

James River Partnership XXI

**The Mariners Museum
100 Museum Drive, Newport News, Virginia
November 30, 2017**

Vision: “To Foster Navigational, Economic, and Environmental Cooperation and Stewardship of the James River Navigation Channel.”

Goal: “To Achieve UNRESTRICTED NAVIGATION on the James River, while providing for good environmental stewardship of its resources.”

“Welcome, Opening Remarks”

Mr. Whiting Chisman

Vice President

Virginia Pilot Association

“Introduction of Guests”

Mr. Keith Lockwood

Chief Operations Branch

U.S. Army Corps of Engineers

“Commander’s Perspective”

Colonel Jason Kelly, PMP

Commander, Norfolk District

U.S. Army Corps of Engineers

Colonel Jason Kelly, PMP

Commander, Norfolk District

U.S. Army Corps of Engineers



James River Partnership
30 November, 2017



US Army Corps
of Engineers.



U.S. ARMY

“Navigation Program”

Mr. Thomas Shea

Program Manager

U.S. Army Corps of Engineers

U.S. ARMY CORPS OF ENGINEERS NAVIGATION PROGRAM UPDATE

***James River Partnership
30 November 2017
Newport News, VA***

***Thomas Shea, PMP
O&M Appropriation Program Manager
North Atlantic Division
U.S. Army Corps of Engineers***



**US Army Corps
of Engineers.**



U.S. ARMY

USACE Navigation Assets

COASTAL NAVIGATION

1,067 Navigation projects

23 Lock chambers

13,000 Miles of channels

929 Navigation structures

844 Bridges



INLAND NAVIGATION

27 Inland River Systems

218 Lock chambers @ 176 lock sites

12,000 Miles of inland river channels



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KEY CHALLENGES

- Continued pressure on budget
- Competition for funds remains keen
- Flat budgets – increasing costs
- 21st century needs different or greater than those of last century
- Extreme weather events: hurricanes, droughts
- Age of infrastructure
- Seasonal “no dredge” periods due to threatened and endangered species reduces available dredging time

Impacts:

- Sustainability and reliability of assets
- Channel availability
- Low use channels
- Locks level of service
- Decreased navigation structure reliability
- **Impediments to commerce**



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Performance-Based Budgeting

- Budgets focus on highest-performing projects

Channel Type	Coastal	Inland
High Commercial Use:	> 10M tons per year	> 5B ton-miles per year
Moderate Commercial Use:	1M-10M tons per year	1B-5B ton-miles per year
Low Commercial Use:	< 1M tons per year	< 1B ton-miles per year

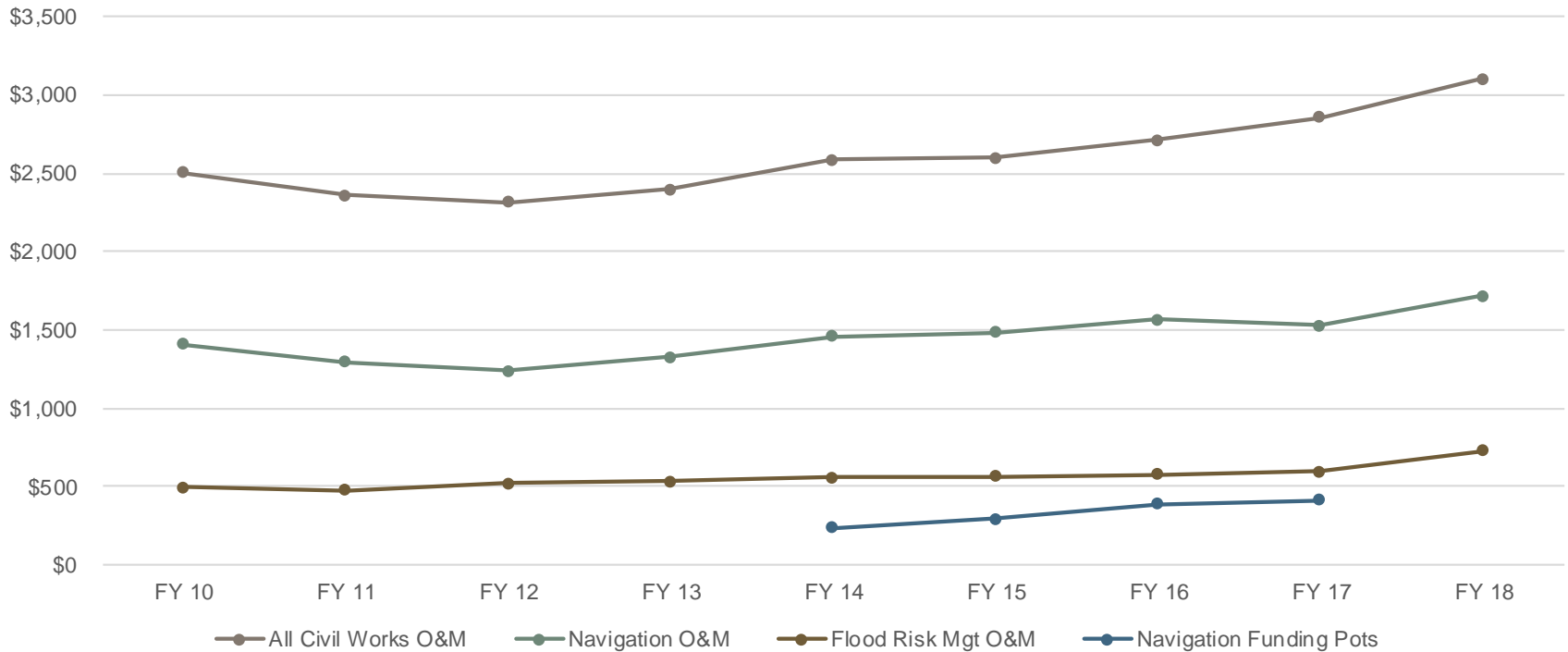
- Other factors:

- ✓ Subsistence harbors
- ✓ Critical harbors of refuge
- ✓ National security (Navy, Coast Guard)
- ✓ Energy supply
- ✓ Public transportation
- ✓ Life safety
- ✓ Commercial fishing

USACE Navigation O&M			
Use Type	High	Moderate	Low
No. Projects	59	100	908
% of Commerce	90%	9%	1%
% of PRESBUD	62%	25%	7%

Budget Trends and Comparisons

USACE O&M Funding
(\$Mil)



- Nationally, the Navigation Program is relatively constant
- Navigation accounts for 55% of total O&M
- Congressional Funding Pots adds about 25%

OTHER TRENDS IMPACTING FUNDING

- O&M 20/20
- Administration's Infrastructure Initiatives
- Recent or upcoming deepening projects
 - NY & NJ Harbor, Savannah, and Charleston
 - new O&M requirements



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USACE NAVIGATION DATA CENTER

<http://www.navigationdatacenter.us/index.htm>



Wednesday, March 26, 2014 4:21:25 PM



Waterborne Commerce Vessel Characteristics Port Facilities Dredging Information Lock Use, Performance, Characteristics

Click on the pictures above for detailed information by subject area

Click on the links below for new additions, related links, monthly indicators, maps and data

and 3

Site Index

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[Dredging Contracts](#) | [Lock Statistics](#)

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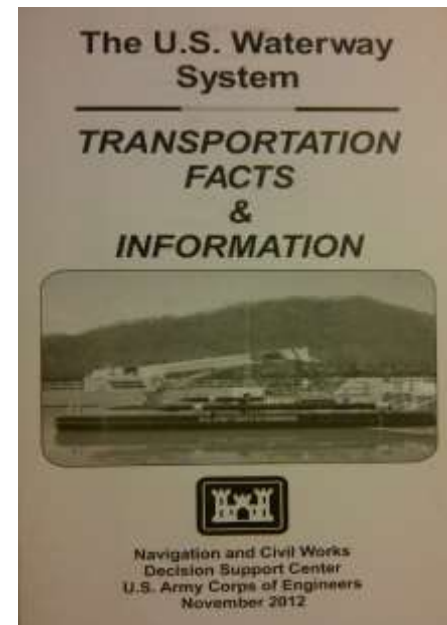
Comments or Questions Contact:
U.S. Army Corps of Engineers
Institute for Water Resources
Navigation Data Center
7701 Telegraph Rd
Alexandria, VA 22315
Fax: (703) 428-6047

CEIWR-NDC.WEBMASTER@usace.army.mil



This document was last revised: 3/5/2014

- USACE Web Page
- Waterborne commerce
- Vessel characteristics
- Port facilities
- Dredging information
- Locks



US Army Corps of Engineers®

“James River Project Status”

Mr. Michael Anderson

Chief Design Management

U.S. Army Corps of Engineers

NORFOLK DISTRICT JAMES RIVER PARTNERSHIP XXI

James River Project Update
Michael L. Anderson, PE
Project Manager
30 November 2017

"The views, opinions and findings contained in this report are those of the author(s) and should not be construed as an official Department of the Army position, policy or decision, unless so designated by other official documentation."



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James River Funding

James River Federal Navigation Project			
Fiscal Year (FY)	President's Budget Amount (\$)	Appropriation Amount (\$)	Capability Amount (\$)
2008	4,320,000	4,655,000	5,730,000
2009	3,667,000	3,336,000	8,788,000
2010	4,479,000	4,257,000	10,392,000
2011	4,180,000	4,180,000	7,370,000
2012	4,363,000	4,234,230	7,096,000
2013	3,948,000	3,948,000	7,600,000
2014	3,801,000	4,698,000	7,600,000
2015	3,696,000	5,696,000	7,600,000
2016	4,006,000	5,506,000	9,265,000
2017	4,100,000	7,900,000	7,900,000
2018	2,729,000		7,929,000
10 year average =	4,328,900	4,841,023	8,727,000
Supplemental Funds			
ARRA =	3,314,000		
Storm Sandy =	3,050,000		
Hurricane Matthew =	500,000 for the RDWT		



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James River Funding Continued

Fiscal Year (FY)	President's Budget Amount (\$)	Appropriation Amount (\$)	Capability Amount (\$)
2017	4,100,000	7,900,000	7,900,000
2018	2,729,000	Pending	7,929,000
10 year average =	4,328,900	4,841,023	8,727,000
Hurricane Matthew =	500,000 for the RDWT		



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INDEFINITE DELIVERY INDEFINITE QUANTITY (IDIQ) CONTRACT W91236-15-D-0053

Contract to Cottrell Contracting Corporation includes a base year and two option years (3 years total)

Status:

Base Contract awarded 29 September 2015

Option Year 1 awarded on 29 September 2016

Option Year 2 awarded and started on 29 September 2017

Six Task Orders awarded to date



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COTTRELL CONTRACTING CORPORATION THE ROCKBRIDGE DREDGE



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Accomplishments

Maintenance Dredging Completed:

- Task Order 4 \$2,089,036.00
Dancing Point - Swann Point & Goose Hill Channels
10 January 2017 – 14 February 2017
290,000 Cubic Yards of Pay Volume removed

