



Balancing Land-Use Conflicts and Solutions

AAPA Capital Projects Seminar – 8 May 2018

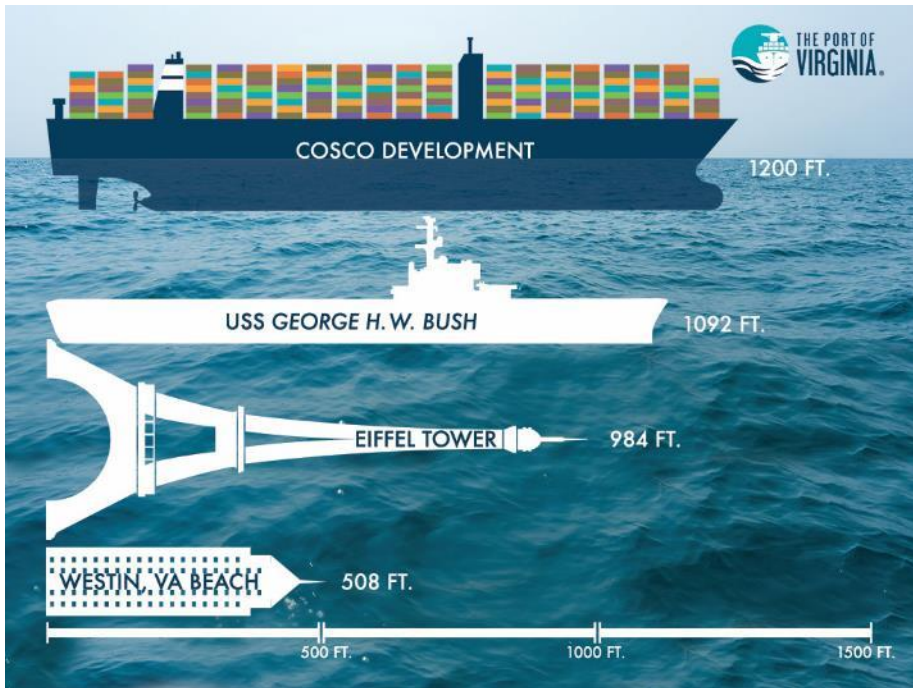
Heather Wood, CPE – Regional Director, Ports & Intermodal

Craney Island Marine Terminal

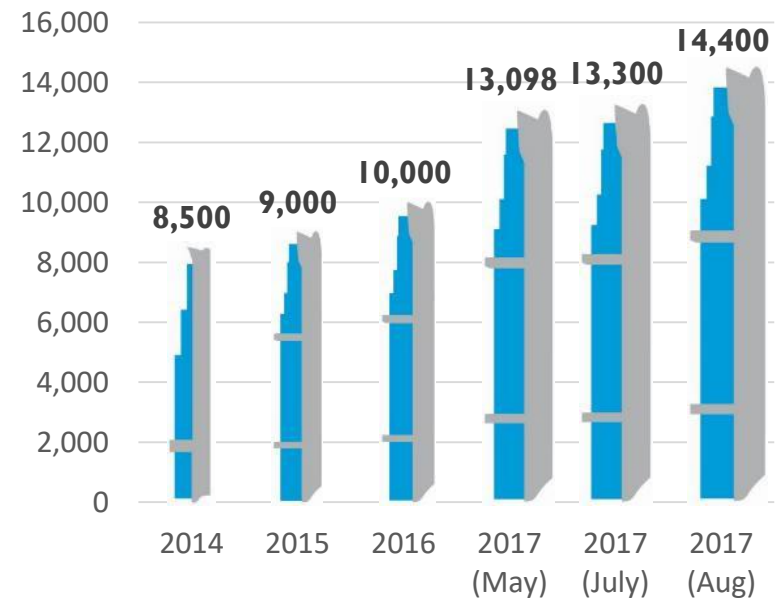
- The Port & Project Overview
- Land-use Constraints – Construction & Mitigation
- Challenges and the Path Forward
- Creative Solutions – Think Outside of the Box



THE PORT - A HISTORY OF WELCOMING BIG SHIPS



Vessel Capacity (TEUs)

