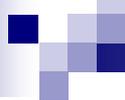


Mid Atlantic Sand Management Working Group

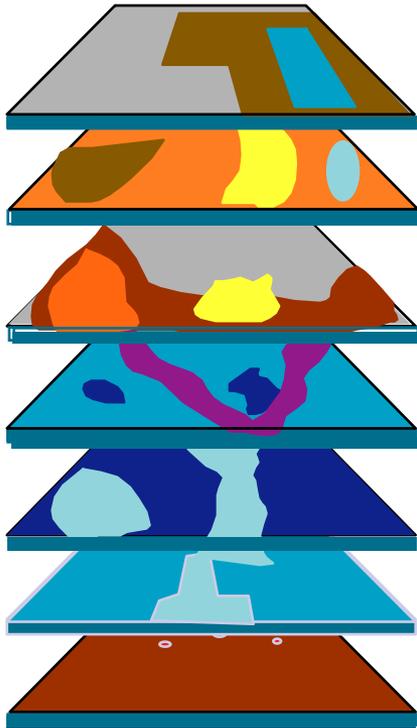
Charleston, South Carolina
August 31, 2011



Multipurpose Marine Cadastre

- Developed jointly by BOEMRE and NOAA
- An integrated marine information system that provides legal, physical, ecological, and cultural information in a common GIS framework.
- All organizations considering an offshore activity can benefit from this comprehensive, visual approach to data analysis.
- MMP was created to comply with Section 388 of the Energy Policy Act of 2005
- Also provides the geospatial framework needed for the broader coastal and marine spatial planning initiative called for in the President's ocean agenda.

Multipurpose Marine Cadastre Data Themes



- Jurisdictional Boundaries and Limits
- Federal Regulations
- Federal Agency Regions, Districts, etc.
- Navigation and Marine Infrastructure
- Geology and Seafloor Data
- Human Use
- Marine Habitat and Biodiversity

http://www.marinecadastre.gov

Multipurpose Marine Cadastre

BUREAU OF OCEAN ENERGY MANAGEMENT, REGULATION, AND ENFORCEMENT AND NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION



