

RSM National Center Update

August 18th, 2015

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RSM National Center Goals:

Short term: USACE Districts and vertical chain understands and appreciates value provided by RSM

Mid term: Districts consistently and routinely implementing RSM practices to the maximum extent practicable

Results in:

- Healthy resilient systems
- Conservation of resources
- Efficient execution of funds
- Sustainable programs and projects
- Improved stakeholder/agency relationships And more

Long term: RSM program, while led by USACE extends beyond organizational boundaries as a true National initiative



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Challenges to RSM Implementation

1. Authority

- Lack of understanding, unclear & inconsistent guidance. Cross-business lines, Fed Standard, CAP, 7a1, etc.

2. Financial

- No incentive!, no understanding or recognition of value, perceive budget penalty, non-federal funding coordination

3. Environmental

- Risk, time, funding, coordination
- Understand issues and state of the science, what questions need to be answered

4. Operational

- Innovative techniques are required, perceived expense.
- Understand issues and state of technology. Industry wants to help.

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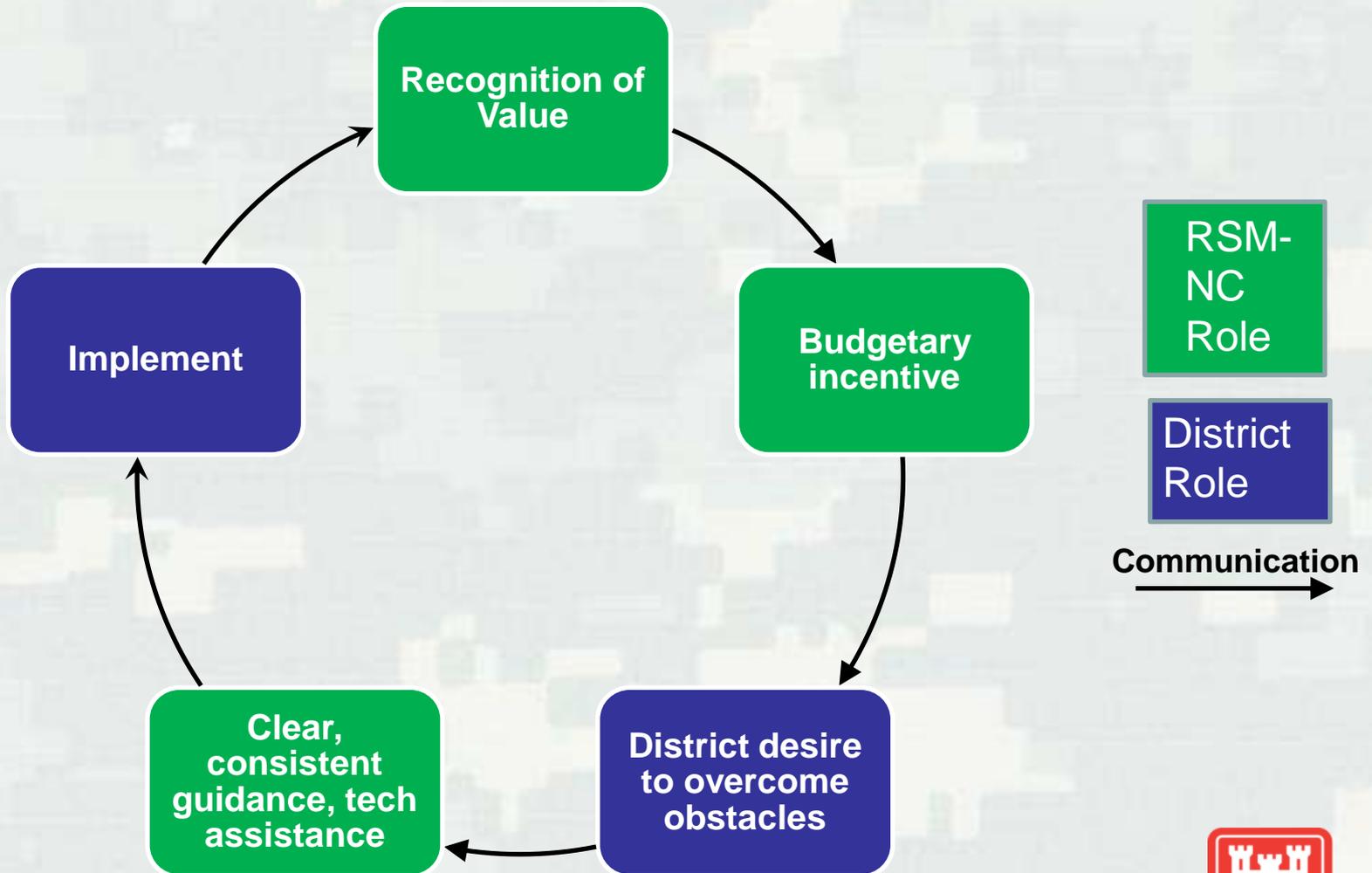
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Priorities: The Chicken or the Egg