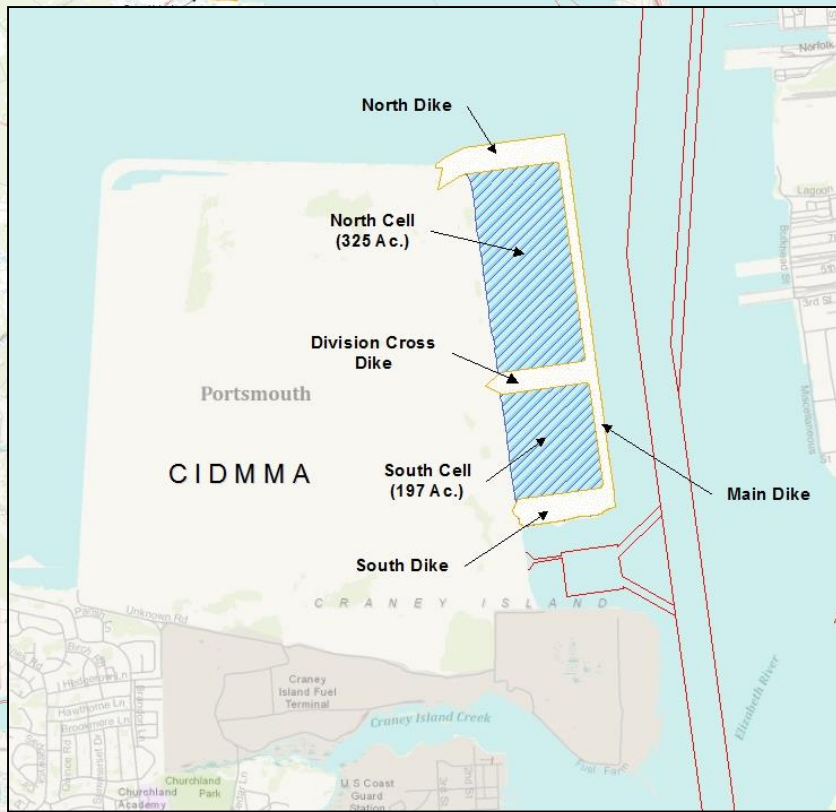


Project Overview

FUTURE CONSTRUCTION : TERMINAL

- Craney Island Marine Terminal (CIMT)
 - 2.87 million container capacity
 - 522 acres
 - 8,400 ft long berth
 - 15 container cranes
 - On-terminal rail access to NS & CSX





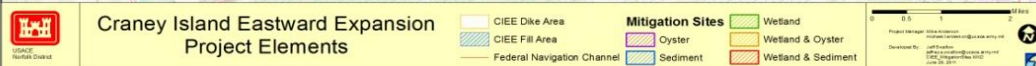
Project includes expanding CI to the East by 522 Acres.

- 1. Extend useful life by 10 years**
- 2. Suitable platform for a Port Facility**

Mitigation work represents \$65M of the overall project cost of \$976M.

Primary Mitigation Components include:

- 1. Creating or restoring 56 acres of wetlands within the Elizabeth River Watershed**
- 2. Three Sediment Remediation Sites**
- 3. Creating 16 Acres of Oyster Reefs**