Latitude: 7.5623 Longitude: -68.9308 Scale: 1:36,978,595

Table of Contents

Layers Legend

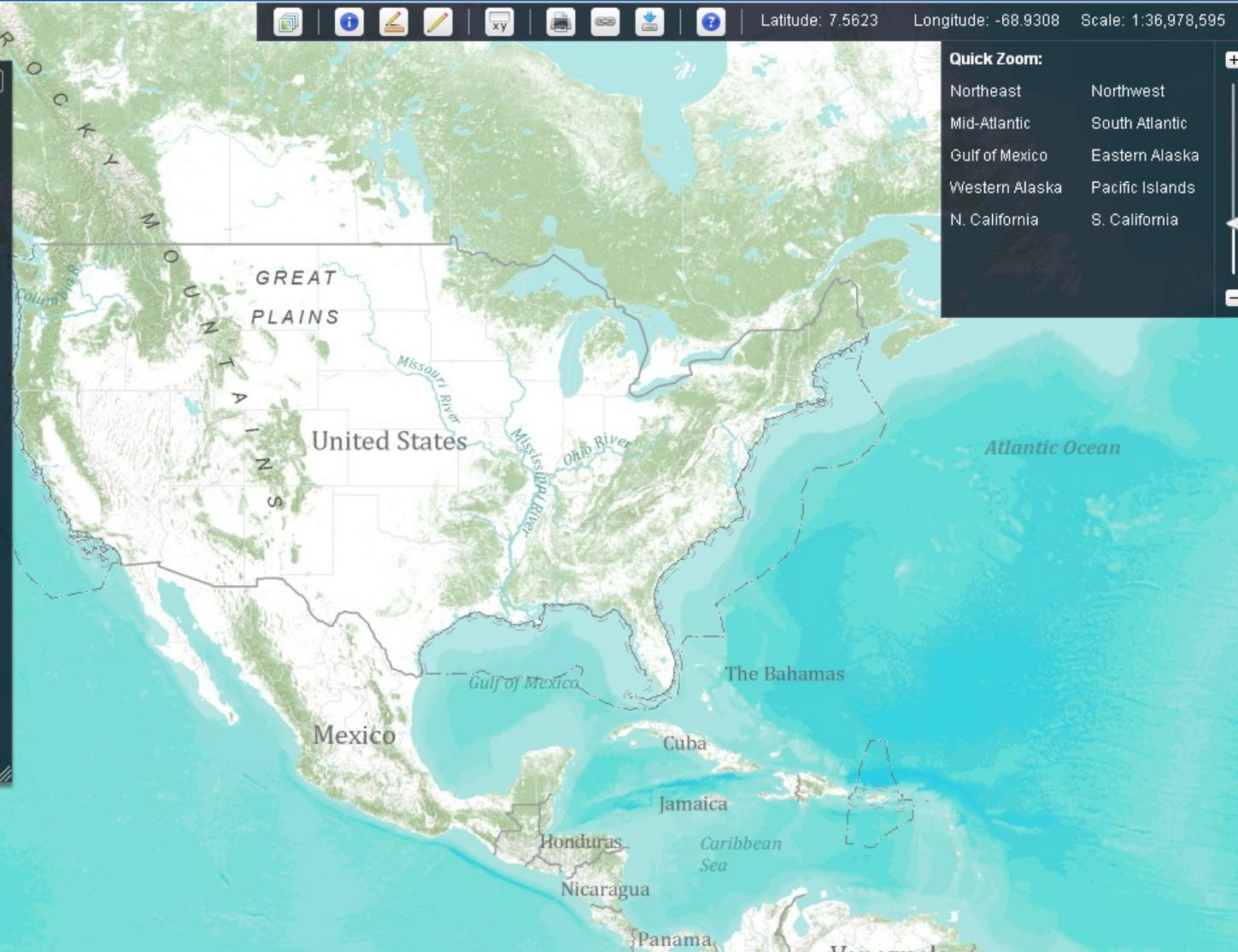
Street | **Physical** | Satellite

Available Layers:

- Jurisdictional Boundaries and Limits
- Federal Georegulations
- Federal Agency Regions
- Navigation and Marine Infrastructure
- Human Use
- Marine Habitat and Biodiversity
- Physical and Oceanographic

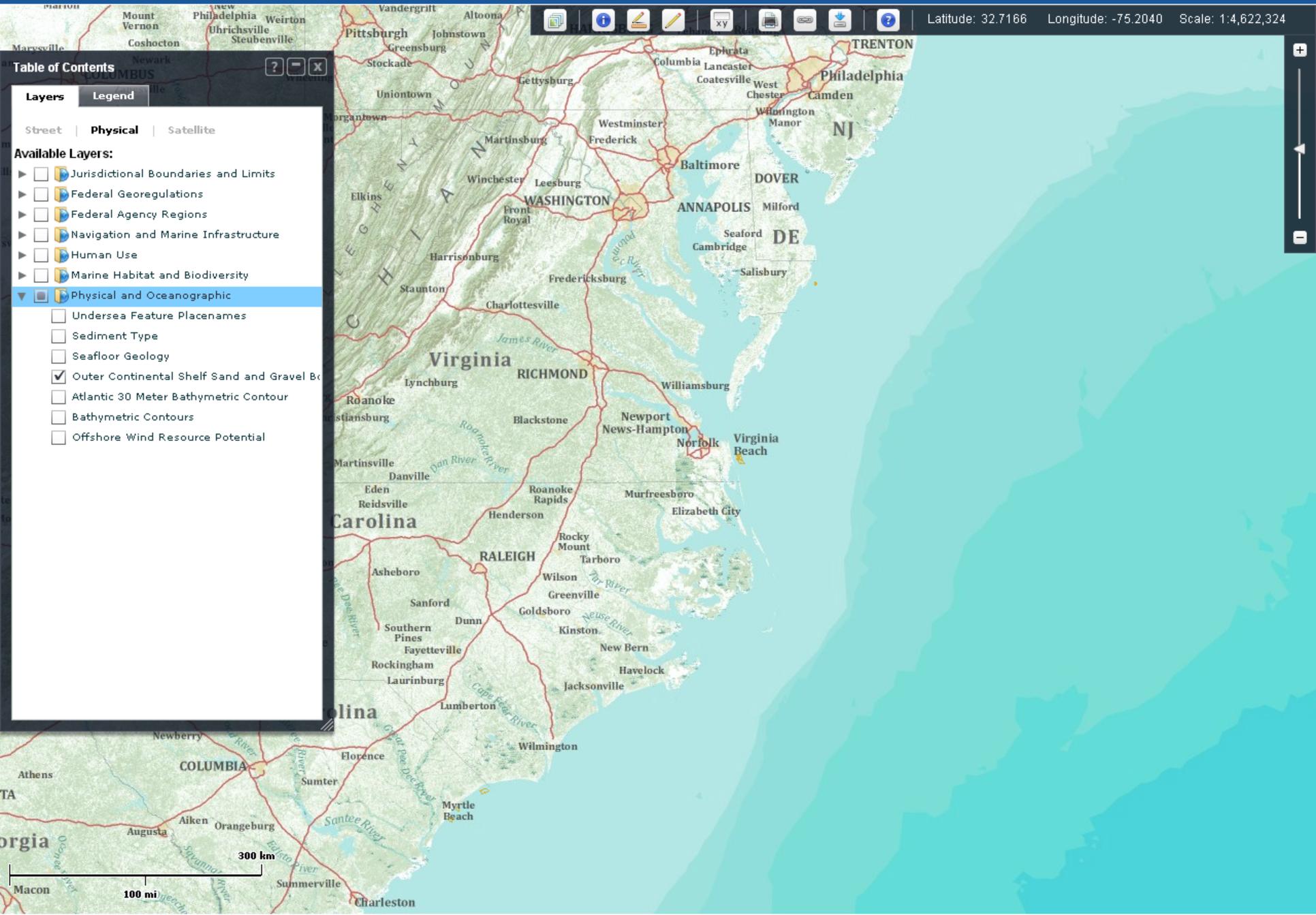
Quick Zoom:

Northeast	Northwest
Mid-Atlantic	South Atlantic
Gulf of Mexico	Eastern Alaska
Western Alaska	Pacific Islands
N. California	S. California



Multipurpose Marine Cadastre

BUREAU OF OCEAN ENERGY MANAGEMENT, REGULATION, AND ENFORCEMENT AND NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION



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Table of Contents

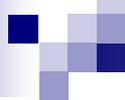
Layers | Legend

Street | **Physical** | Satellite

Available Layers:

- Jurisdictional Boundaries and Limits
- Federal Georegulations
- Federal Agency Regions
- Navigation and Marine Infrastructure
- Human Use
- Marine Habitat and Biodiversity
- Physical and Oceanographic**
 - Undersea Feature Placenames
 - Sediment Type
 - Seafloor Geology
 - Outer Continental Shelf Sand and Gravel B**
 - Atlantic 30 Meter Bathymetric Contour
 - Bathymetric Contours
 - Offshore Wind Resource Potential





Why use MMC?

- Avoid conflict from competing counties
 - Show what is out there
- Protect shoal usage from competing interests
 - Alternative Energy
 - Infrastructure Development
- One Stop Shop for all offshore information

Send sand resource shapefiles to:

Charles.broadwater@boemre.gov



Update on Offshore Sand & Gravel Leasing

Roger Amato, P.G.

Leasing Division
Bureau of Ocean Energy Management,
Regulation and Enforcement

A stylized silhouette of a mountain range in shades of teal, located in the bottom right corner of the slide.

Who is BOEMRE?

- ◆ Bureau of Ocean Energy Management, Regulation, and Enforcement – Will become BOEM and BSEE on October 1
- ◆ Was the Minerals Management Service (MMS) until June 2010
- ◆ Sand and Gravel Leasing and Environmental functions will remain in BOEM
- ◆ Permitting and Safety Enforcement functions will move to Bureau of Safety & Environmental Enforcement (BSEE)
- ◆ Mineral Revenue collection and Accounting moved to Office of Natural Resources Revenue (ONRR)

Recent Projects Using OCS Sand

- ◆ Pelican Island, Plaquemines Parish, Louisiana - C
- ◆ Raccoon Island, Terrebonne Parish, Louisiana - C
- ◆ West Cameron Parish, Louisiana - N
- ◆ Caminada Island, LaFourche Parish, Louisiana - PL
- ◆ Sand Berm for Oil Spill Protection, Louisiana - C
- ◆ Port of Charleston Container Facility, S. Carolina - C
- ◆ Bogue Banks, Carteret County, North Carolina - N
- ◆ Wallops Island NASA Launch Facility, Virginia - C
- ◆ Dam Neck US Navy Facility, Virginia - N
- ◆ Fort Story US Navy Base, Virginia - N
- ◆ Sandbridge, Virginia Beach, Virginia - N

