

SCOPING INPUT

for the Port of Coos Bay's Proposed Channel Modification



US Army Corps
of Engineers®
Portland District

The Corps wants your input to help:

- Define the breadth of resources and the effects to be evaluated in the environmental impact statement
- Determine new sources of data or information

Input is welcome through:

Tuesday, Oct. 3, 2017

HOW TO SUBMIT YOUR INPUT

ELECTRONICALLY

Save this form to your computer, complete the fields below in [Adobe Acrobat Reader](#), then email it as an attachment along with any other supporting attachments to:

coosbaychannelmodEIS@usace.army.mil

HARD COPY

Print this form, complete the fields below and mail it along with any supporting documents to:

U.S. Army Corps of Engineers
Portland District
Attn: PM-E, PO Box 2946
Portland, OR 97208-2946

All input will become part of the administrative record and is subject to public release under the Freedom of information Act (FOIA), including any personally identifiable information such as names, phone numbers and addresses.

You do not need to provide your personal information for your input to be considered.

Heather Porter

FIRST AND LAST NAME

chair@coosbay.surfrider.org

EMAIL ADDRESS

STREET ADDRESS

Coos Bay, OR 97420

CITY, STATE & ZIP CODE

ENTER YOUR COMMENT IN THIS BOX (attach additional pages if needed)

See attached.



October 3, 2017

To: Dr. Ann Hodgson
U.S. Army Corps of Engineers,
Portland District (PM-E),
P.O. Box 2946, Portland, OR 97208-2946

Subject: Coos Bay Chapter Surfrider Foundation questions regarding Document Citation 82 FR 39517; Intent to Prepare a Draft Environmental Impact Statement of the Coos Bay Channel Modification Project

The Coos Bay Chapter of the Surfrider Foundation works within the greater Coos County area focusing on a variety of programs, stewardship activities, campaigns and fun events – all for the love of local ocean, waves and beaches. The chapter serves Coos County with the longest running beach water quality monitoring program ([Blue Water Task Force](#)) in the state of Oregon.

Our chapter is dedicated to protecting our local beaches and waters and engaging the next generation of coastal defenders. As such, we feel the DEIS must address the following questions and issues:

- a. **Please address how this project will “*have a net beneficial effect on the estuarine ecosystem in the vicinity of Coos Bay*”.** The stated goal of this project is to “*improve navigation efficiency, reduce shipping transportation costs and facilitate the shipping industry's transition to larger, more efficient vessels*”. The January 11, 2008 DEIS ([73 FR 2013](#)) Purpose and Need, had four need statements dealing with economics and security. Seemingly as an afterthought, need statement (5) stated “*to have a net beneficial effect on the estuarine ecosystem in the vicinity of Coos Bay*”. A healthy and functioning estuarine ecosystem contributes to the livability of Coos County and is certainly vital to the economy of the area. Any adverse impacts to this ecosystem and the connected livability of our area must be day lighted in the FEIS. These impacts must include the long-term issues of increased shipping, associated hazardous materials spills, acoustic harassment to aquatic species, impacts to view sheds, affects to fishing and crabbing activities, and impacts to recreation – all of which of potential for diminishing the livability of this area.
- b. **How will this project affect juvenile rearing habitat for Dungeness crab, salmon, various shell fish that inhabit our Bay?** Suction dredging does capture aquatic species that cannot avoid the drag-head. How many juvenile crab, salmon, and/or shellfish species will be lost to the recruitment ranks of these economically vital fisheries due to this project and its subsequent maintenance operations? What will the impacts be to important juvenile rearing areas such as eel grass beds and in stream woody material habitats?