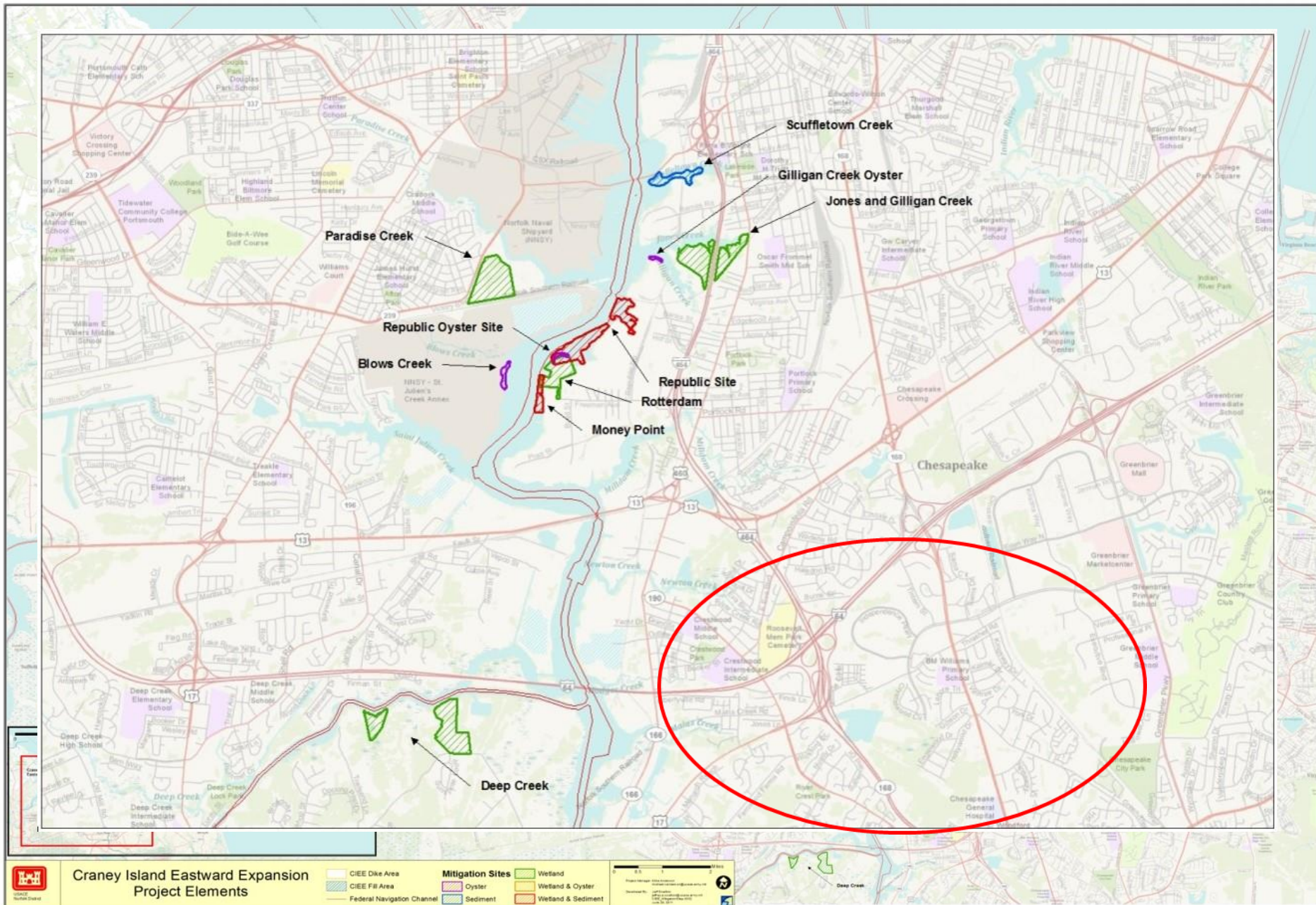


The Land Use Challenges - CIMT

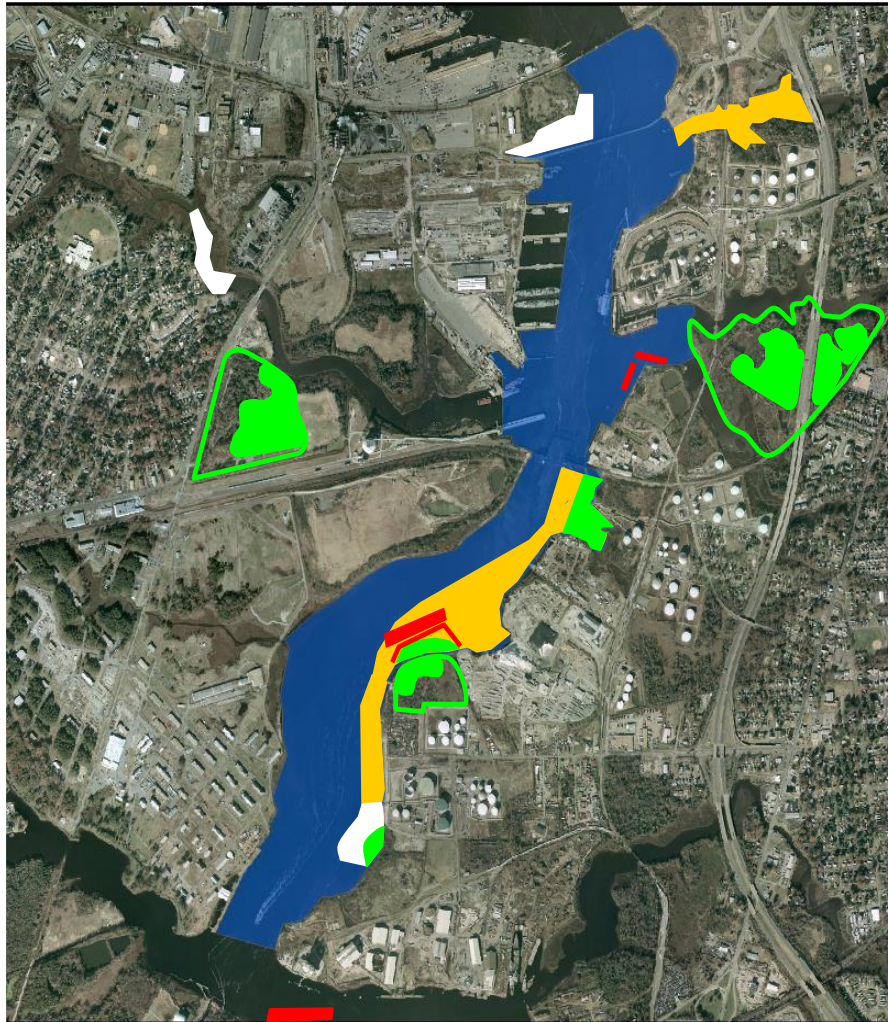


The Land Use Challenges - CIMT





A Creative Solution to Permitting







A “LANDSCAPE APPROACH”