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2015 RSMNC Actions

1. Authority

- Section 204 Charleston
- Jax Harbor and California VE
- Other Districts, authority issues

2. Financial

- Communication of value added
- Asset Management

3. Environmental

- 7A1
- Value added for ecosystem restoration
- SAM/SAJ turbidity work

4. Operational

- Jax Harbor and California VE
- RSM SAD Optimization Pilot

5. Engineering

- Collaboration with ERDC
- Sediment Mobility Tool
- Nearshore placement data collection

6. Communication

- Mid-year RSM national workshop
- HQ/leadership presentations
- Developing partnerships with The Nature Conservancy, dredging workgroups, etc.



RSM: Cross Business Line Benefits

2013 SAJ RSM VALUE TO THE NATION

FY13 NAVIGATION RSM	TOTAL COST (NAV)	PLACEMENT	BEACH VOLUME**	ROUGH VALUE TO FRM***
Port Everglades* (partial)	\$ 1,898,489	Broward SPP	96,126	\$5,959,812
Palm Beach Harbor	\$ 4,870,074	Palm Beach Co NF	420,000	\$6,300,000
Ft Pierce Inlet	\$ 3,299,090	Fort Pierce SPP	191,000	\$2,330,200
St Lucie Inlet	\$ 6,465,600	Martin Co. SPP	200,000	\$3,000,000
St Augustine Inlet	\$ 1,932,600	St Johns SPP	116,000	\$696,000
Ponce Inlet (SAW)	\$ 1,000,000	St Lucie SPP (NS)	141,000	\$2,115,000
AIWW-Jupiter Inlet	\$ 2,601,207	Palm Beach Co	55,000	\$825,000
AIWW-Haulover Inlet		Dade Co. SPP	120,000	\$6,180,000
	\$ 22,067,060			\$27,406,012
King's Bay EC (NAVY)	\$ 8,030,480	Nassau Co SPP	121,046	\$ 1,361,768

INCREASED VALUE TO NATION

* Includes \$1.2M NF (MOA)
 ** Includes 15% placement losses
 *** Contract costs only, additional FRM value for E&D/S&A not included