C= Construction Stage N= NEPA Stage PL= Planning Stage

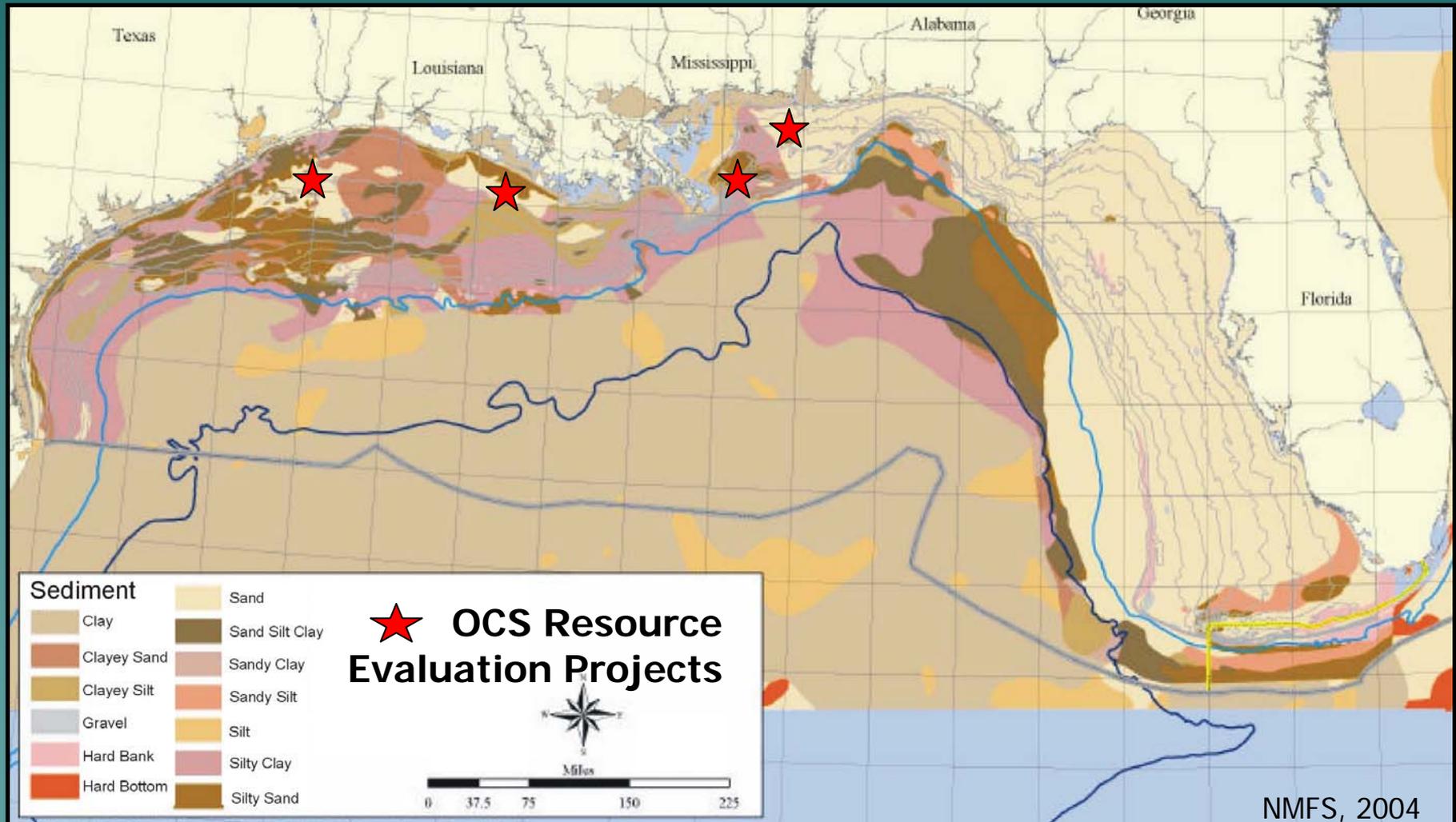
Recent OCS Sand Projects, Cont.