- Task Order 5 \$4,832,944.50
Dancing Point - Swann Point & Goose Hill Channels
20 July 2017 – 21 December 2017 (work ongoing)
800,000 Cubic Yards of available Pay Volume
(scope reduced from 26'+1 to 25'+1 dredging depths)

Accomplishments Continued

Maintenance Dredging Completed:

- Task Order 6 \$2,770,250.00
 Dancing Point - Swann Point & Tribell Shoal Channels
 Task Order awarded on 21 November 2017
 485,000 Cubic Yards of available Pay Volume
 Dancing Point - Swann Point to 26'+1
 Tribell Shoal to 25'+1

Condition Surveys on Demand

Engineering Research Development Center

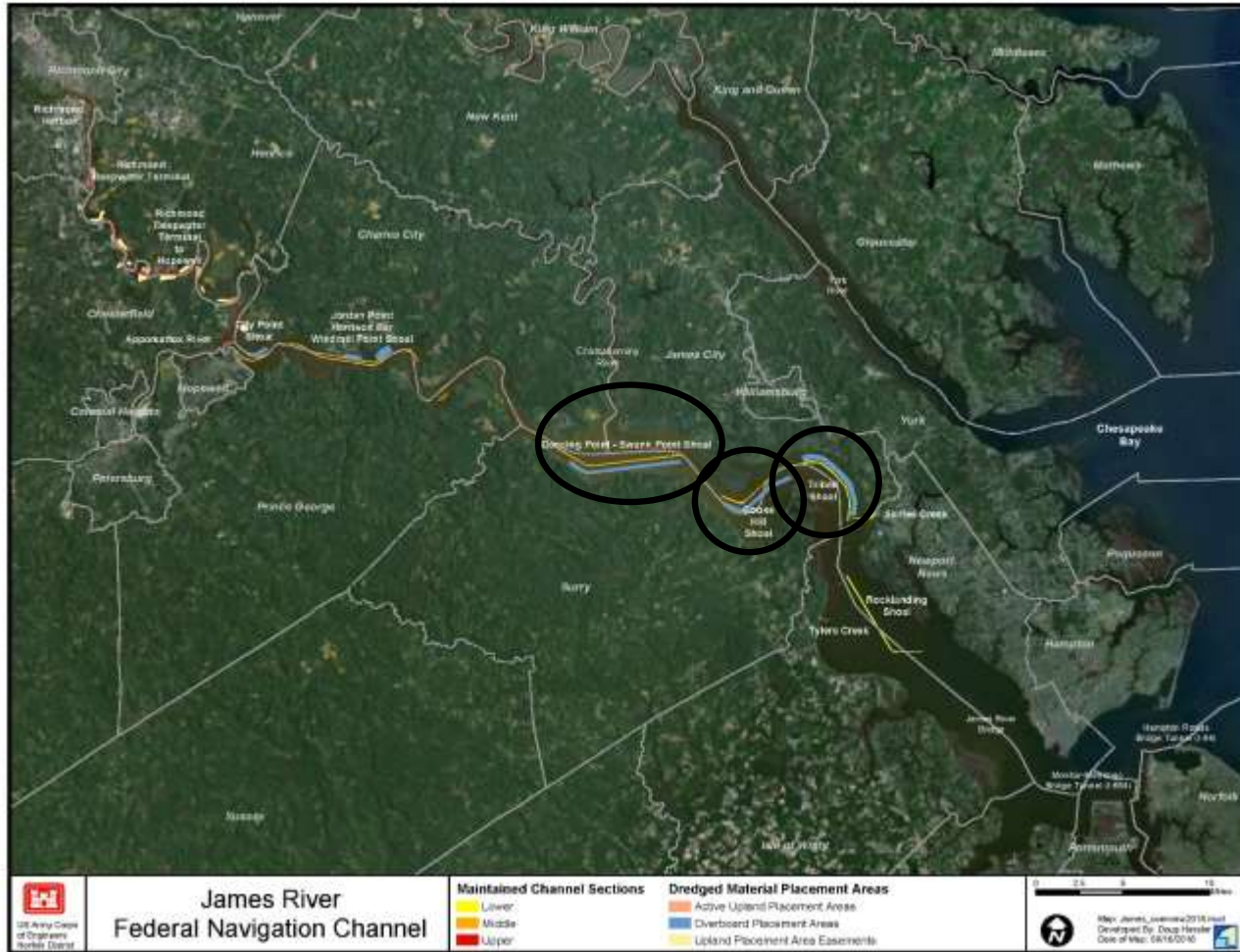
- Continued work on the James River to evaluate sediment transport and fate



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DANCING POINT- SWANN POINT, GOOSE HILL, & TRIBELL SHOAL CHANNELS



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FY 2018 Activities and Goals

- Task Order 7 pending Congressional appropriations
- Development and award of a new IDIQ contract prior to end of September 2018
- Continued Condition Surveys
- Schedule periodic Stakeholder meetings to prioritize dredging work based on limited funding scenario. (schedule execution of the Matthew Supplemental funds)
- Continued Engineering Research Development Center Work



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A few notes on De-authorization of Inactive Projects and Backlog Prevention.....

- Water Resources Reform and Development Act of 2014 Sections 6001 and 6003 – provided a streamlined approach to de-authorize CW project elements, not yet constructed.
- General Criteria – Five full fiscal years with no obligations (FY 2013 through FY 2017)
- James River elements to be de-authorized. Deepen the -25 foot channel to -35 feet and enlarge the turning basin at Richmond Deepwater Terminal.
- Project elements to be de-authorized on 1 October 2019



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“Projects, Initiatives at RMT”

Mr. Patrick Jefferson

General Manager Multi-Use Terminal Operations

Virginia Port Authority

RICHMOND MARINE TERMINAL

Patrick Jefferson, General Manager, Multi-Purpose Terminal
Operations for The Port of Virginia



OUR TERMINALS



INLAND TERMINAL ADVANTAGE



- Reduced emissions
- Chassis Pool
- Start/Stop for equipment
- Full Service container yard
- Ancillary services
- Strategic location to primary/secondary markets

RICHMOND MARINE TERMINAL



Land acreage: 121
Wharf: 1,600 feet
Rail service via Class I Railroad
Barge service with NIT and VIG

HOW WE MOVED THE CARGO: FY2017

RMT Barge Service



+ 37.6%



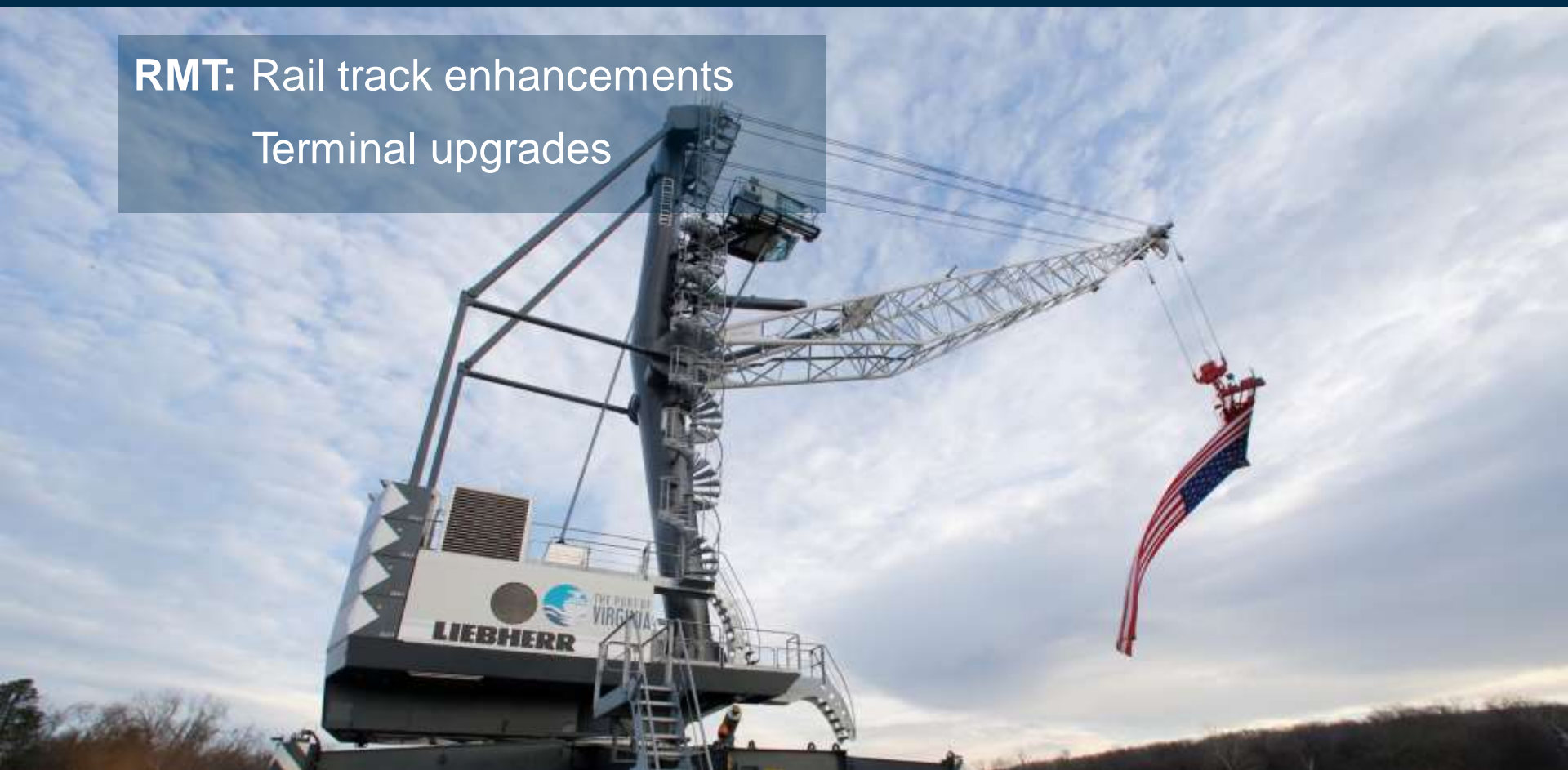
CAPITAL INVESTMENTS



- Mobile Harbor Crane
- Mobile Generator
- 52k forklift
- Container handling equipment

ADDITIONAL INVESTMENTS

RMT: Rail track enhancements
Terminal upgrades



RMT CURRENT CUSTOMERS

Customers currently utilizing barge

- › Expeditors
- › CrossGlobe
- › RI Rubber
- › Lidl
- › Carolina Ocean Lines
- › Evergreen Enterprises
- › Plow & Hearth
- › Avail Vapor
- › Scoular Grain

Customers located near Richmond to utilize barge

- › Expeditors
- › CrossGlobe
- › R1 Rubber
- › Lidl

WE ARE A CATALYST FOR COMMERCE.





