



**DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF ENGINEERS
2600 ARMY PENTAGON
WASHINGTON, D.C. 20310-2600**

MAR 11 2022

DAEN (1005)

MEMORANDUM FOR THE SECRETARY OF THE ARMY

SUBJECT: Brunswick Harbor Modifications, Glynn County, Georgia

1. I submit for transmission to Congress my report on the Brunswick Harbor Navigation Project, located in Brunswick, Georgia. It is accompanied by the report of the Savannah District Commander. This report was authorized under Section 1201(12) of the Water Resources Development Act (WRDA) of 2016, Public Law 114-33, which authorizes the Secretary of the Army to determine the feasibility of improving the existing federal navigation project at Brunswick Harbor, Georgia. Pre-construction engineering and design (PED) activities, if funded, will continue under the authority cited above.

2. The reporting officers recommend a plan that will contribute to the economic efficiency of commercial navigation. The recommended plan is the National Economic Development (NED) Plan and includes widening the current authorized channel in three locations as described below. Based on October 2021 (Fiscal Year (FY) 2022) price levels, a 2.25-percent discount rate, and a 50-year period of analysis, the project first cost of the NED Plan is \$14,369,000. Total costs are estimated to be \$14,803,000, which includes project first costs, interest during construction, and aids to navigation. The recommended plan provides average annual equivalent benefits of \$2,956,000, average annual equivalent costs of \$632,000, and a benefit-to-cost ratio of 4.7. The recommended plan consists of the following navigation improvements, with all depths referenced to Mean Lower Low Water (MLLW):

a. Expansion of the Cedar Hammock Range bend widener located between stations 20+300 to 23+300. The bend widener will be expanded by a maximum of 321 feet on the north side and to a length of approximately 2,700 feet. The bend widener will be dredged to a depth of -38 feet (-36 feet plus 2 feet of allowable over-depth dredging). The bend widener expansion will result in approximately 205,000 cubic yards of dredged material.

b. Expansion of the turning basin at Colonel's Island Terminal along approximately 4,100 feet, which will increase the width by a maximum of 395 feet along South Brunswick River from stations 0+900 to 5+300 and to a depth of -38 feet (-36 feet plus 2 feet of allowable over-depth dredging). The turning basin expansion will result in approximately 346,000 cubic yards of dredged material.

c. Creation of a vessel meeting area located at St. Simons Sound near the Brunswick Harbor entrance channel. No dredging is required because the area has naturally deep water. Creation of a meeting area at St. Simons Sound will relocate the

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north toe of the existing channel approximately 800 feet to the north along a length of approximately 10,000 feet from stations -6+800 to 4+300.

d. Material dredged from the project will be placed at the existing Andrews Island Dredged Material Containment Area.

3. The Georgia Ports Authority is the non-federal cost-sharing sponsor for all features.

4. An environmental assessment was prepared in accordance with the National Environmental Policy Act of 1969. The recommended plan has been determined to be economically justified and environmentally acceptable. The recommended plan would not have any significant adverse effects. Therefore, no compensatory mitigation would be required.

5. Project costs for the recommended plan are allocated to the commercial navigation purpose and based on October 2021 (FY 2022) price levels.

a. Project First Cost. The estimated project first cost of the recommended plan is \$14,369,000. This project first cost estimate includes the cost for lands, easements, rights-of-way, and relocations (LERRs) of \$5,000.

b. Estimated Federal and Non-federal Share. The total estimated federal and non-federal shares of the project first cost are \$10,774,500 and \$3,594,500, respectively, in accordance with the provisions of Section 101(a) of WRDA 1986, as amended (33 U.S.C. §2211(a)).

c. Additional 10 Percent Payment. Pursuant to Section 101(a)(2) of WRDA 1986, as amended (33 U.S.C. §2211(a)(2)), in addition to the non-federal sponsor's estimated share of the total first cost of constructing the project, it must pay with interest an additional 10 percent of the costs for NED General Navigation Features (GNFs) of the project, estimated to equal \$1,436,600, in cash over a period not to exceed 30 years following completion of the period of construction of the GNFs. The value of the LERRs, including utility relocations, provided by the non-federal sponsor under Section 101(a)(3) of WRDA 1986, as amended (33 U.S.C. §2211(a)(3)), will be credited toward this payment.

d. Operation and Maintenance (O&M) Costs. With the average annual increase of approximately 16,900 cubic yards of shoal material attributable to the navigation improvements, the additional annual O&M costs is estimated to be \$150,000.

e. Associated Costs. Estimated associated federal costs of \$110,000 include aids to navigation, which are a U.S. Coast Guard expense.

f. Authorized Project Cost and Section 902 Calculation. The project first cost for the purpose of calculating the maximum cost of the project pursuant to Section 902 of

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WRDA 1986, as amended (33 U.S.C. §2280), includes estimates for GNF construction costs and the value of LERR. Accordingly, as set forth in paragraph 5a above, based on October 2021 (FY 2022) price levels, the estimated project first cost for these purposes is \$14,369,000.

