Quality Partnership Initiative
Overview
for
PDASA(CW) Ryan Fisher

September 27, 2018
AAPA’s View of the Corps

- CHANNEL DREDGING
- PLANNING STUDIES
- REGULATORY
QPI Origination and Key Events

- 2002 – Corps Reorganization and Reform Proposals; change/improvement concern
- 2004 – QPI agreements signed between AAPA/ASA and AAPA/Corps
- 2010 – Corps listening session on nav issues
- 2011 – ASA and Corps leaders meet on Port issues; commit to address issues
- 2012 – QPI Workshop to organize issues and Port/Corps action teams; QPI Report Issued, 25 Recommendations
- 2013 – Corps Civil Works Transformation
- 2014 – WRRDA enacted
QPI Memorandum of Understanding

Excerpt from 2004 AAPA/ASA(CW) MOU:

“The shared principles expressed below are intended to create a high trust culture between our organizations, where we work seamlessly, exchange information freely, and spend the public’s money wisely.”

AAPA members are public ports and cost sharing non-Federal project sponsors
QPI Baltimore Meeting
February 2011

- Attended by ASA Darcy and MG Grisoli
- Resulted in a list of items of concern to progress project delivery
- Committed to a follow up meeting to address issues
- Workgroups identified as Authorities, Communications & Collaboration, DDNPCX, Funding, Permits, and Reduction of Study Time
QPI Workshop Bradenton, FL
January 2012

• USACE and AAPA reaffirmed Partnering Agreement

• Three workgroups established:
  • Authorities
  • Project Delivery
  • Communication & Collaboration

• Recommendations Report with 25 actions issued in November 2012

• MG Walsh instituted quarterly conference calls to get the “partners perspective” on how Corps was progressing
Results

• Corps Civil Works transformation and SMART Planning addressed several QPI issues
• Congress passed Water Resources Reform and Development Act of 2014, addressing a number of the Authorities workgroup issues
• Joint AAPA/Corps webinars on technical topics
• Communications & Collaboration team addressed every issue on its list
• Corps navigation program funding has increased, especially maintenance dredging through the focus on Harbor Maintenance Tax funding
Successes

• 3-year Feasibility Studies
• Project Sponsor inclusion on Product Delivery Team
• Improved sharing of data with Sponsor - funding and schedule
• Clarification and streamlining acceptance of sponsor funds
• Use of model agreements and delegated approvals
• Ability to contribute funds for dedicated regulatory permit evaluations
• 17 of 25 QPI Recommendations completed
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<th>ACTION ITEM</th>
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<td>1. Beneficial uses of dredged material and the Federal Standard</td>
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<td>2. Utility relocations and Project Partnership Agreements</td>
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<td>3. Dredged Material Management Plans (DMMP) streamline process</td>
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<td>4. Contributed Funds – pursue annual Congressional report rather than pre-</td>
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<td>acceptance notice</td>
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<td>5. Improve NEPA coordination of Sections 404 and 408</td>
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# QPI Actions Identified in 2016

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<td>6 Sponsor funding for Corps combined Regulatory and Section 408 (Engineering) analysis.</td>
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<td>7 Stakeholder engagement checklist – identify best practices</td>
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<td>8 Dredged material placement area tipping fees – construction cost versus market value</td>
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<td>9 Pursue Section 408 guidance specific for Navigation</td>
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<td>10 Sponsor notification of when new guidance issued</td>
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<td>11 Clearly establish when Federal assumption of maintenance occurs on non-Federal navigation channel improvement</td>
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<td>12 Establish process for disposal of real estate easements no longer needed for the project</td>
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<td>13 Notify interested parties when new policy is issued</td>
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<td>14 Clarify role non-Federal sponsor’s role on release of Real Estate easements</td>
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On The Horizon...

• Dredging permit streamlining – 1 Federal Decision
• Managing annual and supplemental dredging efforts
• Planning studies – future ship sizes
• Project sponsor role in Corps policy and WRDA Implementation Guidance development – **Fast Track & Prioritize**
  • Direct Corps provide technical assistance when requested for sponsor-led navigation channel improvement studies
• Navigation asset condition reports
• Corps reorganization study
Summary

• AAPA supports ASA James views on ‘turning dirt’
• Definite trend of improvement in working relationships
• Look forward to working with ASA and Corps leadership on navigation issues
• Global trade is the key to U.S. economic growth. Corps nav program is safe and efficient freight movement.

Thanks for all you do!