411 ACRES RESTORATION

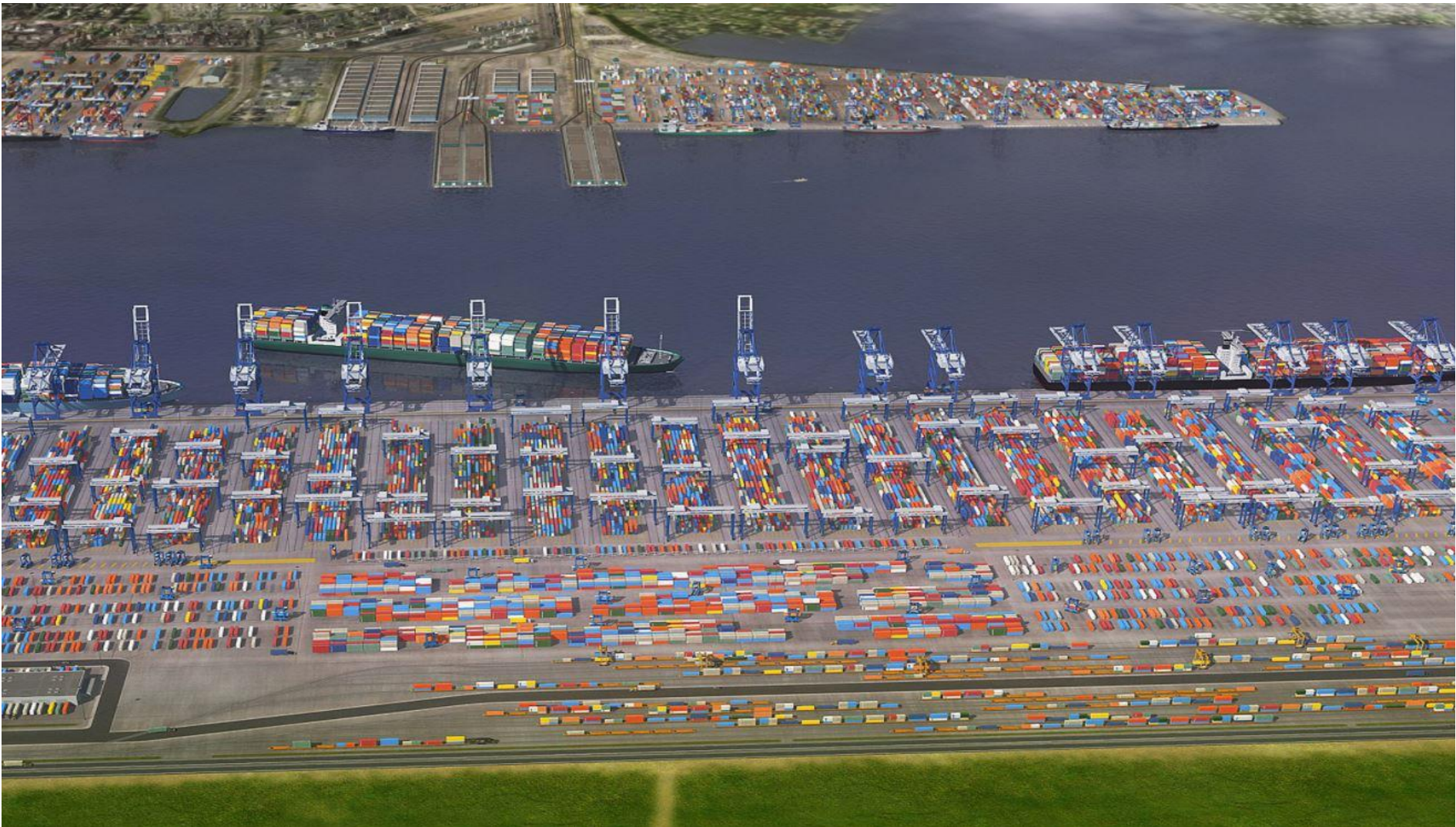
Legend

-  Sediment Restoration
-  Wetlands Creation
-  Oyster Reef Creation
-  Existing Restoration Sites

Land Use Challenges - Mitigation



The Path Forward



A Creative Solution - Construction

Beneficial Use of Dredged Material Pilot Program — WRDA 2016 Section 1122
Pilot Project Proposal for the Hampton Roads Regional Sediment Management Project

Beneficial Use of Dredged Material Pilot Program WRDA 2016 Section 1122

Pilot Project Proposal for the Hampton Roads Regional Sediment Management Project

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1. Name and location of the proposed project.

Hampton Roads Regional Sediment Management Project located in Hampton Roads, Virginia.

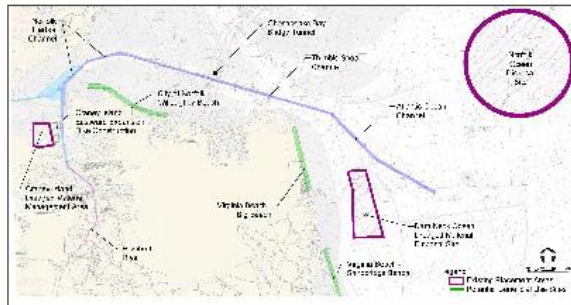


Figure 1: Federal Projects Associated with the Hampton Roads Regional Sediment Management Project



