my letter to the Senate Committee on Environment and Public Works Subcommittee on Transportation and Infrastructure and the Senate Committee on Appropriations Subcommittee on Energy and Water Development. I am providing an identical letter to the Speaker of the House of Representatives.

Very truly yours,

Jo-Ellen Darcy
Assistant Secretary of the Army
(Civil Works)

Enclosures

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Enclosures
1. Report of the Chief of Engineers, April 30, 2012
2. OMB Clearance Letter, August 7, 2012
3. Department of the Interior Letter to USACE, January 27, 2012
4. USACE Response to Department of the Interior, February 27, 2012
5. Department of the Interior Letter to USACE, February 29, 2012
6. Jacksonville Port Authority Letter to USACE, September 13, 2011
7. Integrated Feasibility Report and Environmental Assessment, March 2012

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AUG 16 2012

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Speaker of the House
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Washington, D.C. 20515

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