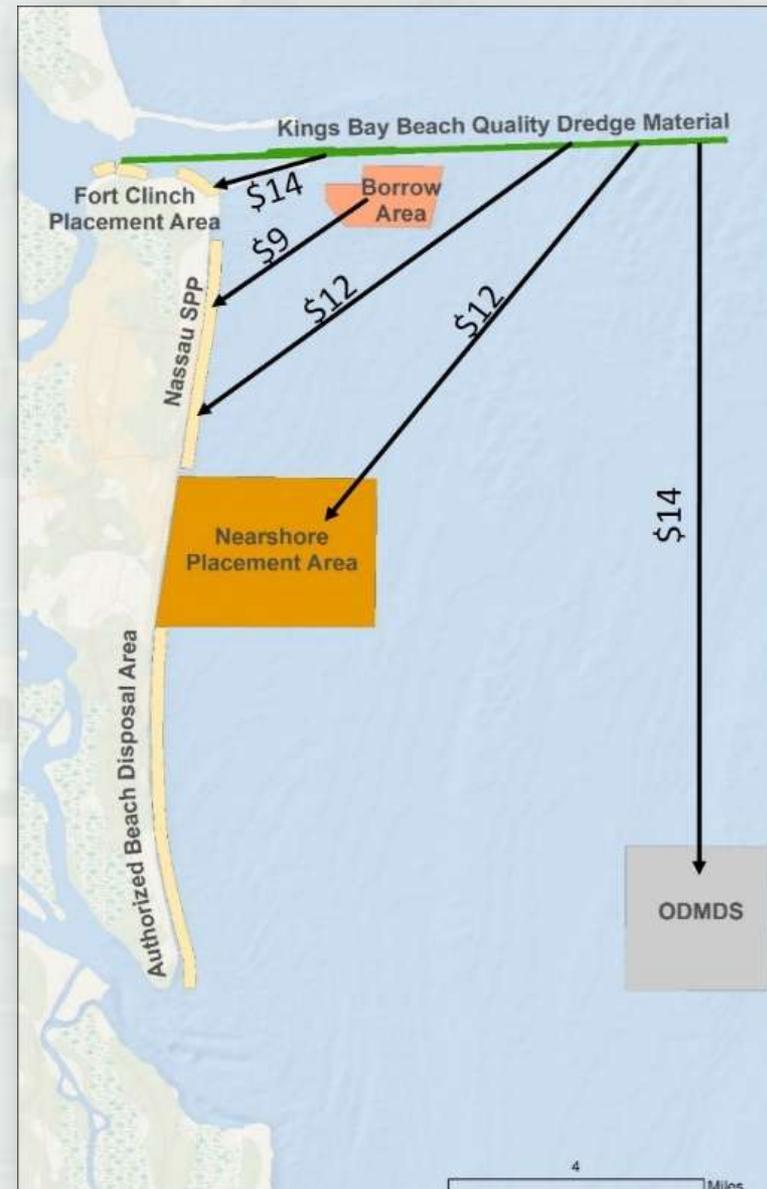
SAD RSM Optimization Pilot

- GOALS:**
- (1) Develop a cost effective program budget and regional schedule to maximize dredging.
 - (2) Optimize NAV/FRM program budgets.
 - (3) Increase RSM opportunities.

- HOW:**
- (1) Define all reasonable dredging/placement options and beneficial uses.
 - (2) Define and address obstacles.
 - (3) Determine most beneficial coupling (costs/needs) of projects.
 - (4) Execute!

- BENEFITS:**
- (1) SAVE MONEY!
 - (2) Keep sediment in the system.
 - (3) Manage resources as a coupled system

