

COMMISSION AGENDA

T. Yoshitani, Chief Executive Officer

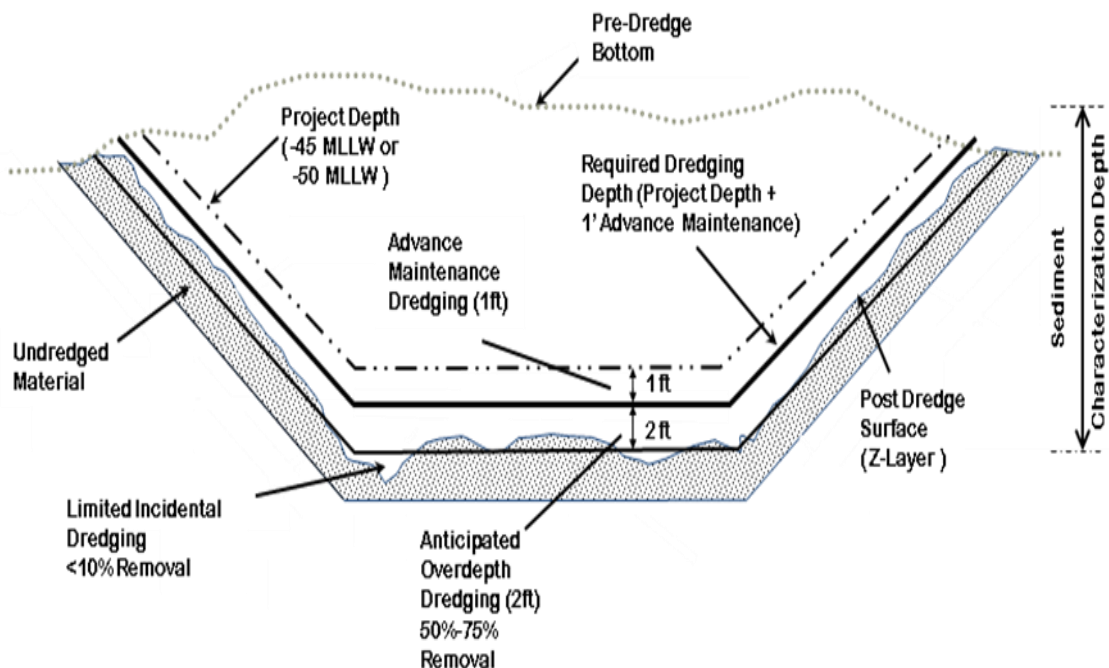
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projects indicates that we can expect 50-75% of sediments to be removed from two feet (2') below the required dredging depth, and another 5-10% removed below that if rocks or large debris are dislodged in deeper sediments. Figure 1 illustrates both the advance maintenance dredging concept and anticipated overdepth excavation as it relates to the project.

The third component of the Terminal 5 maintenance-dredging project that is different from previous Port dredging applications is phasing of the work over a ten (10) year period. A benefit of this approach is that we can differentiate dredging that is needed immediately, or in the very near-term, from dredging that is less critical and that can be deferred to future years, all within a single planning effort. Phasing also allows us to segregate those dredging events that will utilize open-water disposal options from those that will be required to use an upland disposal site.

Figure 1 Typical dredge zones and dredge prism geometry



To accommodate a phased project plan, we will be requesting a programmatic project authorization from the COE pursuant to 33 CFR 325.6 that would be in effect for ten (10) years. A programmatic approach will promote comprehensive management of maintenance dredging at T5, allowing us to anticipate and control costs as well as environmental impacts. It also serves to minimize redundancies associated with contracting, permitting and the public involvement process. Table 1 identifies the proposed phasing schedule, including anticipated dredge volumes, depths and disposal methods.

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Table 1. Anticipated phasing schedule, volumes, depths and disposal method

Berth	Phase	Project Depth (ft MLLW)	Advance Maintenance Depth	Overdepth (50-75% removal)	Incidental Excursions (5-10% removal)	Dredge Volume (cubic yards)	Estimated Schedule	Anticipated Disposal Method
Berth 1	II	-45	-46	-48	-50	3,800	2011-2012	Upland
Berth 2	I	-50	-51	-53	-55	3,000	2010-2011	Open water & Upland
Berth 3	II	-50	-51	-53	-55	7,700	2011-2012	Upland
Future "as-needed" maintenance (all berths)	III	-45/-50	-46/-51	-48/-53	-50/-55	<40,000	2012-2020	TBD

The COE public notice process that is usually undertaken for individual dredging events would now be combined into a single comprehensive notice that the public would receive following our application later this month.

It is important to note that the programmatic approach will not reduce regulatory oversight and environmental protection. Conditions of the programmatic approvals would necessarily require that the Port coordinate each dredging event with the respective regulatory agencies and tribes. Each planned phase of dredging, including future "as-needed" phases, would not move forward without their concurrence or approval.

Finally, it should be noted that sediments within the dredge prism in Berth 2 have already been assessed and a significant portion satisfy the regulatory criteria for open water disposal. It should be recognized that the open water disposal option allows for a significant cost savings compared to upland disposal options. The Commission should also be aware that regulations may be changing in the near future, and the open water disposal option for Berth 2 may likewise change. The option may be preserved, however, if permit applications are submitted prior to the new regulations becoming effective. Either way, the Commission would retain the ability to decide whether the dredge spoils should be disposed of at an open water site or upland site.

The project team is excited to undertake next steps for this project, which include submittal of the JARPA, stakeholder coordination, Phase I and II dredge design, and the procurement process.