The cross dike has been constructed to ≈ 8 ft. above water

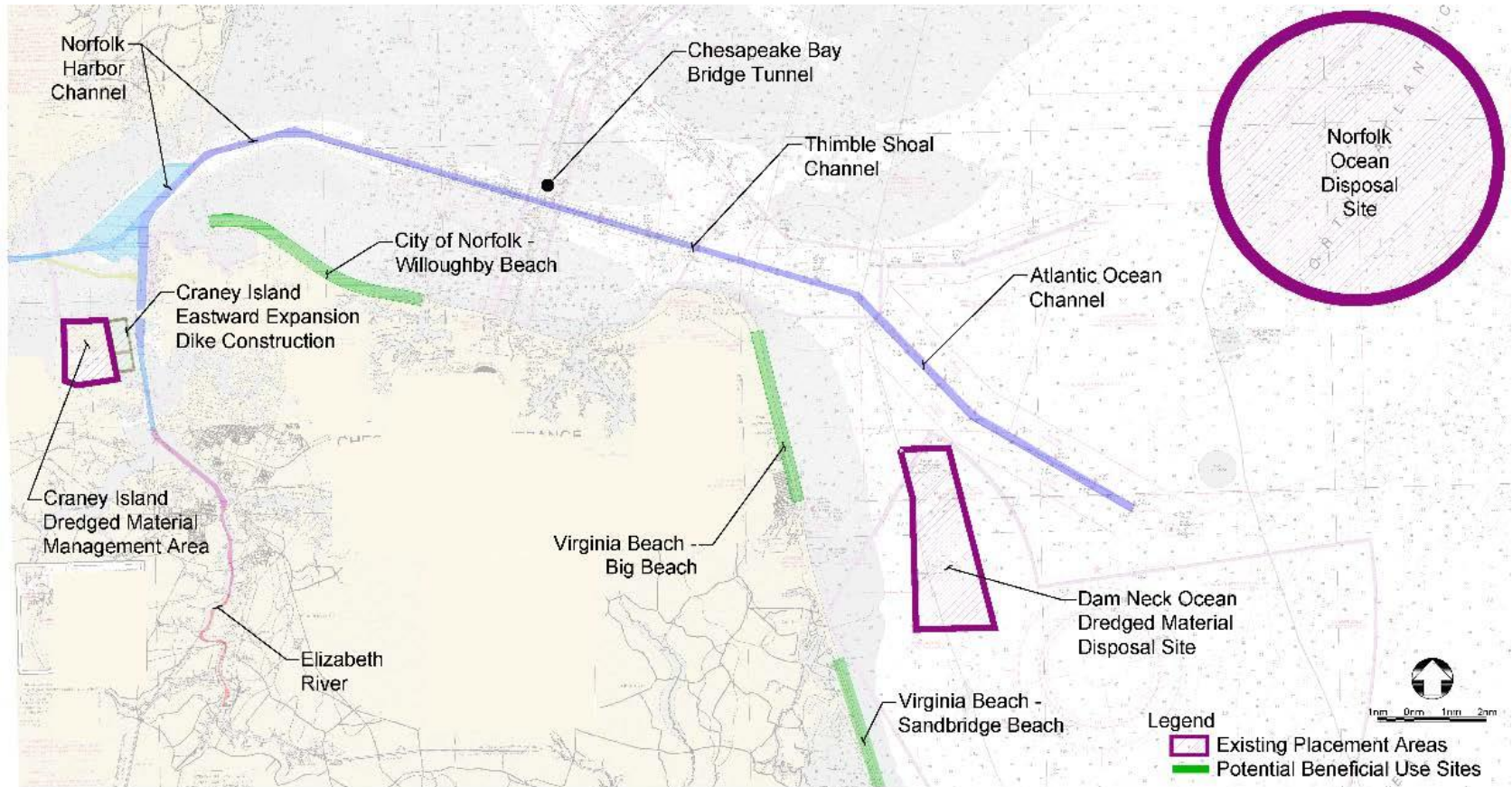


SE Cell construction rendering



