

FY16 RSM IPR

Norfolk District, Lower Chesapeake Bay RSM, Doug Stamper NAO RSM POC

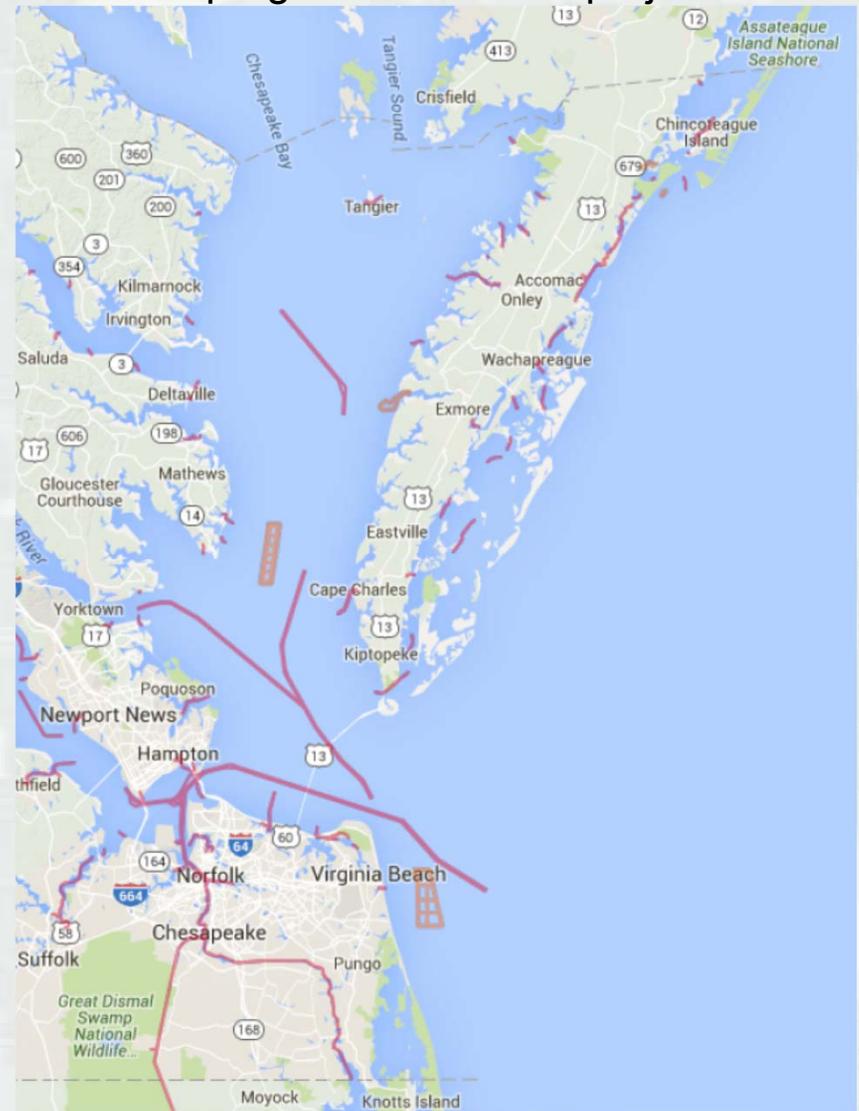
BLUF: This RSM effort is intended to match up potential sediment sources and receiver sites around the Chesapeake Bay, look for potential matches across business lines, determine a rough order of magnitude cost for the pairings, then evaluate whether a program of bundled projects could be more cost efficient than individual projects.

Description/Challenges

- Dredging Need by Localities at Shallow Draft Low Use Nav Projects
- Sea Level Rise/Land Subsidence
- Natural Resources at Risk
- Deepening Projects
- Storm Damages

Objectives

- Finding value, cost efficiencies in bundling
- Assign some order of magnitude cost to various dredging/placement combination ideas
- Are sites compatible and, if not, what would need to be done to make them compatible



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Approach

- What is the approximate total cost of the projects that are compatible?
- Does a theoretical combination of two or more projects together provide some kind of programmatic cost reduction?
Example:

<u>Individually</u>	<u>Together</u>
Project A = \$3.0M	Project A = \$2.5M
+Project B = \$3.0M	+Project B = \$2.5M
+Project C = \$3.0M	+Project C = \$3.0M
Total of all = \$9 M	Total of all = \$8 M

Questions

- What is the approximate cost of the upcoming dredging work in the Chesapeake Bay region?
 - Federal (Nav, FRM, CAP, GRRs)
 - Non-Federal (Shallow Draft Low Use)
 - Others (Ches Bay Bridge Tunnel, Navy)
- Several project combinations have been suggested in recent years
- Are these projects potentially compatible combinations??