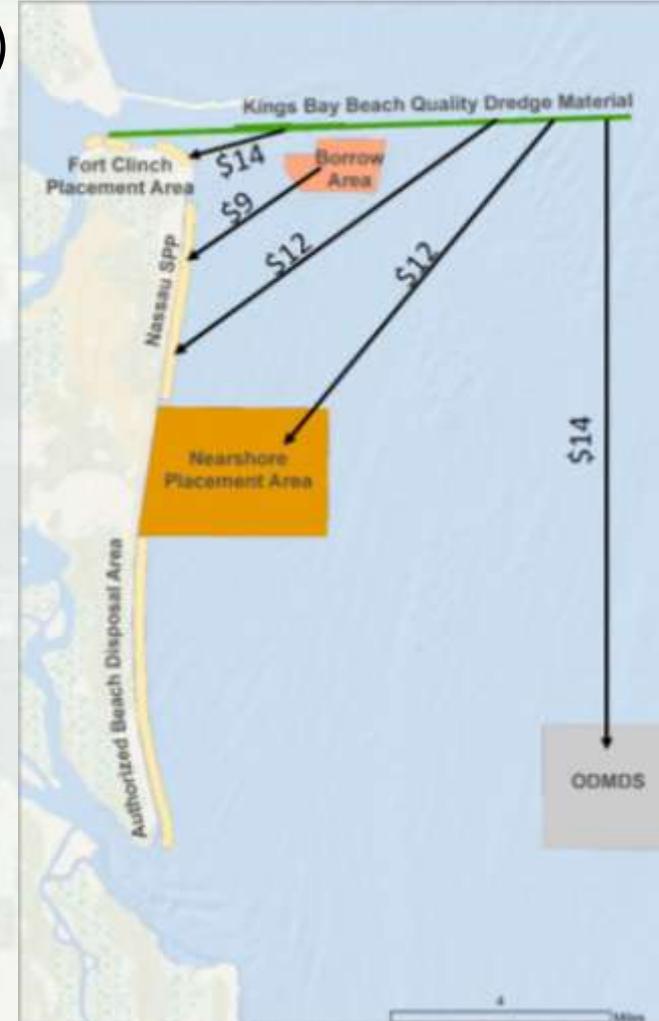
- PRODUCTS:**
- (1) List of SAD RSM projects with estimated costs and value.
 - (2) Optimized dredging schedule.
 - (3) Web application of projects with out-year and build-a-project options.



RSM OP Example: Kings Bay (Florida-Georgia Border)



- Authorized beach, nearshore, and offshore placement options
- RSM Optimization value primarily from USACE Labor and Mobilization costs
- Optimization likely eliminates the need for nourishment of SPP!



Project Type	Source to Sink	Interval (Yr)	\$ (CY)	Volume (CY)	USACE		Total Project Cost (\$ M)	Annualized Project Cost (\$ M)
					Labor (\$ M)	Mobilization (\$ M)		
NAV	Kings Bay to ODMDS	1	\$ 14	237,000	\$ 1.7	\$ 1.1	\$ 6.4	\$ 6.4
SPP	Borrow Area to Nassau SPP	8	\$ 9	1,000,000	\$ 1.5	\$ 3.1	\$ 13.4	\$ 1.7
NON RSM					\$ 3.2	\$ 4.2	\$ 19.8	\$ 8.1
RSM 1	Kings Bay to Nassau SPP	1	\$ 12	237,000	\$ 1.7	\$ 1.1	\$ 5.9	\$ 5.9
RSM 2	Kings Bay to Nassau SPP	1	\$ 12	200,000	\$ 1.7	\$ 1.1	\$ 5.5	\$ 5.5
	Kings Bay to Ft. Clinch	1	\$ 14	37,000		\$ -	\$ 0.5	\$ 0.5
								\$ 6.0
								RSM Value Option 1: \$ 2.2
								RSM Value Option 2: \$ 2.1

Top RSMNC Taskers for 2016

- **Technical**- Assist Districts with implementation (VE, value added, etc.) Coordinate with industry and agencies. Request and support appropriate R&D.
- **Communication** – Internal and external. Dedicated outreach expert plus other support Website, brochures, press releases, good news dredging stories, RSM value, lessons learned, tech transfer, industry coordination, regional workshops, district road shows, conference presence, stakeholder outreach
- **Budget Recognition** –Coordinate with Business Line managers, draft budget EC guidance. Will require extensive coordination/outreach and will drive need for technical/policy support. Associated with RSM Pilot, Asset Management, RSM value calculations
- **Authority** – Rewrite RSM authorities paper and expand, broadcast widely. Pursue creative authorities such as ESA 7a1 pilot projects. Provide examples on website. Address conflicting points of view on Federal Standard



Questions?



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