Page 1 of 9
March 9, 2018

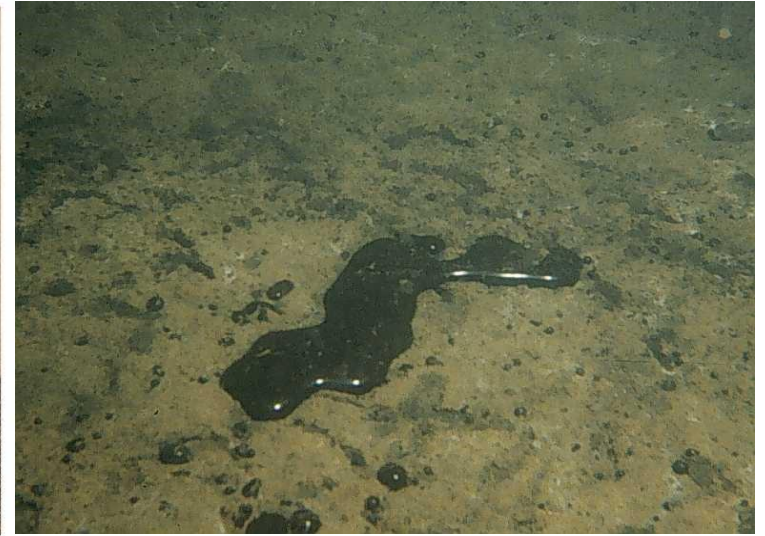
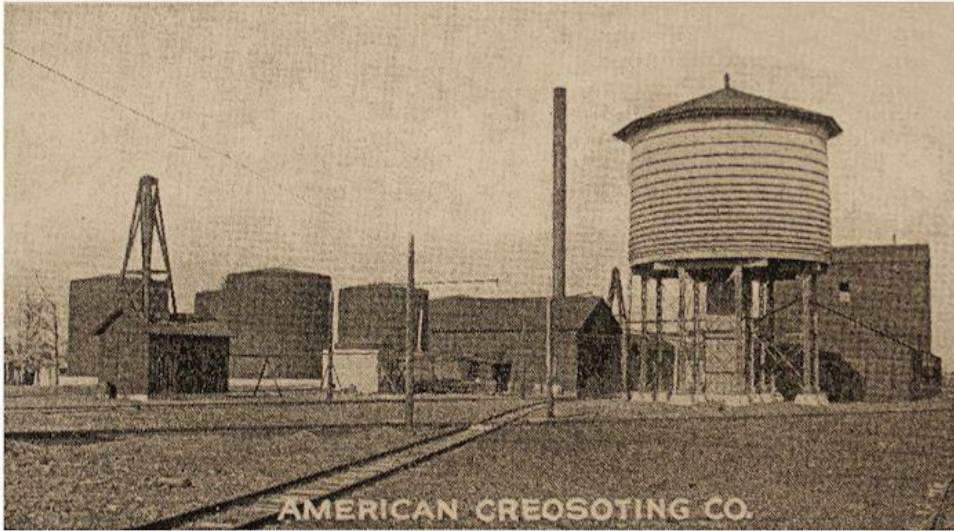
A Creative Solution - Construction



