Regional Sediment Management
Evolution of the SAD Regional Center of Expertise

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RSM-RCX established by South Atlantic Division in 2015
Operating as a resource to move RSM from innovation to IMPLEMENTATION

Source: FY14 Corps of Engineers Annual Civil Works Fiscal Report
Top 4 Challenges to RSM Implementation

1. **Financial**
   - No incentive!, budget penalty vs. priority, no understanding or recognition of value, risk to execution (2101), coordination funds, non-Federal funding coordination

2. **Authority/Policy**
   - Lack of understanding, unclear & inconsistent guidance. Cross business lines, Fed Standard, CAP, 7a1, other creative potential, risk/fear, 3X3X3

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, risk, perceived expense.
     - Understand issues and state of technology. Industry wants to help.
"the dredged material disposal alternative or alternatives identified by the Corps which represent the least costly alternatives consistent with sound engineering practices and meeting the environmental standards established by the 404(b)(1) evaluation process or ocean dumping criteria"

The Federal standard has sometimes been used as an excuse for inaction!

Life cycle costs, cross business line benefits/costs and non Federal funding need to be considered/pursued.
RETURN ON INVESTMENT
Example- 2013 STORM RESPONSE, JACKSONVILLE DISTRICT

FEDERAL NAVIGATION CHANNELS DREDGED
COST: $23M
VALUE: $23M

FEDERAL COASTAL STORM RISK MANAGEMENT PROJECTS NOURISHED
COST: $0
VALUE: $27M

DREDGING OPTIMIZED
COST: $0
VALUE: $20M

$70M VALUE AT $23M FEDERAL COST
RETURN ON INVESTMENT
EXPANDING THE ENVIRONMENTAL BOX

TAMPA HARBOR
MOBILE HARBOR

SAD NAV savings $16M, Programmatic savings PRICELESS
Quantifying the Benefits, N. Fl

Kings Bay/Fernandina ------ Nassau Co SPP
11 years

$45M NAV/MIL to Beach

Jax Harbor/Mayport ------ Duval Co SPP
30 years

$31M O&M to Beach
$4M Beach to Nav

St Augustine Inlet/IWW ------ St Johns SPP
14 years

$13M SPP to NAV
$4M O&M to Beach

Total: $97M in no cost project execution
Understand opportunities. What does maximum efficiency look like?
Potential for:
$97M in value
71% MORE Project Execution
SAD Optimization Part II

Optimization identified $100M in annual value and >$20M opportunities

- Next step is to go after unrealized potential
- SAD Pilots established to take optimization to the next level
  - Brevard Co SPP/Canaveral O&M - $1M/year (estimated)
  - Jekyll AIWW - $100,000 - $1M
  - Folly River/Beach – >$500,000 identified
  - Kings Bay Fernandina - $2,500,000 annually (Navy)
  - Brunswick Harbor – TBD (>1M annually)
  - Regional Contract – potential of $5M

- SAD Focus Areas -
  - TLP and In water placement
  - Nearshore feeder berms
  - Turbidity/Fate of fines
  - Mitigation Credit
  - Ecosystem Value
  - Industry Collaboration
  - Communication

Advancing policy and regulations to save Millions annually
SAD RCX Portfolio

- What else are we doing inside of SAD?
  - SCA/SACCS
  - Lead Section 1122 for SAD
  - Review District Planning Studies for RSM Opportunities
  - Review of Supplemental Projects for RSM Optimization

- What we are doing outside of SAD?
  - NAD RSM Optimization
  - Stakeholder meeting, State of Delaware (NAP)
  - Stakeholder meeting, California (SPL)
  - Baltimore District Section 204 Assistance
  - BOEM collaboration
  - Outreach & Communication of benefits
  - Programmatic Focus areas help nationwide

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For additional information and assistance with RSM Contact:

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