- ◆ Brevard County-South Reach, Florida - PL
- ◆ Brevard County-Mid Reach, Florida - PL
- ◆ Martin County, Florida - N
- ◆ Miami-Dade County, Florida - C
- ◆ Duval County, Florida - C
- ◆ Longboat Key, Sarasota County, Florida -N
- ◆ Patrick Air Force Base, Brevard County, Florida - N
- ◆ Pinellas County, Florida - C
- ◆ Collier County, Florida - N
- ◆ St. Lucie County, Florida - N
- ◆ Kennedy Space Center, Florida - PL

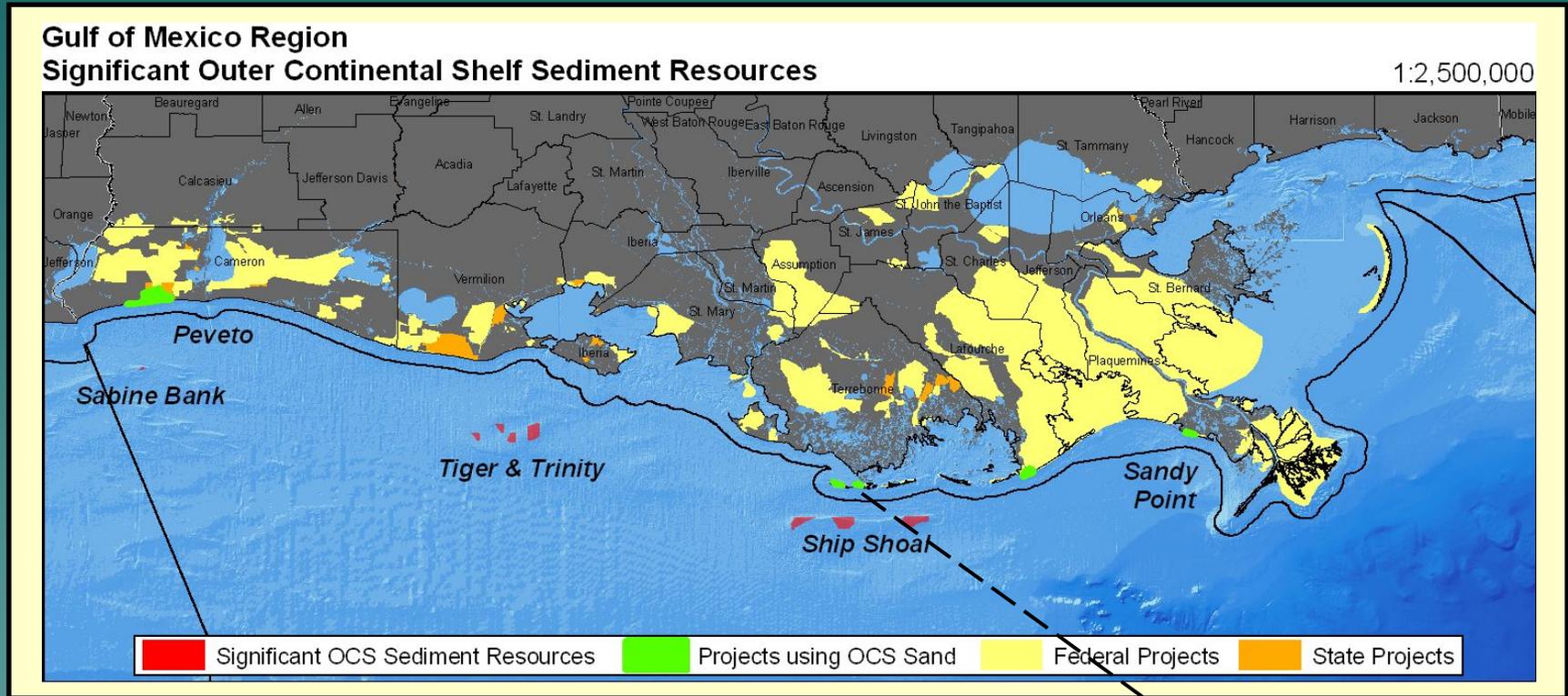
What is BOEMRE doing to safeguard offshore sand deposits?