A Creative Solution - Mitigation



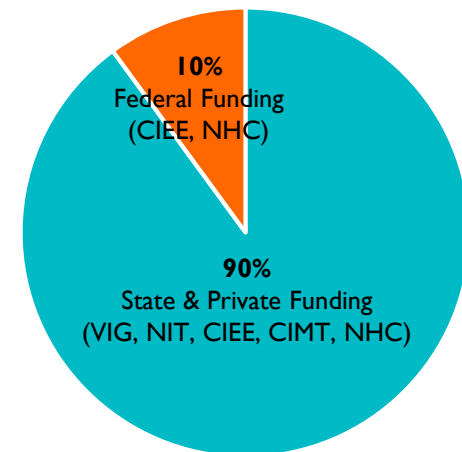
A Creative Solution - Mitigation



LEVERAGING FEDERAL INVESTMENTS

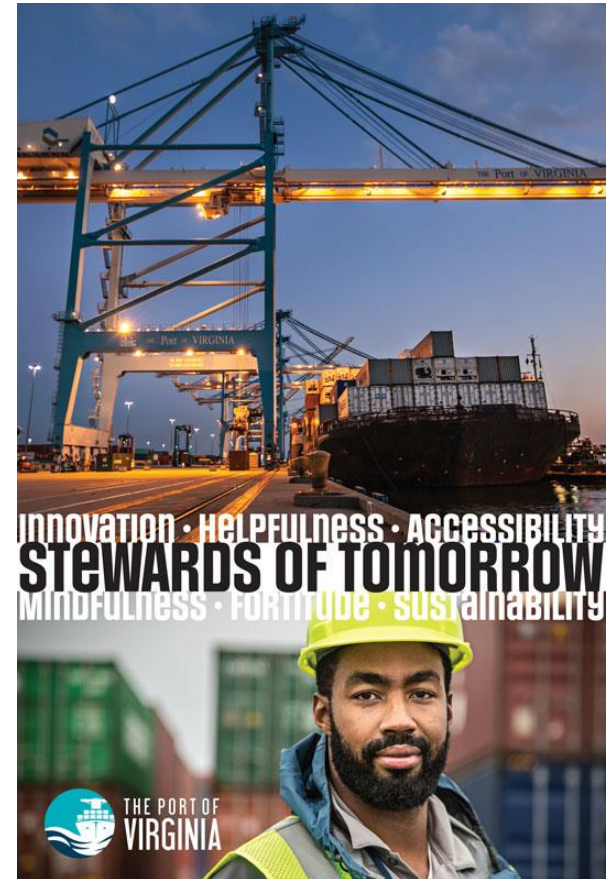
- The Port contributing 9 state & private dollars for every one federal dollar
- \$300M federal funding needed to complete SE Cell Main Dike

Project	State \$M	Federal \$M	Status
VIG	\$350		Funded
NIT	\$375		Funded
CIEE SE Cell	\$175	\$175	\$300M Needed to Complete
NHC	\$200	\$100	Chief's Report 6/18 – to WRDA
CIEE NE Cell	\$225	\$225	Not Funded
CIMT	\$2,500		Not Funded
CIMT Road & Rail	\$650		Not Funded
Total	\$4,475	\$500	



LEVERAGING FEDERAL INVESTMENTS

- Providing \$300M (FY19 & FY20) to complete Phase I will:
 - Create 1,100 immediate jobs
 - Produce \$16B in national economic benefits & 54,000+ sustainable jobs after port construction
 - Benefit-to-Cost Ratio of 9.4 @ 3.375% discount rate (4.7 at 7%)



QUESTIONS





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