ACCESSIBILITY

INNOVATION

FORTITUDE

MINDFULNESS

HELPFULNESS

SUSTAINABILITY

“Model Results Dancing Point”

Dr. Tahirih Lackey

Engineering Research Development Center

U.S. Army Corps of Engineers

James River Sediment Transport Modeling

Dr. Tahirih C. Lackey

James River Partnership Meeting

November 30, 2017



Project Team Members:

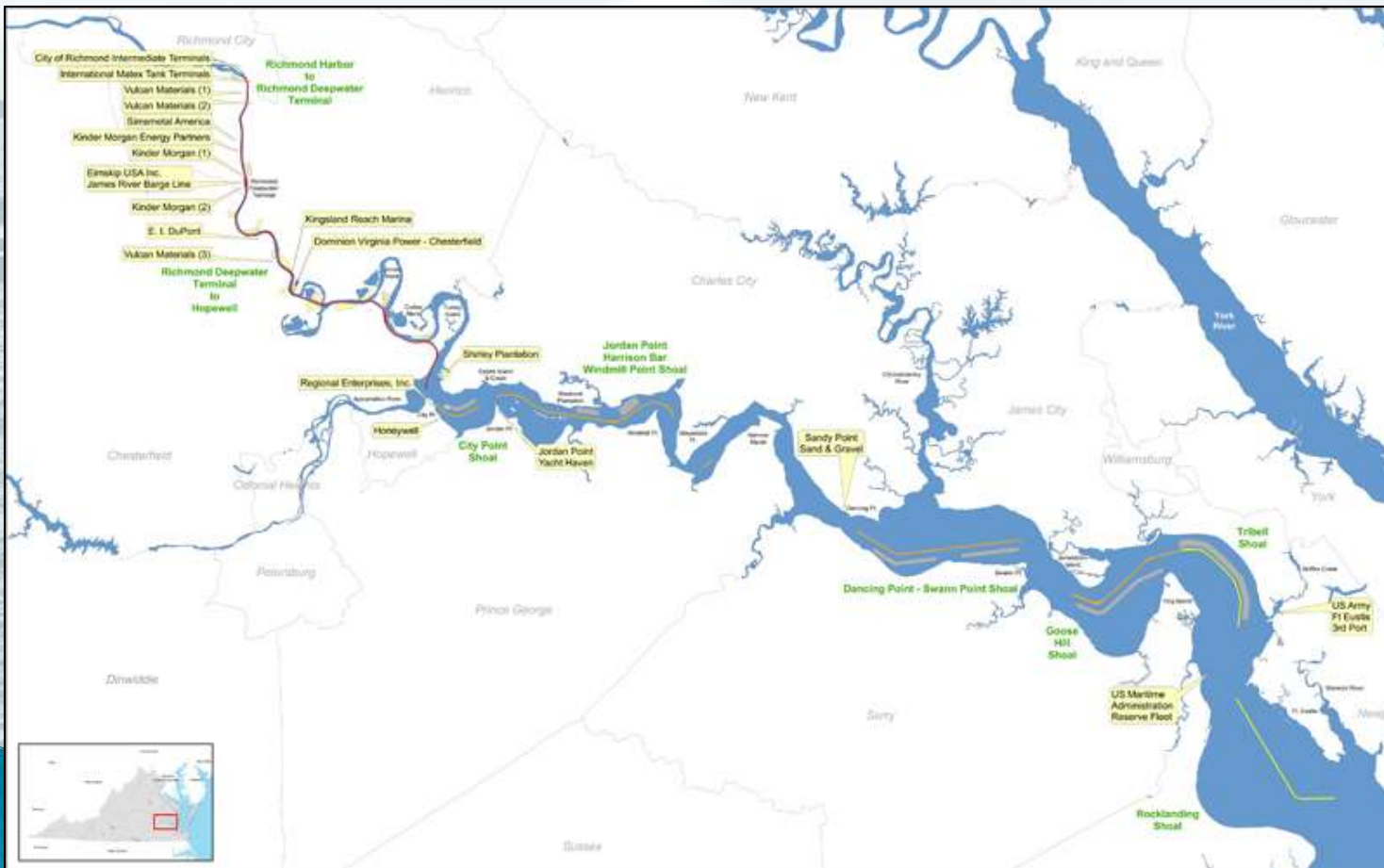
ERDC: Joe Gailani, Susan Bailey, Sung-Chan Kim, Jarrell Smith, Dave Perkey, and Earl Hayter

NAO: Chris Turner, Robert Pruhs, Michael Anderson, Walter Trinkala



Background

The James River federal navigation channel is maintained to 25 feet deep and 300 feet wide from the mouth to Hopewell, Va., and 25 feet deep by 200 feet wide from the Richmond Deepwater Terminal to the Richmond Lock.



Why is Dredging James River Important?

“In 2013, more than \$66 billion in goods moved in and out of The Port of Virginia and a growing portion of that cargo is moving across The Port of Richmond.

Maintaining the channels of the James (River) that serve Richmond is critical to its health and expansion of that facility and the regional economy.”

–Virginia Port Authority.

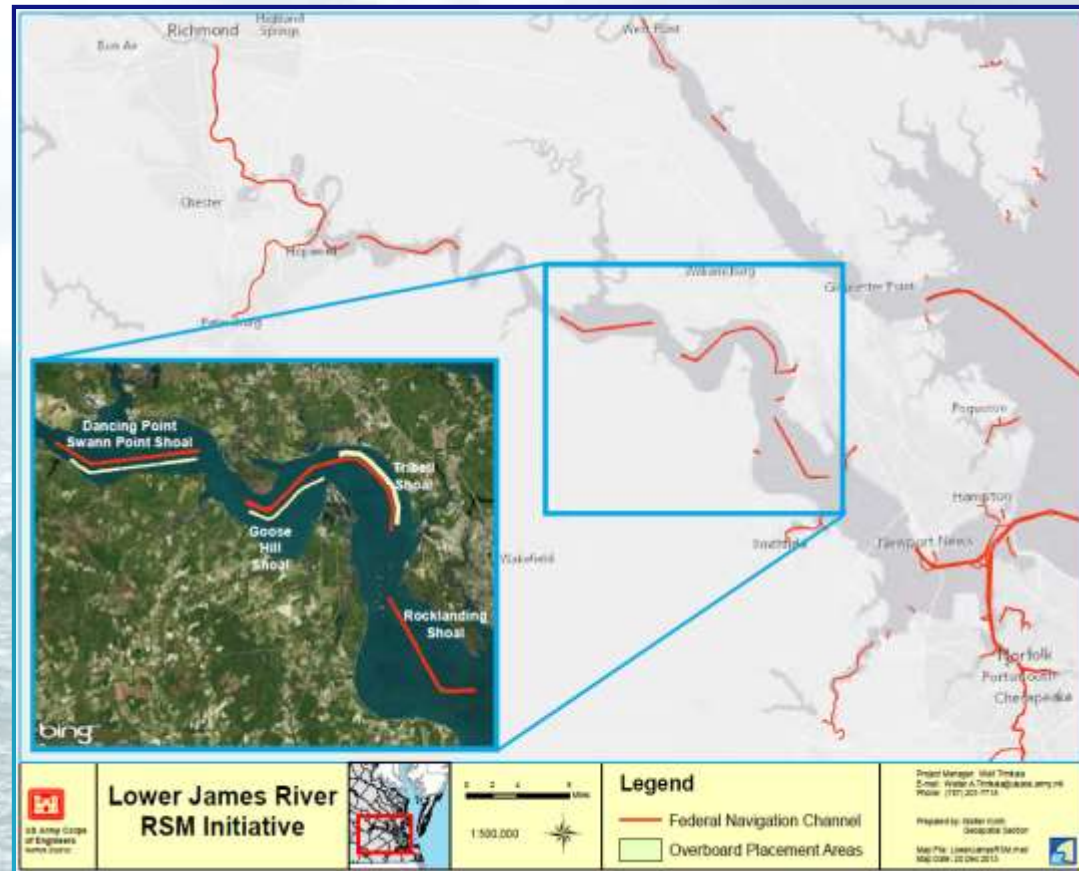


(U.S. Army photo/Patrick Bloodgood)



Dredging Concerns

- ▶ We dredge about 1M CY of material on the James River annually
- ▶ When dredging cannot occur, load restrictions are placed on vessels, ultimately resulting in economic losses



Objective: Investigate channel shoaling in the area and determine if there are potential methods to reduce dredging and/or dredging costs without increased risk.

Initial Questions

- ▶ Is the placed material going back into the channel?
- ▶ Is there significant risk to nearby species?
- ▶ If either of these answers is yes, do we need to investigate strategic placement options?

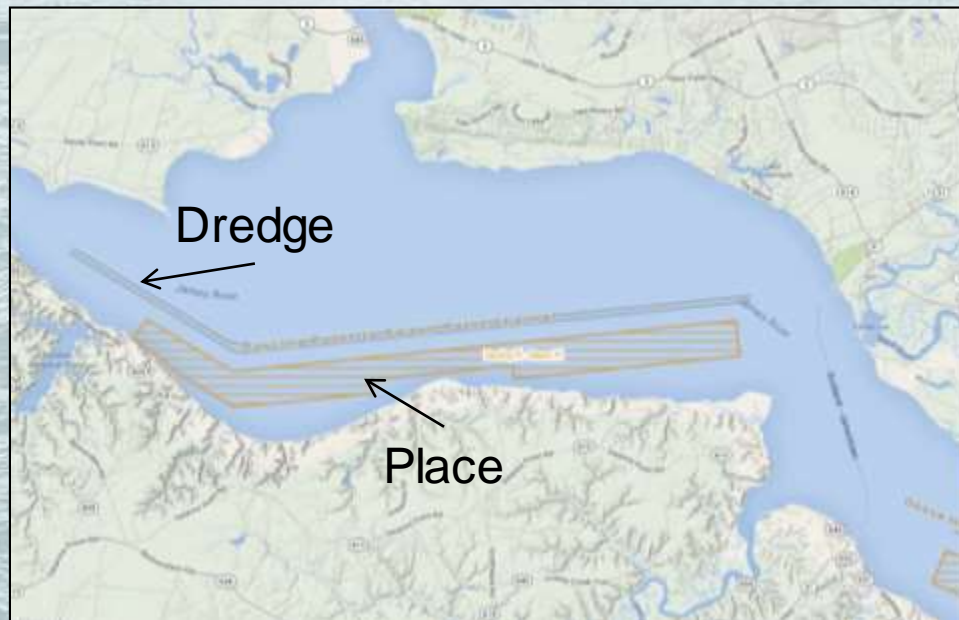
Hydraulic Pipeline / Cutterhead Dredge



Previous Work :

Dancing Point – Swann Point

- ▶ 60% of the 1M CY of material dredged comes from Dancing Point–Swann Point reach.
- ▶ This shoal needs to be dredged twice a year.



What Is Our Modeling Approach?