- ◆ Funds studies to identify, characterize and better manage offshore sand deposits
- ◆ Set aside Significant Sand Resource Areas in the Gulf of Mexico with NTL-2009-G04
- ◆ Established Sand Management Working Groups with other coastal management agencies
- ◆ Participates in Offshore Alternative Energy Task Force meetings
- ◆ Established and maintains the Multipurpose Marine Cadastre GIS/mapping tool

Beach-Quality Sand Resources are Unevenly Distributed in the Gulf of Mexico and Scarce in Places



Protecting Significant OCS Sediment Resources offshore Louisiana



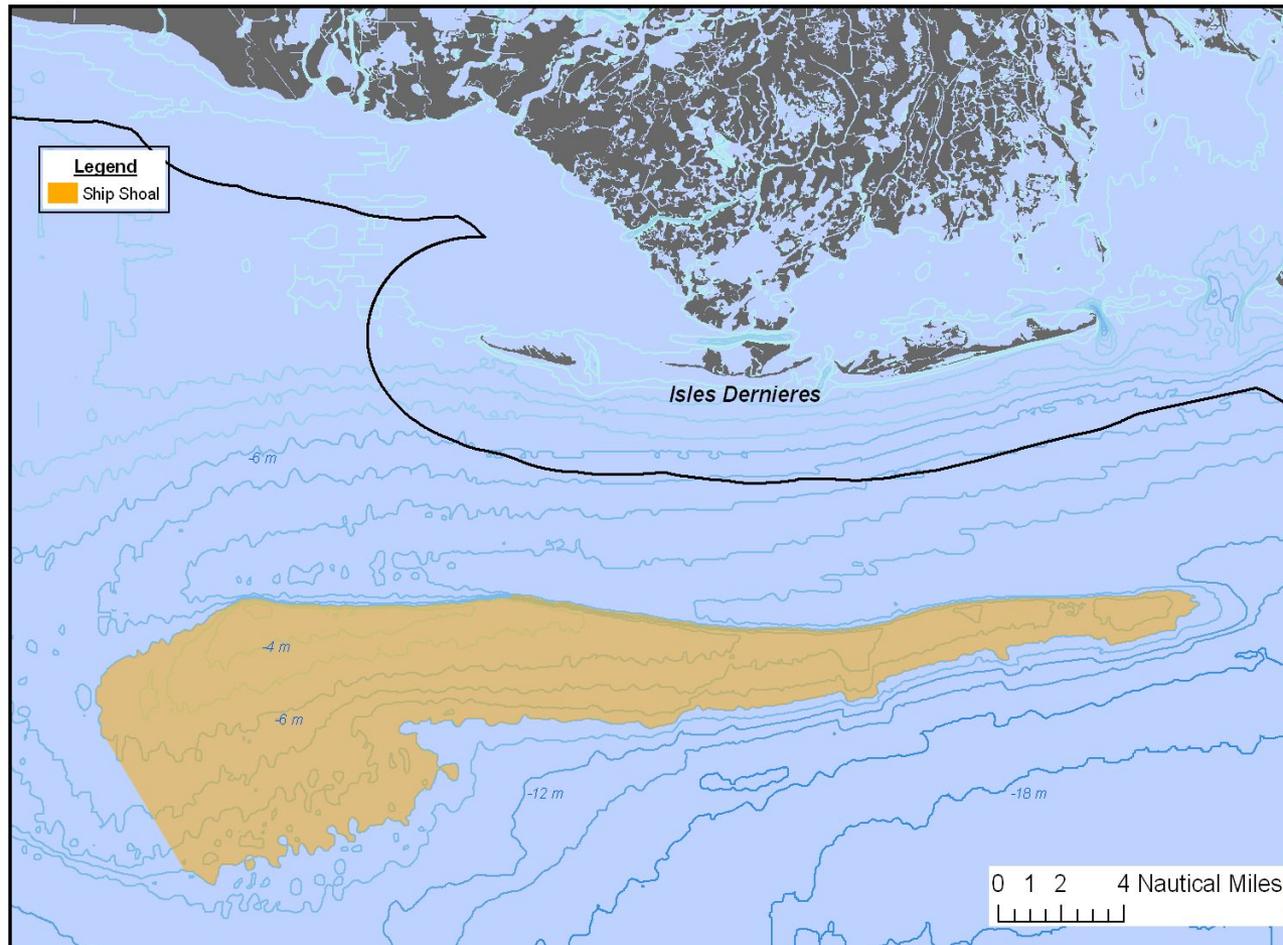
- ◆ 13 sand resource areas ($>400 \times 10^6$ cy) protected in <15 m water depth (> 58 mi²)
- ◆ NTL recommended avoidance: 300 m lateral and 20 m vertical for activities requiring more than 180 days



