
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
“Navigation Program”

Mr. Thomas Shea
Program Manager
U.S. Army Corps of Engineers
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
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**
Performance-Based Budgeting

- Budgets focus on highest-performing projects

<table>
<thead>
<tr>
<th>Channel Type</th>
<th>Coastal</th>
<th>Inland</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Commercial Use:</td>
<td>&gt; 10M tons per year</td>
<td>&gt; 5B ton-miles per year</td>
</tr>
<tr>
<td>Moderate Commercial Use:</td>
<td>1M-10M tons per year</td>
<td>1B-5B ton-miles per year</td>
</tr>
<tr>
<td>Low Commercial Use:</td>
<td>&lt; 1M tons per year</td>
<td>&lt; 1B ton-miles per year</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Use Type</th>
<th>High</th>
<th>Moderate</th>
<th>Low</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. Projects</td>
<td>59</td>
<td>100</td>
<td>908</td>
</tr>
<tr>
<td>% of Commerce</td>
<td>90%</td>
<td>9%</td>
<td>1%</td>
</tr>
<tr>
<td>% of PRESBUD</td>
<td>62%</td>
<td>25%</td>
<td>7%</td>
</tr>
</tbody>
</table>
• 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
USACE NAVIGATION DATA CENTER

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

- USACE Web Page
- Waterborne commerce
- Vessel characteristics
- Port facilities
- Dredging information
- Locks
“James River Project Status”

Mr. Michael Anderson

Chief Design Management

U.S. Army Corps of Engineers
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 authors(s) and should not be construed as an official Department of the Army position, policy or decision, unless so designated by other official documentation.”
# James River Funding

<table>
<thead>
<tr>
<th>Fiscal Year (FY)</th>
<th>President's Budget Amount ($)</th>
<th>Appropriation Amount ($)</th>
<th>Capability Amount ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>4,320,000</td>
<td>4,655,000</td>
<td>5,730,000</td>
</tr>
<tr>
<td>2009</td>
<td>3,667,000</td>
<td>3,336,000</td>
<td>8,788,000</td>
</tr>
<tr>
<td>2010</td>
<td>4,479,000</td>
<td>4,257,000</td>
<td>10,392,000</td>
</tr>
<tr>
<td>2011</td>
<td>4,180,000</td>
<td>4,180,000</td>
<td>7,370,000</td>
</tr>
<tr>
<td>2012</td>
<td>4,363,000</td>
<td>4,234,230</td>
<td>7,096,000</td>
</tr>
<tr>
<td>2013</td>
<td>3,948,000</td>
<td>3,948,000</td>
<td>7,600,000</td>
</tr>
<tr>
<td>2014</td>
<td>3,801,000</td>
<td>4,698,000</td>
<td>7,600,000</td>
</tr>
<tr>
<td>2015</td>
<td>3,696,000</td>
<td>5,696,000</td>
<td>7,600,000</td>
</tr>
<tr>
<td>2016</td>
<td>4,006,000</td>
<td>5,506,000</td>
<td>9,265,000</td>
</tr>
<tr>
<td>2017</td>
<td>4,100,000</td>
<td>7,900,000</td>
<td>7,900,000</td>
</tr>
<tr>
<td>2018</td>
<td>2,729,000</td>
<td></td>
<td>7,929,000</td>
</tr>
</tbody>
</table>

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
## James River Funding Continued

<table>
<thead>
<tr>
<th>Fiscal Year (FY)</th>
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<th>Appropriation Amount ($)</th>
<th>Capability Amount ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>4,100,000</td>
<td>7,900,000</td>
<td>7,900,000</td>
</tr>
<tr>
<td>2018</td>
<td>2,729,000</td>
<td>Pending</td>
<td>7,929,000</td>
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<tr>
<td>10 year average =</td>
<td>4,328,900</td>
<td>4,841,023</td>
<td>8,727,000</td>
</tr>
<tr>
<td>Hurricane Matthew =</td>
<td>500,000 for the RDWT</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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
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
DANCING POINT- SWANN POINT, GOOSE HILL, & TRIBELL SHOAL CHANNELS
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
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
“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
Land acreage: 121
Wharf: 1,600 feet
Rail service via Class 1 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

<table>
<thead>
<tr>
<th>Customers currently utilizing barge</th>
<th>Customers located near Richmond to utilize barge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expeditors</td>
<td>Expeditors</td>
</tr>
<tr>
<td>CrossGlobe</td>
<td>CrossGlobe</td>
</tr>
<tr>
<td>R1 Rubber</td>
<td>R1 Rubber</td>
</tr>
<tr>
<td>Lidl</td>
<td>Lidl</td>
</tr>
<tr>
<td>Carolina Ocean Lines</td>
<td></td>
</tr>
<tr>
<td>Evergreen Enterprises</td>
<td></td>
</tr>
<tr>
<td>Plow &amp; Hearth</td>
<td></td>
</tr>
<tr>
<td>Avail Vapor</td>
<td></td>
</tr>
<tr>
<td>Scoular Grain</td>
<td></td>
</tr>
</tbody>
</table>
WE ARE A CATALYST FOR COMMERCE.
“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
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)
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]

![oyster]

![sturgeon]
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?
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.
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.
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.
Six months after placement

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.

Approximately 5% of placement mound sediments are eroded and about 3% of the placed material migrates back into the channel.
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 its 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)
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
Field coring vessel
Settling Velocity Measurements

A. PICS

B. PICS LED Light Source

- LED array
- settling column

- LED array
- LED Light Sheet $\approx$3 mm thick

C. Example Image with suspended flocs

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

MeadWestvaco

(Formerly Honeywell)

Kinder Morgan

Dupont

Associated Asphalt

Dominion

Philip Morris

Vulcan

Luck Stone

HOST
Annual Average:
Roundtrips on the James River: Ships

<table>
<thead>
<tr>
<th>Piers</th>
<th>Cargo</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>AdvanSix</td>
<td>Ammonium Sulfate</td>
<td></td>
</tr>
<tr>
<td>Associated Asphalt</td>
<td>Caustic Soda</td>
<td></td>
</tr>
<tr>
<td>Dupont</td>
<td>Limestone</td>
<td>60</td>
</tr>
</tbody>
</table>

Note: Does not include the Ready Reserve Fleet, Fort Eustis, Pleasure Boats, dredges, or tugboats
### Annual Average:
**Roundtrips on the James River: Barges**

<table>
<thead>
<tr>
<th>Piers</th>
<th>Cargo</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>AdvanSix</td>
<td>Oil</td>
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<tr>
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<tr>
<td>Dominion</td>
<td>Aggregates</td>
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<tr>
<td>Dupont</td>
<td>Asphalt</td>
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<tr>
<td>James River Barge Line</td>
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<tr>
<td>Kinder Morgan</td>
<td>Containers</td>
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<tr>
<td>Luck Stone</td>
<td>Dredge Spoils</td>
<td></td>
</tr>
<tr>
<td>Port of Richmond</td>
<td>Grain</td>
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</tr>
<tr>
<td></td>
<td>Gypsum</td>
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<tr>
<td></td>
<td>Phenol</td>
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</tr>
</tbody>
</table>

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.
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
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
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.
• 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

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?

scott.davies@dot.gov
202-366-0951

timothy.pickering@dot.gov
202-366-0704

fred.jones@dot.gov
202-366-1123
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