Short-term Concerns (2-4 weeks)

Hydrodynamic
Modeling (CH3D)

How is the water moving?
Velocity, Salinity, etc



Pipeline Placement Models

When sediment is placed, how
much is immediately available for
transport?



Farfield Fate (PTM)

Where does the immediately
available material go?

Long-term Concerns (6 months)

Hydrodynamic
Modeling (CH3D)

How is the water moving?
Velocity, Salinity, etc



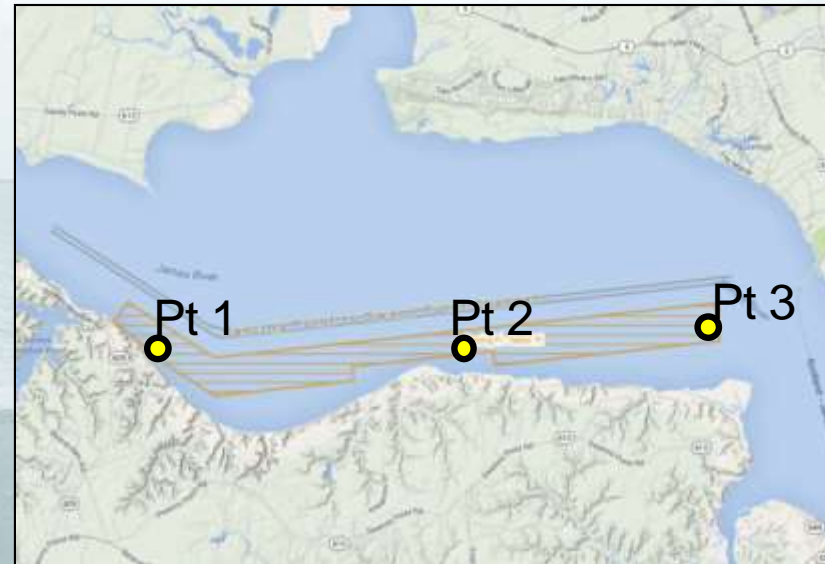
Morphology (LTFATE)

Does the mound migrate back into
the channel?



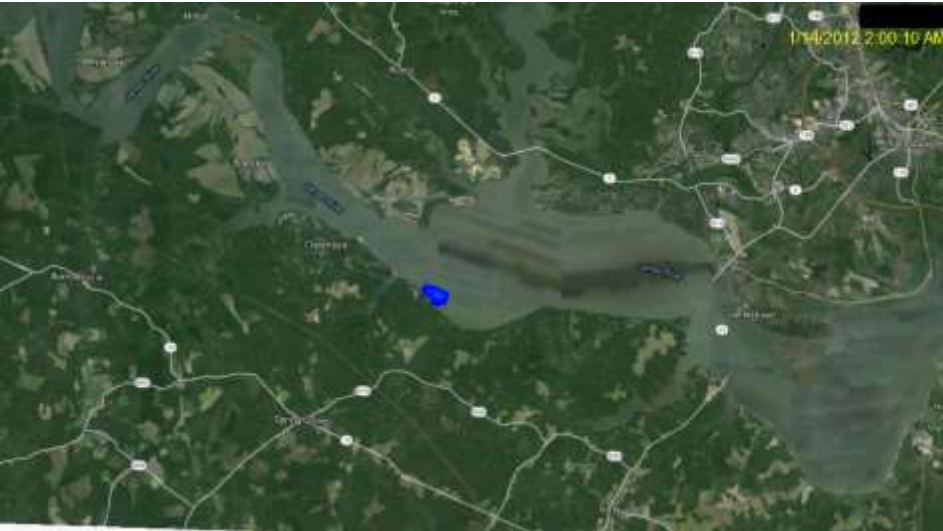
Farfield Fate Simulation Details

- ▶ A one month long simulation period was modeled for three pipeline locations using the Particle Tracking Model.
- ▶ Dredging occurs over the first 17 days (approximately 100,000 CY of material).
- ▶ The simulation continues for an additional two weeks to allow the finer sediment to either deposit or be transported away from the system.

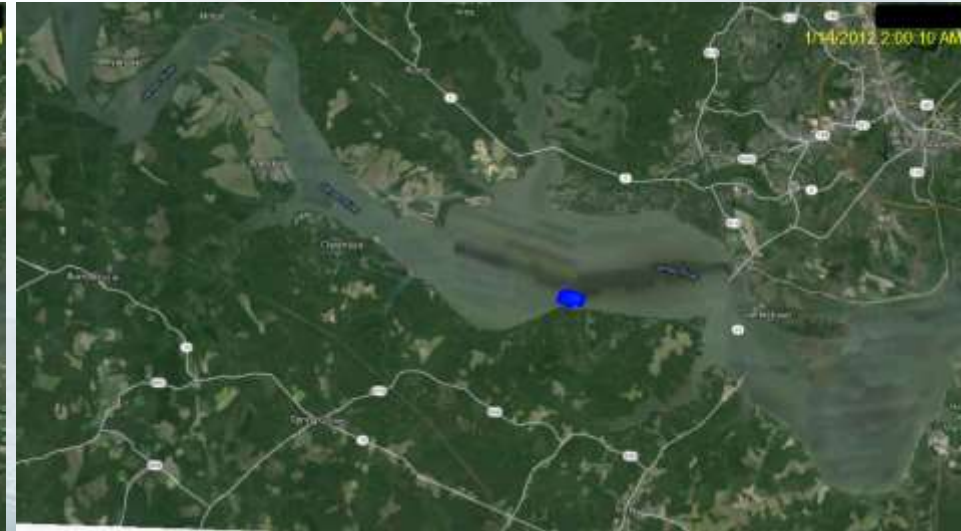


Suspended Sediment Concentration

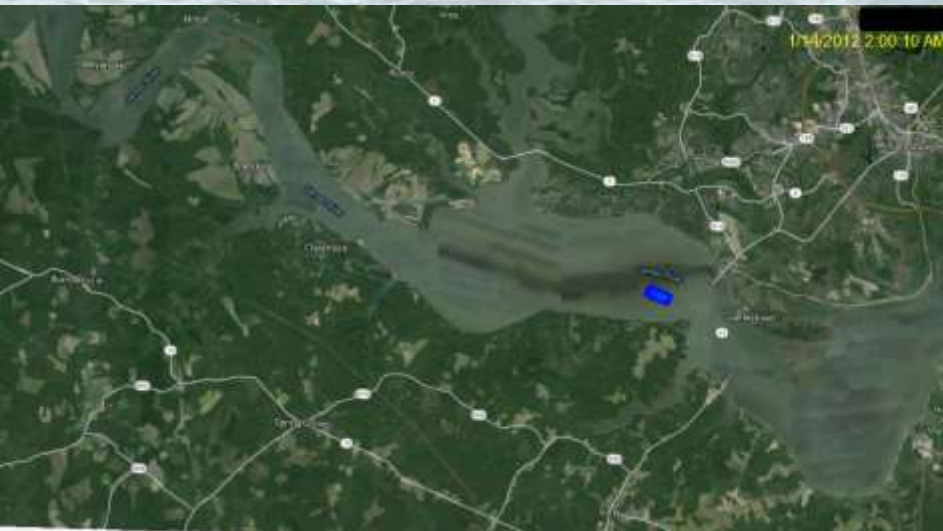
Pt 1



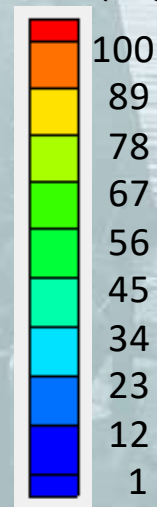
Pt 2



Pt 3



SSC(mg/l)



Maximum values outside of the immediate release site are less than 30 mg/l.

The downstream point Pt 3 shows that most sediment is transported away from the placement site.

Determination of Mound Migration (Long-term concern)

- **A six month simulation was run to understand morphology change after dredging.**
- **The USACE model LTFATE (Long-Term Fate) was used to simulate sediment transport**
- **LTFATE is a fully 3D hydrodynamic and sediment transport model.**



Bed Morphology Change (g/cm^2)

Six months after placement

Approximately 5% of placement mound sediments are eroded and about 3% of the placed material migrates back into the channel.



Erosion occurs at the eastern portion of the placement mound. This is counter-intuitive which suggests that sediment ultimately depositing there comes from another source.

The sediments appear to have moved to middle of the mound and across the channel as well.

Some sediment moves downstream of the mound and deposited in the southern shoals.

Conclusions :

Dancing Point – Swann Point

▶ Short-term concerns

- Results show that the majority of suspended material immediately released into the water column during placement remains in the placement area or is transported out of the area of interest downstream.
- Sediment concentration and deposition values remain relatively small outside of the placement area. Most likely too small to present risk in the area of interest.

▶ Long-term concerns

- A small fraction of sediment from the placement mound migrates into the channel after placement.
- The fine-grained nature of these sediments precludes these small volumes of sediment from depositing in the channel where the currents are strong.



Regional Approach

- ▶ From the Dancing Point–Swann Point results, bulk of sediment placed does not get transported back to the channel within 6 month period.
- ▶ Most likely sediment is coming from another source
- ▶ Regional approach is needed to understand sediment transport.



Initial Questions

- ▶ Is the placed material going back into the channel?
- ▶ Is there significant risk to nearby species?
- ▶ If either of these answers is yes, do we need to investigate strategic placement options?

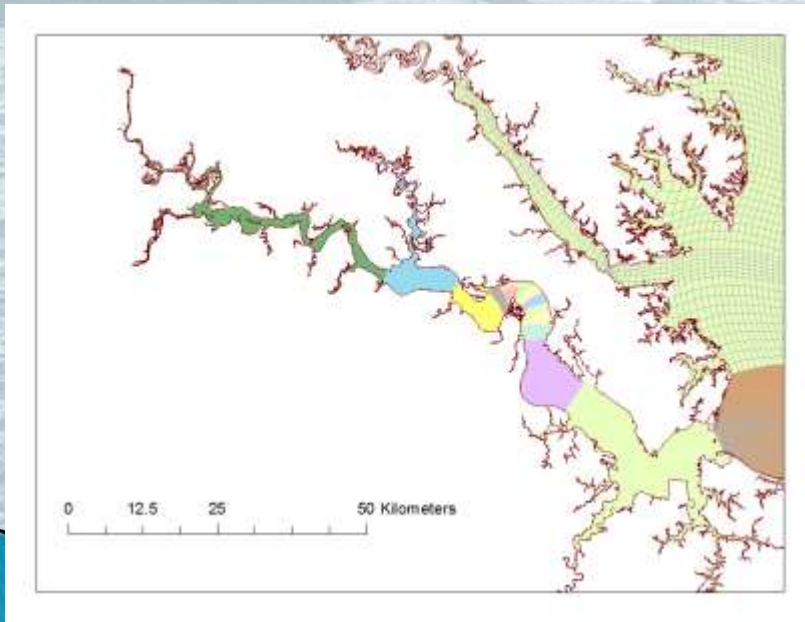
Follow-up Questions

- ▶ What is the impact of the upstream suspended load on sedimentation?
- ▶ Does sediment resuspended from one placement site impact other sites over time?
- ▶ What are the overall transport mechanisms in this system?