- c. **How will this project affect current harbor and adjacent infrastructure?** Many of the docks, piers, and even much of downtown Coos Bay are built on pilings that are, in some cases, over 100 years old. Will this project change the current hydrodynamics to the point where these aging structures become compromised? If so, what is the estimated cost to mitigate the effects to infrastructure and public safety? An analysis of past deepening and widening projects should be conducted to provide a more realistic outlook on the potential impacts of this project. More specifically, the modeling for past projects should be compared to the actual impacts of those projects. A good example of this concern is the increase in salinity upstream from the previous channel deepening project which resulted in the introduction of shipworms that undermined Chandler bridge. Who will be economically responsible for these types of telegraphic impacts. An analysis of these telegraphic impacts on the social and economic well-being of the community should be justified.
- d. **How will removing bedrock within the channel work area affect the adjacent sand/silt substrate?** Deepening of the existing federal navigation channel will be required to accommodate the vessels with capacities proposed to be received at the terminals. The significant volumes of material to be removed, the geomorphic adjustments to the bay and its tributaries precipitated by deepening the channel, and all potential impacts to water quality and beneficial uses must be included in the analysis of dredging for this proposal, particularly with regard to projected ongoing maintenance dredging. Additionally, past dredging projects removing bedrock have resulted in a deposition of that material on local recreational beaches.
- e. **What will the frequency and magnitude of maintenance dredging be?** Will the existing off shore disposal sites be adequate? Will “one time use disposal site L” become a many time site? With removal of bedrock hydrological control points, will adjacent sand/silt material be more likely to mobilize and fill in the dredged channel and hence require more annual maintenance dredging? Please address this in the analysis.
- f. **Will “beach nourishment” be considered in any Alternative?** Old dredge disposal sites are located throughout the North Spit including the area along the Log Spiral Bay/Trestle Relic. Will “beach nourishment” or any terrestrial disposal take place on or adjacent to the North Spit? If so, please provide an analysis of impacts to Snowy Plovers and their habitat as well as to recreational clamming areas, surfing locations, beach and other recreational activities on the North Spit.
- g. **Please address how recreation sites on the North Spit and Bastendorff Beach will be impacted by this project, in particular how the offshore disposal sites may impact beach geomorphology.** Bastendorff Beach and the North Spit are popular recreation sites. Beach combing, surfing, clamming, and surf fishing are but a few of the many delights these sites offer to the public. How will off shore disposal of spoils affect beach ecology and the associated recreational experience at these two very popular recreation sites?
- h. **How will this project affect rising sea levels and localized flooding?** Residents of Coos County are now living the results of climate change and rising sea levels. We are



concerned that localized flooding may be exacerbated due to this project. Please address this in the analysis. The project will increase the potential floodplain within Coos Bay, thus economically affecting homeowners that will require flood insurance. Given the legal issues between NMFS and FEMA, we need to understand both how flood vulnerability to property owners and their ability to insure their property will be addressed.

- i. **How will this project affect the Port of Charleston?** The Port of Charleston provides important services to the recreational and commercial fishing industry. Please include an analysis of the Port of Charleston's contribution to the local economy and the potential effects to the vibrancy of this important element to the Coos County economy.
- j. **Have other reasonable alternatives been evaluated?** Daio Paper just added a new ship to its fleet that can navigate the current channel and is more fuel efficient, saving over 25% of fuel costs compared to older vessels. Is using appropriately sized, more fuel-efficient vessels a reasonable alternative?
- k. **How will tide gates be impacted for fish passage?** Tidal flow and current velocity may change to an extent that tidal gates may be closed longer than designed for safe fish passage. How will that impact existing management regimes for fish passage and will it have impacts for flooding upstream?
- l. **How will sediment transport related to the project impact the Cape Arago Headland Research Reserve?** Cape Arago Research Reserve represents a significant ecological and research area. Rocky intertidal habitat with significant juvenile rearing for rockfish and a number of other commercially important species. Please address how the project's dredge disposal will impact this area, especially given the magnitude of material removed and the significant amount of deposition and sand drift that will likely occur from this dredge disposal.

The Coos Bay Chapter of the Surfrider Foundation looks forward to reviewing and commenting on the Draft Environment Impact Statement. Please keep us informed as to the progress of the DEIS.

Sincerely,

A handwritten signature in black ink that reads "Heather Porter".

Heather Porter, Chair
Coos Bay Chapter
Surfrider Foundation
chair@coosbay.surfrider.org
541-217-7002

Briana Goodwin
Oregon Field Manager
Surfrider Foundation
bgoodwin@surfrider.org
541-655-0236

Charlie Plybon
Oregon Policy Manager
Surfrider Foundation
cplybon@surfrider.org
541-961-8143