6. In accordance with U.S. Army Corps of Engineers policy on the review of decision documents, all technical, engineering, and scientific work underwent an open, dynamic, and rigorous review process. The comprehensive review process included district quality control review, agency technical review, and headquarters policy and legal compliance review to confirm the planning analyses, alternative design and safety, and the quality of decisions. Washington-level review indicates that the plan recommended by the reporting officers complies with all essential elements of the U.S. Water Resources Council's Economic and Environmental Principles and Guidelines for Water and Land Related Resources Implementation Studies, as well as other administrative and legislative policies and guidelines. The views of interested parties, including federal, state, and local agencies, were considered and all comments from public reviews have been addressed and incorporated into the final report documents where appropriate.

7. I concur in the findings, conclusions, and recommendations of the reporting officers. Accordingly, I recommend that navigation improvements for Brunswick Harbor be authorized in accordance with the reporting officers' recommended plan. My recommendation is subject to cost sharing and other applicable requirements of federal laws, regulations, and policies. Federal implementation of the project for commercial navigation includes, but is not limited to, the following items of local cooperation to be undertaken by the non-federal sponsor in accordance with applicable federal laws, regulations, and policies:

a. Provide the non-federal share of construction costs, as further specified below:

i. Provide, during design, 25 percent of the costs of design for the GNFs of the project in accordance with the terms of the design agreement for the project;

ii. Provide, during construction, 25 percent of the costs of the GNFs allocated to that portion of the project with a channel depth in excess of 20 feet but not in excess of 50 feet.

b. Provide all real property interests, including those required for relocations and dredged material placement facilities, acquire or compel the removal of obstructions, and perform or ensure the performance of all relocations, including utility relocations, as determined by the Federal Government to be necessary for the construction, operation, and maintenance of the GNFs;

c. Pay, with interest over a period not to exceed 30 years following completion of construction of the GNFs, an additional amount equal to 10 percent of the construction costs of the GNFs less the amount of credit afforded by the Federal Government for the

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value of the real property interests and relocations, including utility relocations, provided by the non-federal sponsor for the GNFs, except for the value of the real property interests and relocations provided for mitigation, which is included in the construction costs of the GNFs;

d. Ensure that the local service facilities are constructed, operated, and maintained at no cost to the Federal Government, and that all applicable licenses and permits necessary for construction, operation, and maintenance of such work are obtained;

e. Give the Federal Government a right to enter, at reasonable times and in a reasonable manner, upon the real property interests that the non-federal sponsor owns or controls for the purpose of operating and maintaining the project;

f. Hold and save the Federal Government free from all damages arising from design, construction, operation and maintenance of the project, except for damages due to the fault or negligence of the Federal Government or its contractors;

g. Perform, or ensure performance of, any investigations for hazardous, toxic, and radioactive wastes (HTRW) that are determined necessary to identify the existence and extent of any HTRW regulated under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), 42 U.S.C. §9601 - §9675, and any other applicable law, that may exist in, on, or under real property interests that the Federal Government determines to be necessary for construction, operation, and maintenance of the GNFs;

h. Agree, as between the Federal Government and the non-federal sponsor, to be solely responsible for the performance and costs of cleanup and response of any HTRW regulated under applicable law that are located in, on, or under real property interests required for construction, operation, and maintenance of the project, including the costs of any studies and investigations necessary to determine an appropriate response to the contamination, without reimbursement or credit by the Federal Government;

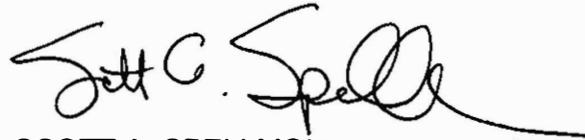
i. Perform the non-federal sponsor's responsibilities in a manner that will not cause HTRW liability to arise under applicable law to the maximum extent practicable; and

j. Comply with the applicable provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, Public Law 91-646, as amended (42 U.S.C. §4630 and §4655) and the Uniform Regulations contained in 49 C.F.R. Part 24, in acquiring real property interests necessary for construction, operation, and maintenance of the project including those necessary for relocations, and placement area improvements; and inform all affected persons of applicable benefits, policies, and procedures in connection with said Act.

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8. The recommendation contained herein reflects the information available at this time and current departmental policies governing the formulation of individual projects. It does not reflect program and budgeting priorities inherent in the formulation of a national civil works construction program or the perspective of higher review levels within the Executive Branch. Consequently, the recommendation may be modified before it is transmitted to Congress as a proposal for authorization and implementation funding. However, prior to transmittal to Congress, the state of Georgia and the Georgia Ports Authority, interested federal agencies, and other parties will be advised of any significant modifications and will be afforded an opportunity to comment further.

A handwritten signature in black ink, appearing to read "Scott A. Spellmon". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

SCOTT A. SPELLMON
Lieutenant General, USA
Chief of Engineers