Scope of Work -FY17/FY18

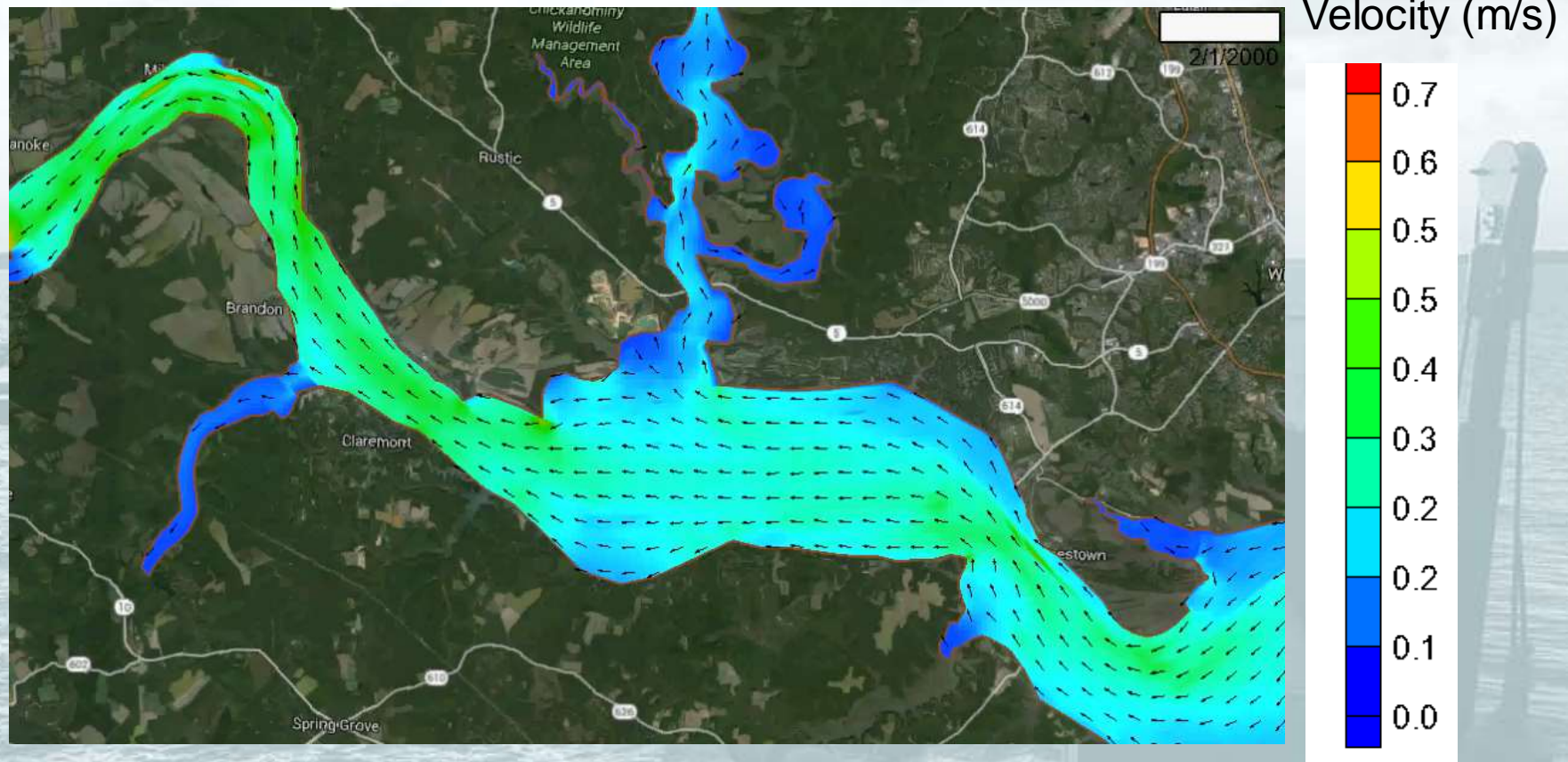
- ▶ 2 year hydrodynamic modeling of James River
- ▶ Field Data Collection effort for James River
- ▶ Risk assessment of dredging within Goose Hill placement site (short term modeling)
- ▶ 2 year sediment transport modeling simulation



Previously we focused solely on placed material and it's ultimate fate. Now we are looking at transport over the entire James River system



Hydrodynamic Modeling – Completed



Contours of near surface velocity (vectors show direction)



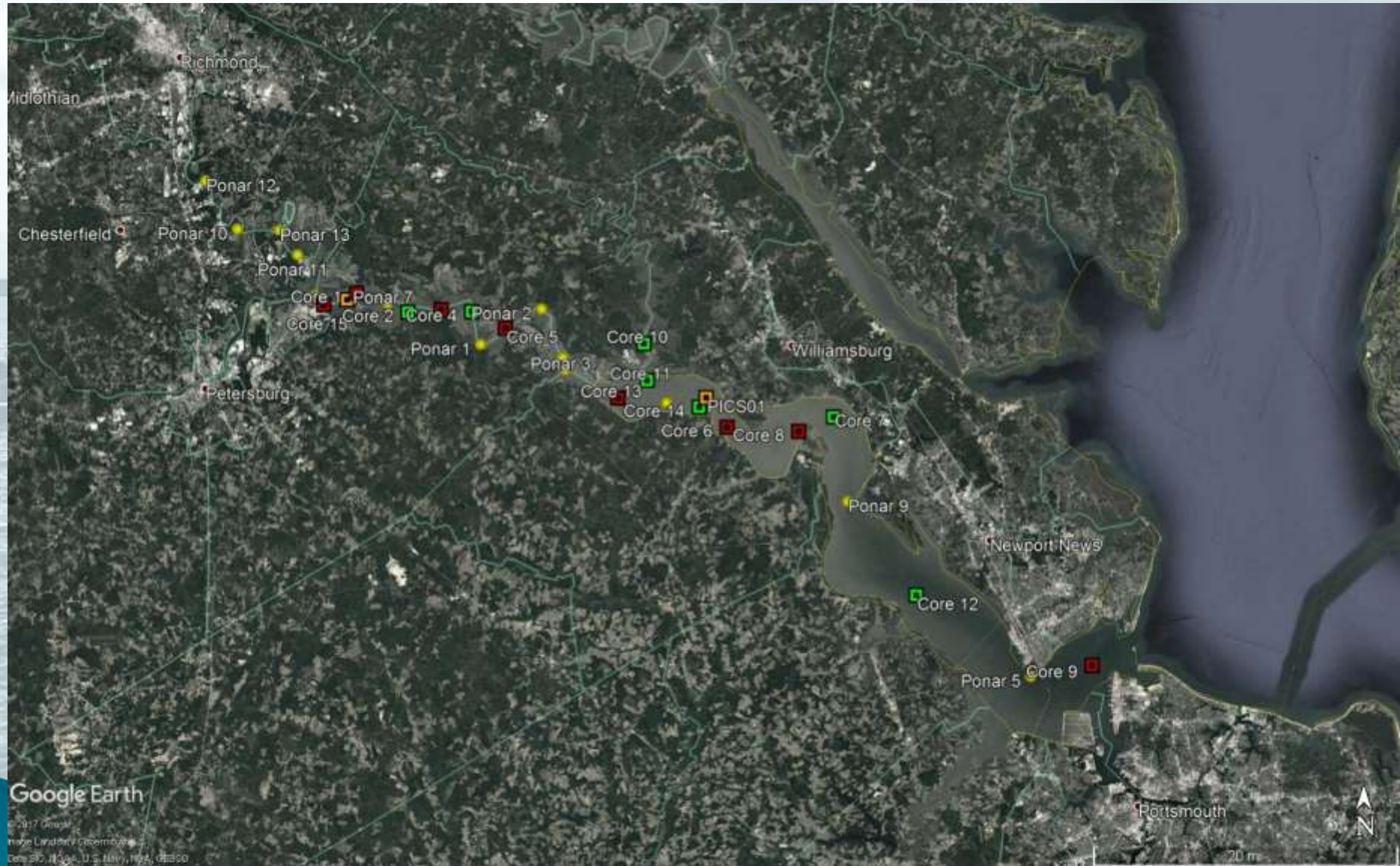
Field Data Collection – Completed

Fifteen day field data collection effort. Samples were collected over approximately 95 river miles.

- ▶ Surface grab samples
- ▶ Core samples – erosion testing
- ▶ Particle settling velocity sampling
- ▶ Physical samples for concentration and grain size analysis



Field Data Collection



Google Earth

© 2017 Google
Image Landsat by Google Earth
Data by NOAA, U.S. Navy, NGA, GEBCO



Field coring vessel

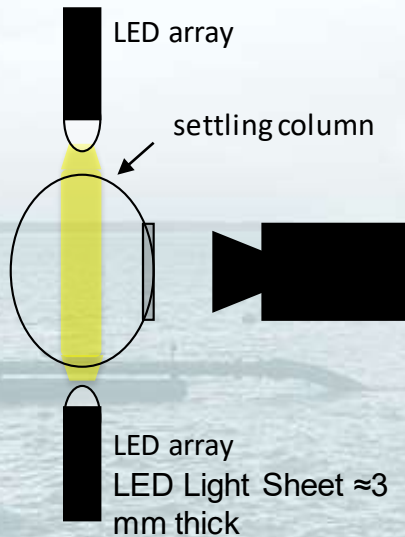


Settling Velocity Measurements

A. PICS



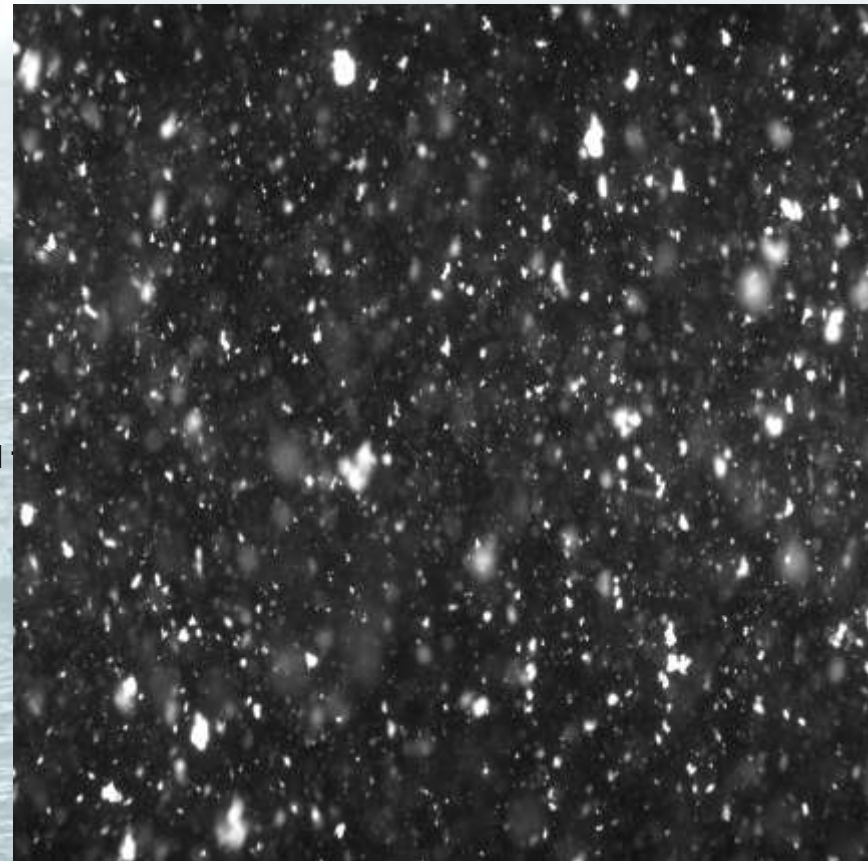
B. PICS LED Light Source



C. Example Image with suspended



D. Settling Flocs from Station PICS01.
James River near Dancing Point- Swan Point
Shoal Channel



Aggregate Durability

- ▶ Testing the durability of eroded sediment clasts (clumps).
- ▶ Informs the study on the likelihood that eroded aggregates could travel long distances and re-deposit in the channel.