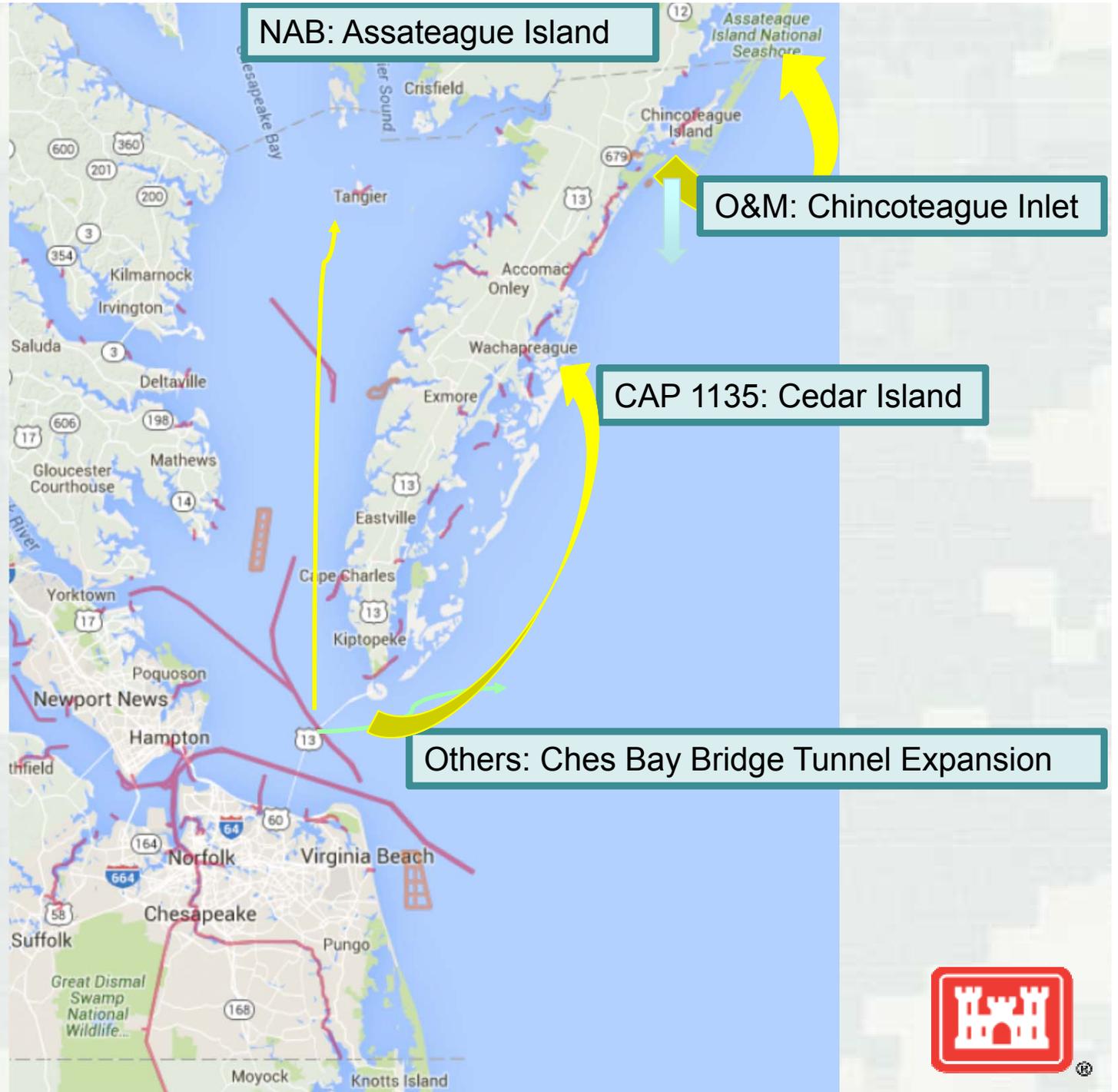
- How?
 - Reducing individual project quantity requirements, or supplementing from other sources
 - Shared Mob/Demob
 - Other funding sources, P3

Potential Sites for LCB RSM Consideration

Legend:

Federal Std Plan
→

Alternative Plan/Leveraged
→



Some RSM Traction, so far...

- Norfolk Harbor Deepening DMMP
- Eastern Shore Navigation Partnership
 - ▶ County Grant to explore Shallow Draft Low Use
 - ▶ Middle Peninsula and Northern Neck Public Access Authorities - Section 22 Models/Go-Bys
- Chesapeake Bay Bridge Tunnel Expansion



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Accomplishments/Benefits/Lessons Learned/Actions-construction

Introduced RSM Program

Norfolk Harbor 3x3x3 GRR Studies

One Eastern Shore Partnership Meeting

Eastern Shore CZM Grant – Dredging Program with Eastern Shore lead



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What is working? Ups? Success?

Virginia Port Authority and Eastern Shore Navigation Partnership interest

What is not working? Downs? Issues?

Slow Start

Eastern Shore Report Due in August to satisfy grant stipulations



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District/Other USACE PDT Members

Doug Stamper, RSM POC

NAB?

Stakeholders and Partners

Eastern Shore Partnership

Virginia Port Authority?

Leveraging/Collaborative Opportunities

Beneficial Use Team – Prior work

O&M, General

RSM



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Value to the Nation

- Value added
- Value of increased capacity in placement area
- Value of sediments used down drift/stream
- Accomplish Shallow draft low use projects

- Leveraging resources
- \$/habitat credits

- Environmental benefits
- Make gains where lost in absence of shallow draft low use
- Improved partnerships, happy stakeholders

- Permitting and compliance requirements improved (cost savings from reduction in requirements)
- Capacity of placement site saved and therefore \$ saved on coordination, surveys, modeling, etc. to designate a new placement site not needed for x-years