BEFORE



AFTER 10-MINUTES



Remaining Tasks for FY18...

- ▶ Complete analysis of Field Data
- ▶ Complete risk assessment of resuspended placed material at Goose Hill
- ▶ Complete sediment transport modeling of system



Collaboration for this effort...

- ▶ Norfolk District
- ▶ Regional Sediment Management (RSM)
- ▶ Dredging Operations and Environmental Research Program (DOER)

We understand the importance of the James River and are partnering to gather the information we need to help support the USACE navigation mission.





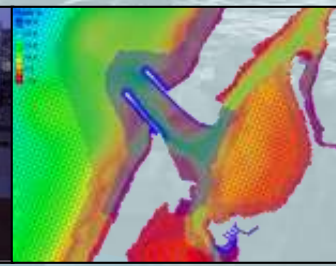
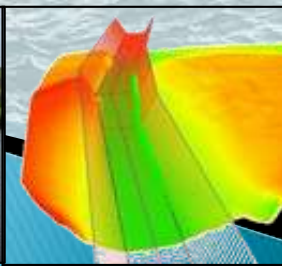
Regional Sediment Management...

Est 1999, CERB Charge



A systems approach to deliberately manage sediments in a manner that maximizes natural and economic efficiencies to contribute to sustainable water resource projects, environments, and communities = Healthy Systems

- Navigation, Flood Risk Mgmt, Ecosystem, Emergency Mgmt:
 - Short and long-term sustainable, resilient solutions
 - Coastal and Inland
- Recognizes sediment as a valuable regional resource
- Work across multiple projects, authorities, business lines
- Tools and technologies for regional approaches
- Relationship building for decision making & implementation





Dredging Operations and Environmental Research (DOER)



Research to meet the complex economic, engineering and environmental challenges of dredged material management in support of the navigation mission

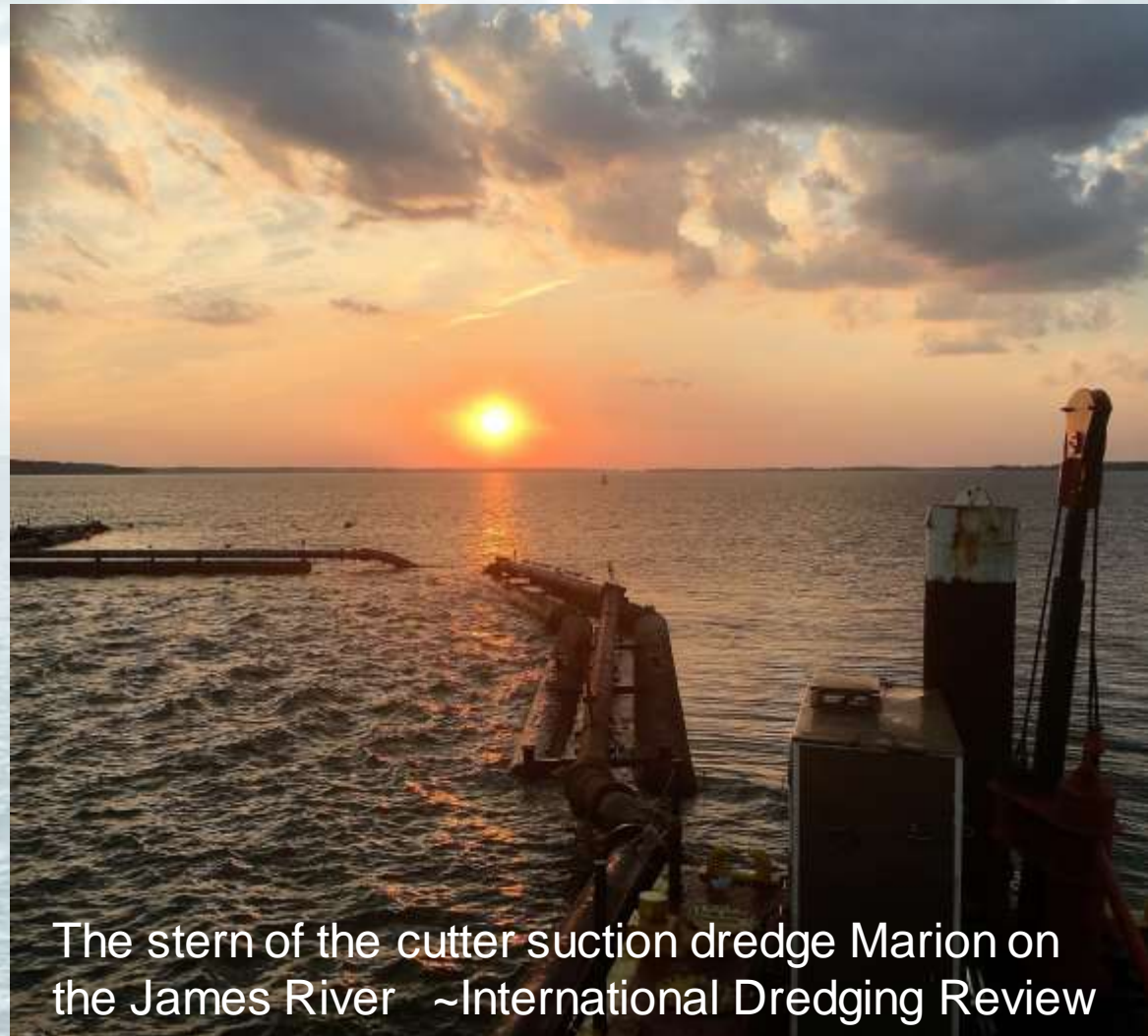
Provides project managers with knowledge and technology for:

- ▶ **Cost effective operations**
- ▶ **Risks associated with management alternatives**
- ▶ **Environmental compliance**
- ▶ **Increased Beneficial Use, RSM, and Engineering With Nature**

<https://doer.el.erdc.dren.mil/>



Questions?



The stern of the cutter suction dredge Marion on the James River ~International Dredging Review



“Overview Of Coast Guard Operations on the James River”

LCDR Barbara Wilk

Chief Waterways Management

U.S. Coast Guard Sector Hampton Roads

Sector Hampton Roads



James River Partnership Meeting
November 30, 2017



Navigational Safety

- Marine Safety Information Bulletins (MSIB)
- Broadcast Notice to Mariners (BNM)
- Local Notice to Mariners (LNM)
- Sector Hampton Roads Command Center: 24/7
 - 757-638-8555

Sector Hampton Roads Waterways Division

757-668-5580



Surry-Skiffes Creek Transmission Lines

14 November 2017 - 14 Feb 2018



Chickahominy-Surry Transmission Lines

- PAR Electrical Contractors will replace 4 structures along the existing Chickahominy-Surry Line
- Starting at Willcox Wharf in Charles City to Windmill Point in Prince George County
- December 15, 2017 through January 20, 2018, new transmission lines will be pulled into place (MSIB 17-130)
- No closure of navigation channel expected.
- Request 2 hour advance notice of vessels transiting the area



Aids to Navigation Maintenance

- Responding to Discrepant Aids to Navigation



Search and Rescue:

Fire at Richmond Yacht Basin

- Two 50' docks, 12-15 recreational vessels, and Henrico Fire Boat
- Coast Guard provided patrol boat and helicopter
- York, Virginia, and James City Fireboats responded
- No persons in water so then shifted to response as a Marine Casualty due to potential oil discharge.



Bridges

- Coordinate with Bridge Owners – VDOT, local municipalities
- USCG Fifth District Bridge Branch: 30-day advance notice for work that requires closed to navigation
- Sector Hampton Roads disseminates info for any closures



Questions



“Current and Projected Vessel Perspective”

Mr. David Host

President Host Shipping Company

T. Parker host, Inc.



James River Partnership XXI Vessel Traffic Update

David Host
November 30, 2017

HOST

Commercial Users of the James River



PHILIP MORRIS



LUCK  STONE™

HOST



HOST



HOST



HOST



HOST



HOST



HOST



HOST



HOST



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HOST



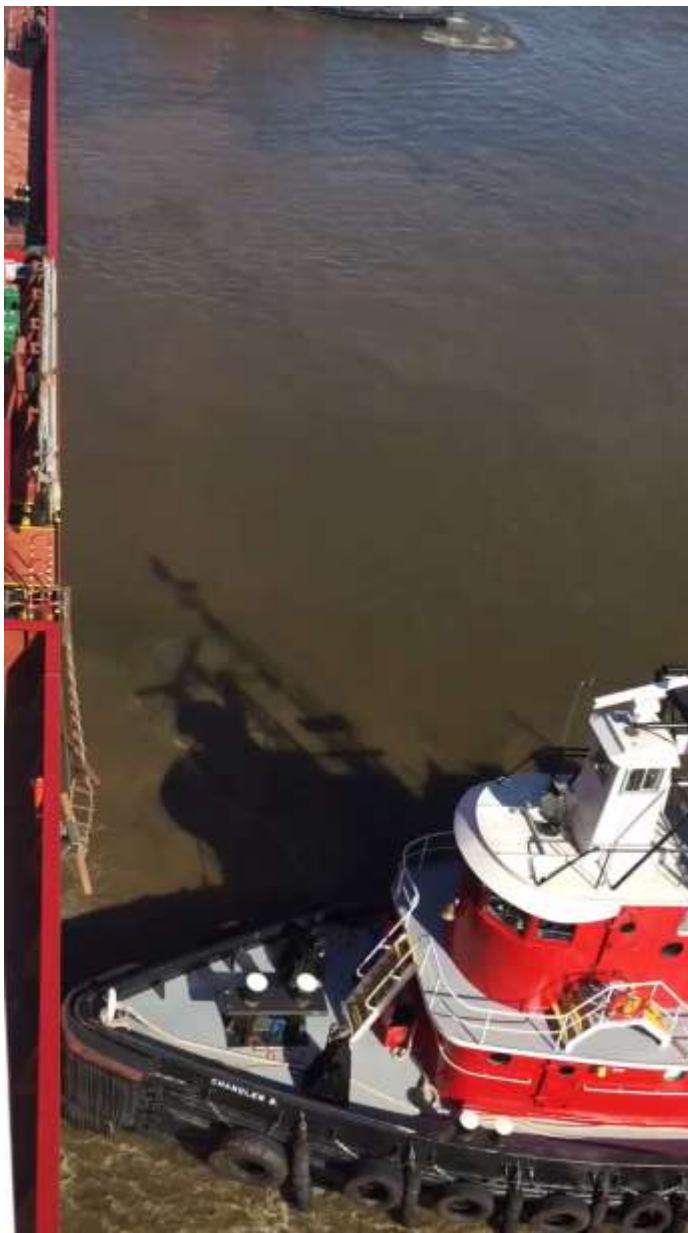
HOST



HOST



HOST



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HOST

Annual Average: Roundtrips on the James River: Ships

Piers	Cargo	Total
AdvanSix Associated Asphalt Dupont	Ammonium Sulfate Caustic Soda Limestone	60

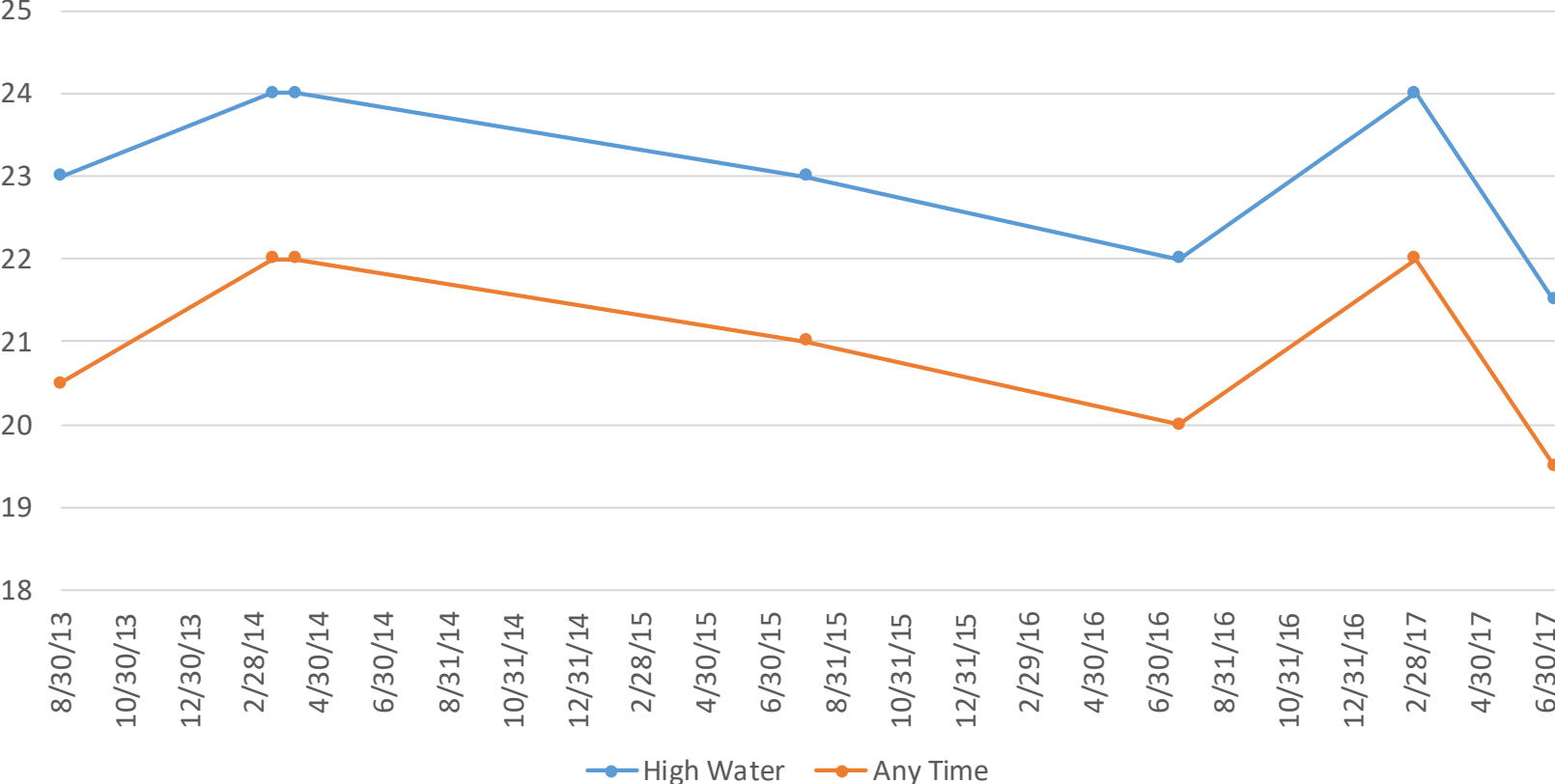
Note: Does not include the Ready Reserve Fleet, Fort Eustis, Pleasure Boats, dredges, or tugboats

Annual Average: Roundtrips on the James River: Barges

Piers	Cargo	Total
AdvanSix	Oil	
Associated Asphalt	Ammonium Sulfate	
Dominion	Aggregates	
Dupont	Asphalt	
James River Barge Line	Caustic Soda	
Kinder Morgan	Containers	
Luck Stone	Dredge Spoils	
Port of Richmond	Grain	
	Gypsum	
	Limestone	
	Phenol	1,140

Note: Does not include the Ready Reserve Fleet, Fort Eustis, Pleasure Boats, dredges, or tugboats

Dredge Restrictions



Current Situation

- Unrestricted navigation on the James River is critical to the movements of inbound and outbound cargoes being competitive to other options such as truck and rail.
- Major Virginia companies have set up their base operations basis the ability to move their product by ship and barge on the James.
- The James River is unique to other waterways in Hampton Roads.
- The nature of the River requires annual maintenance dredging of locations such as Dancing Point, Swann Point, Jordan Point, Windmill Point, Tribell Shoals, and Richmond Deepwater Terminal.
- All this has to be done during the 6 month environmental window.
- The long term wish list is a wider and deeper river to attract new business.
- However, in order to keep present users whole, annual funding to meet the current and future maintenance dredging needs is a must to restore the James to unrestricted navigation.

Conclusion

We all need to work together as a cohesive team to support the Army Corps of Engineers in order to meet the navigational needs of vessels on the James River, thereby increasing commercial benefits.

“Keynote remarks”

Mr. Scott Davies

Director of the Office of Ports & Waterway Development
USDOT, Office of Marine Highways Maritime Administration

U.S. Department of Transportation Maritime Administration

James River Partnership

November 30, 2017

*Integrating Waterborne Freight into the National
Transportation Network*



America's Marine Highways

Vision

The full integration of reliable, regularly scheduled, competitive, and sustainable Marine Highway services into the surface transportation system that are a routine choice for shippers.



Maritime Administration

Port Authorities / Terminal Operators

State DOTs / MPOs

Federal Rail Administration

US Army Corps

US Coast Guard



For illustration purposes only | Version 44, March 2020

Growing Congestion and the Marine Highway Solution

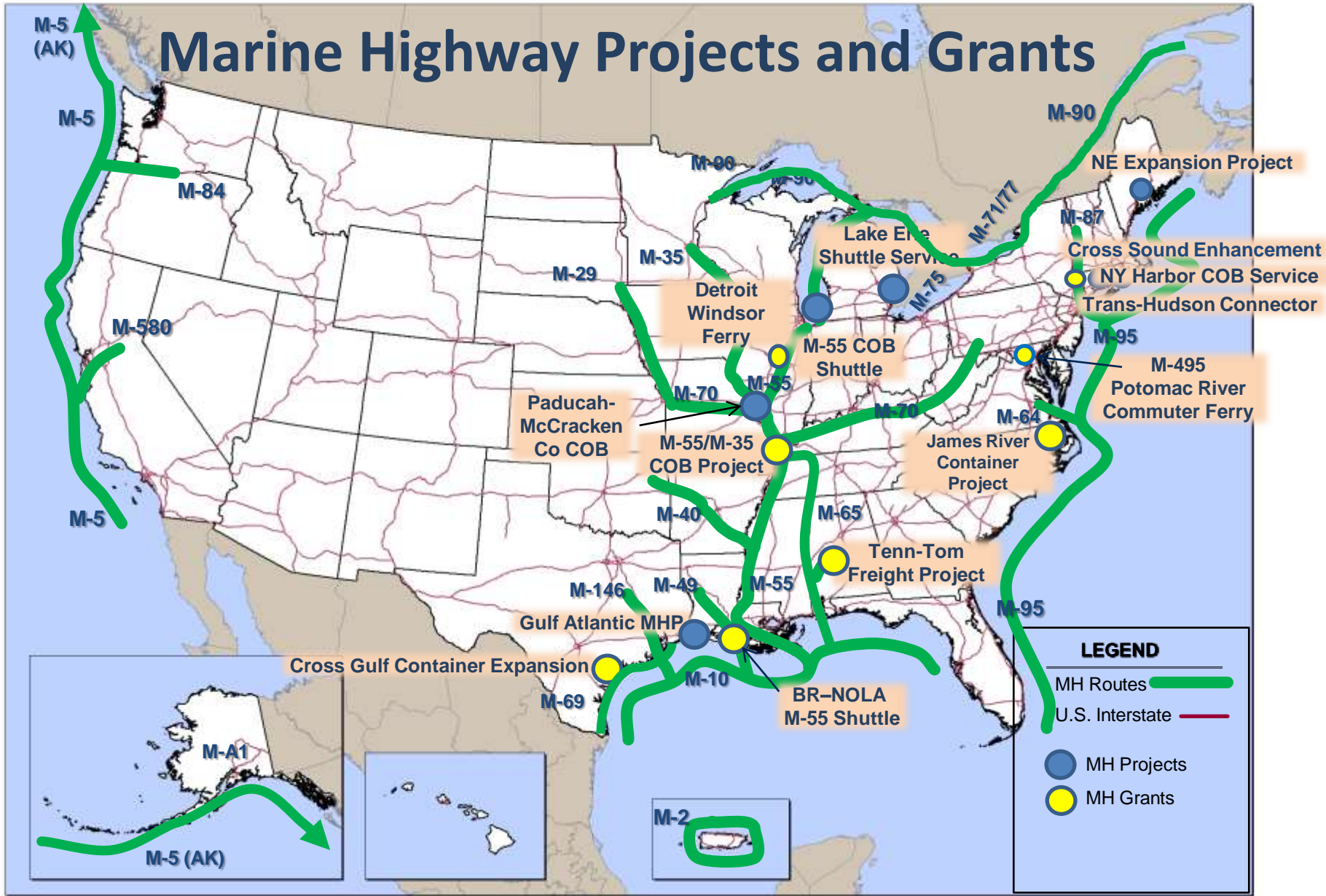
- International trade growth will only increase congestion
- Roads and railroads are near capacity and take decades to expand
- The U.S. moves about 6% of freight by water; Europe moves about 40%
- 29,000 miles of coastal and inland waterways that are operating well below capacity



U.S. Coastal & Inland Waterways



Marine Highway Projects and Grants



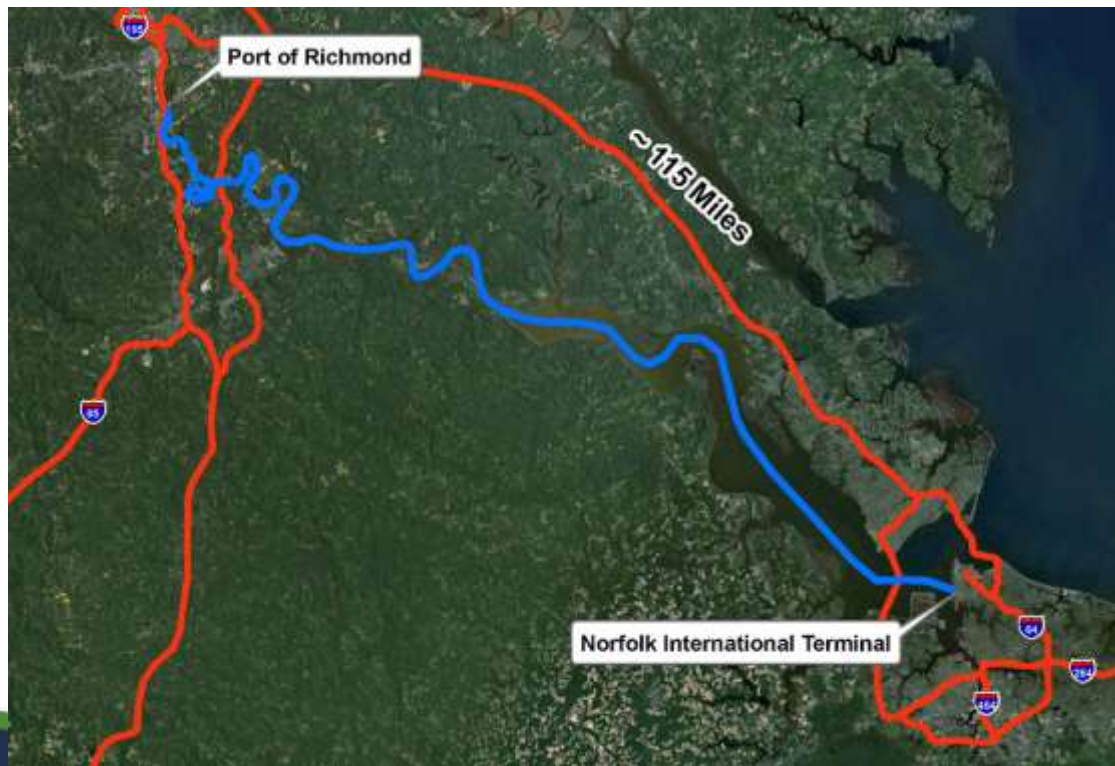
Critical Elements for Creating Marine Highway Services

- Proposed Projects must be located on a designated Marine Highway Route
- A public/private partnership between MPOs, vessel owners, labor, and freight owners
- A solid business case including analysis of competing modes (truck and rail)
- Adequate capital for start up and initial operations
- A coordinated promotion effort between key stakeholders



64 Express Marine Highway Service

- MARAD Marine Highway Grant Funds provided for purchase of barges, container handling equipment, and power pack.

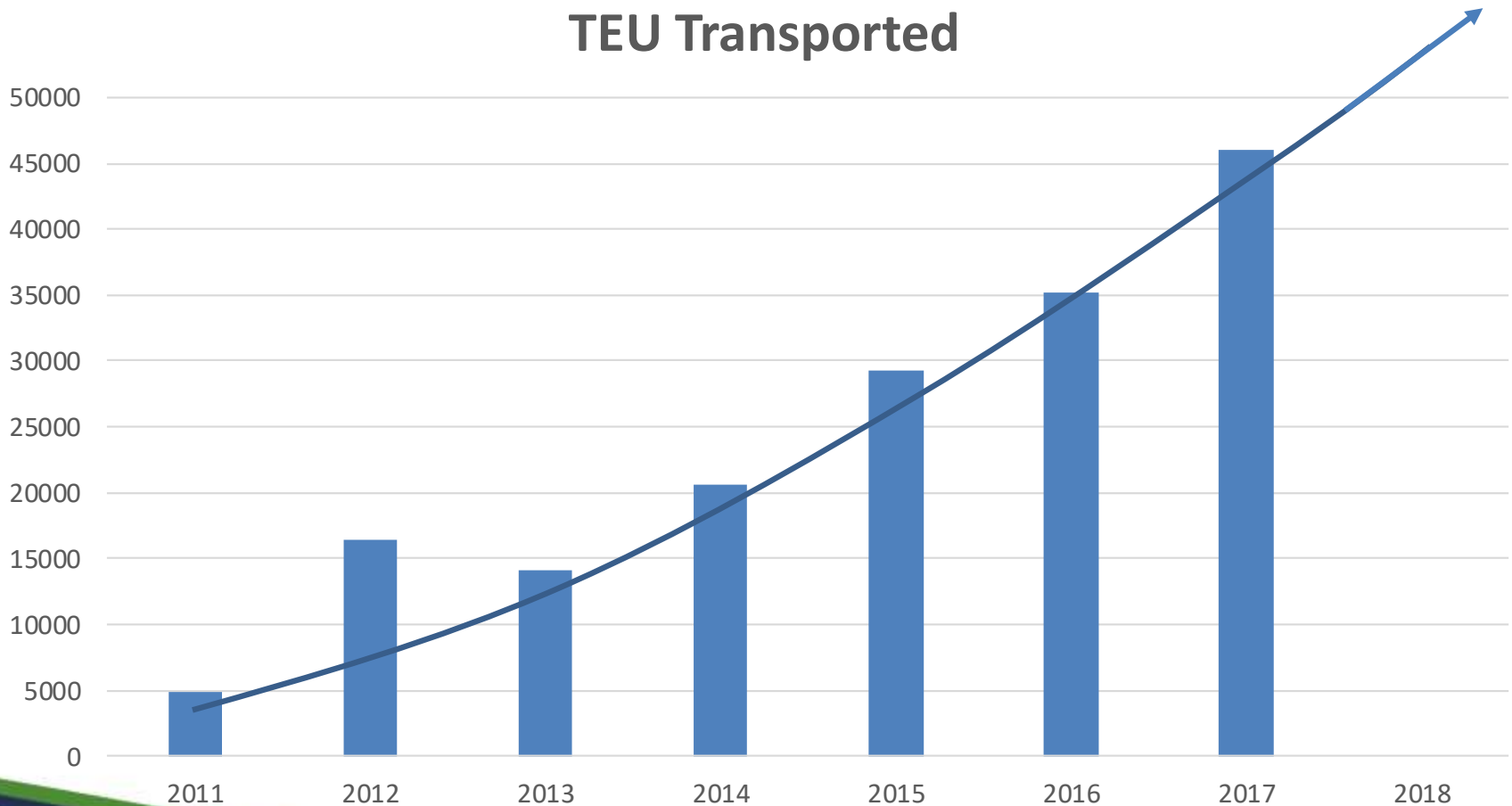


- Service started in 2008
- Moves approx. 45,000 TEUs annually
- Provides relief of congested I-64 corridor



The 64 Express – a model of success

TEU Transported



VPA & America's Marine Highway Program

2008 – Weekly service between Richmond and Hampton Roads

2010 - Awarded \$1.1M AMH Grant for barges & MHE
- Weekly service continues – 4820 TEU transported

2012 - Service increased to 2X per week
- 16,442 TEU transported

2013 - Service increased to 3X per week
- 20,618 TEU transported

2016 - Awarded \$400K Grant for generator and forklift
- 46,050 TEU transported



James River Reserve Fleet

MARAD's designated East Coast ship anchorage

Provides vessel husbandry services and military/civilian maritime training support (5000 training days annually)

Testing ground for maritime related technology (e.g., Lawrence-Livermore National Labs, Naval Post Graduate School, Massachusetts Institute of Technology)

Cited by the Hampton Roads Military and Federal Facilities Alliance (HRMFFA) as an asset to the Hampton Roads



James River Reserve Fleet

Contributes \$4.75M directly into the economy, which stimulates \$8+ million locally.

Contracts with more than 15 local vendors, including small and disadvantaged local businesses.

JRRF community contributions include an average of \$7k annually to CFC, and donations to food banks and other charities.



AMH Updates – The Rule

- America’s Marine Highway Rule – published Nov 30, 2017
 - Original Rule was published in 2010.
- Updated to reflect the legislative changes to the Program since 2010
 - Expands the definition of eligible cargo to include discrete units or packages that are handled individually, palletized, or unitized as well as freight vehicles carried aboard commuter ferries
- Renames ‘corridors, connectors, and crossings’ as ‘routes’
- Clarifies criteria for Project Designation and Route Designation and discusses the evaluation process.
- Adds a sunset clause for Projects that will allow MARAD to request removal of Designation status from dormant projects. It also requires Project sponsors make a request to retain a designation after five years.



AMH Updates – Project Designation

- MARAD issued a Call for Projects via Federal Register notice dated April 18, 2016 with future submission dates of:
 - December 31, 2017
 - June 30, 2018
 - December 31, 2018
- The Project Designation application process is found in the Marine Highway Rule.



AMH Updates – Grants

- \$5 million Notice of Funding Opportunity (NOFO) in early December, 2017
 - Applications due by January, 2018
 - Estimated award timeframe - February, 2018
 - 20% non-Federal match required
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- Eligibility:
 - Applicants must have a Designated Marine Highway Project
 - Grant request must support, “the development and expansion of documented vessels and port & landside infrastructure”, or
 - Planning grants that support the above criteria



Questions?

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The Power of Partnership

- **Savannah, GA**
 - *Historic, charming city*
 - Key industry: Tourism
 - With a port

- **Richmond, VA**
 - *State capital*
 - Key industries: Finance, university, law, & government center
 - With a port



“Closing Remarks”

Colonel Jason Kelly, PMP

Commander, Norfolk District

U.S. Army Corps of Engineers