Case Study: OCS Sand Resources on Ship Shoal offshore Louisiana

Ship Shoal and South Pelto Areas (Ship Shoal)

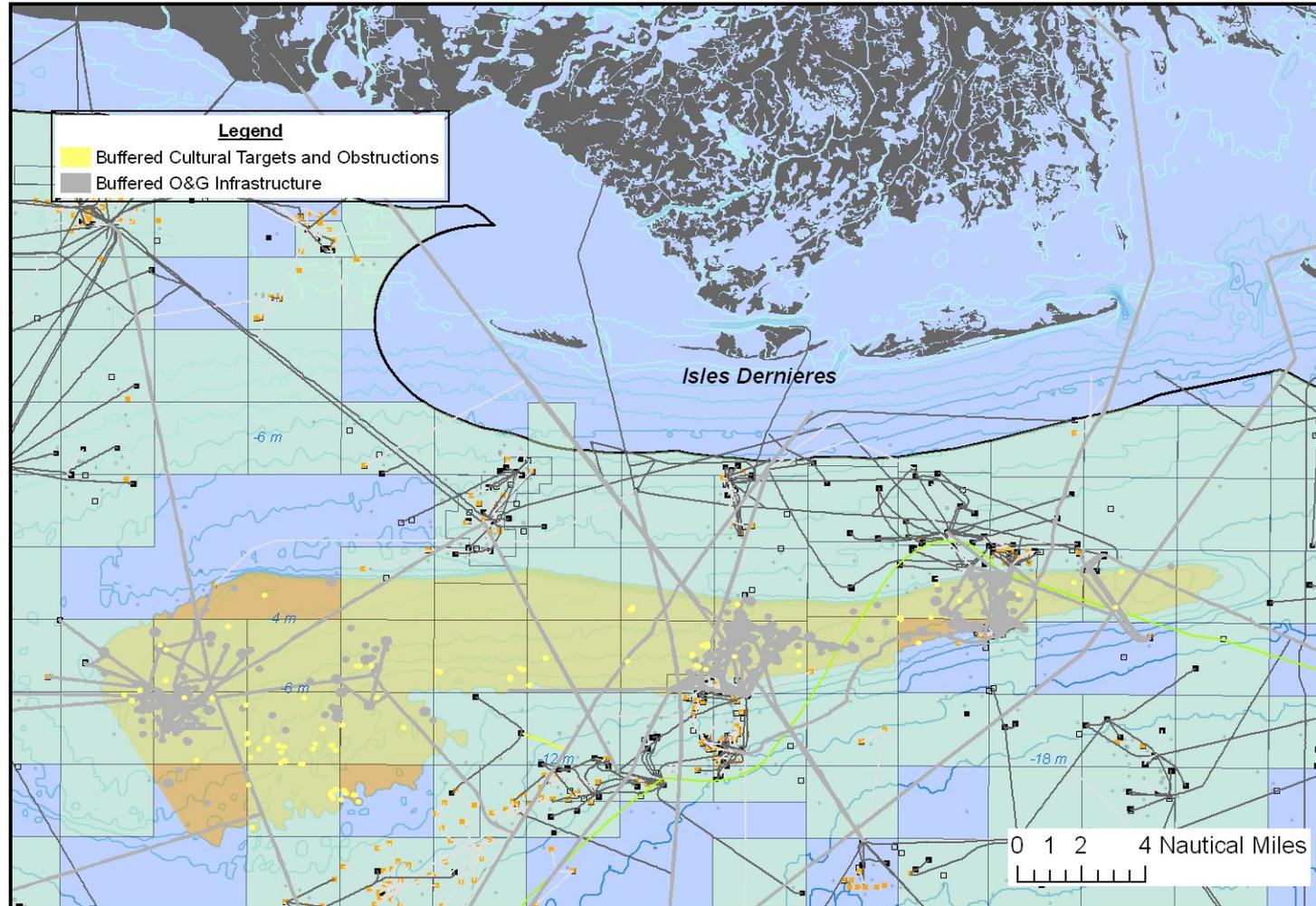
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Ship Shoal, Louisiana: Multiple Use Conflicts

Ship Shoal and South Pelto Areas (Ship Shoal)

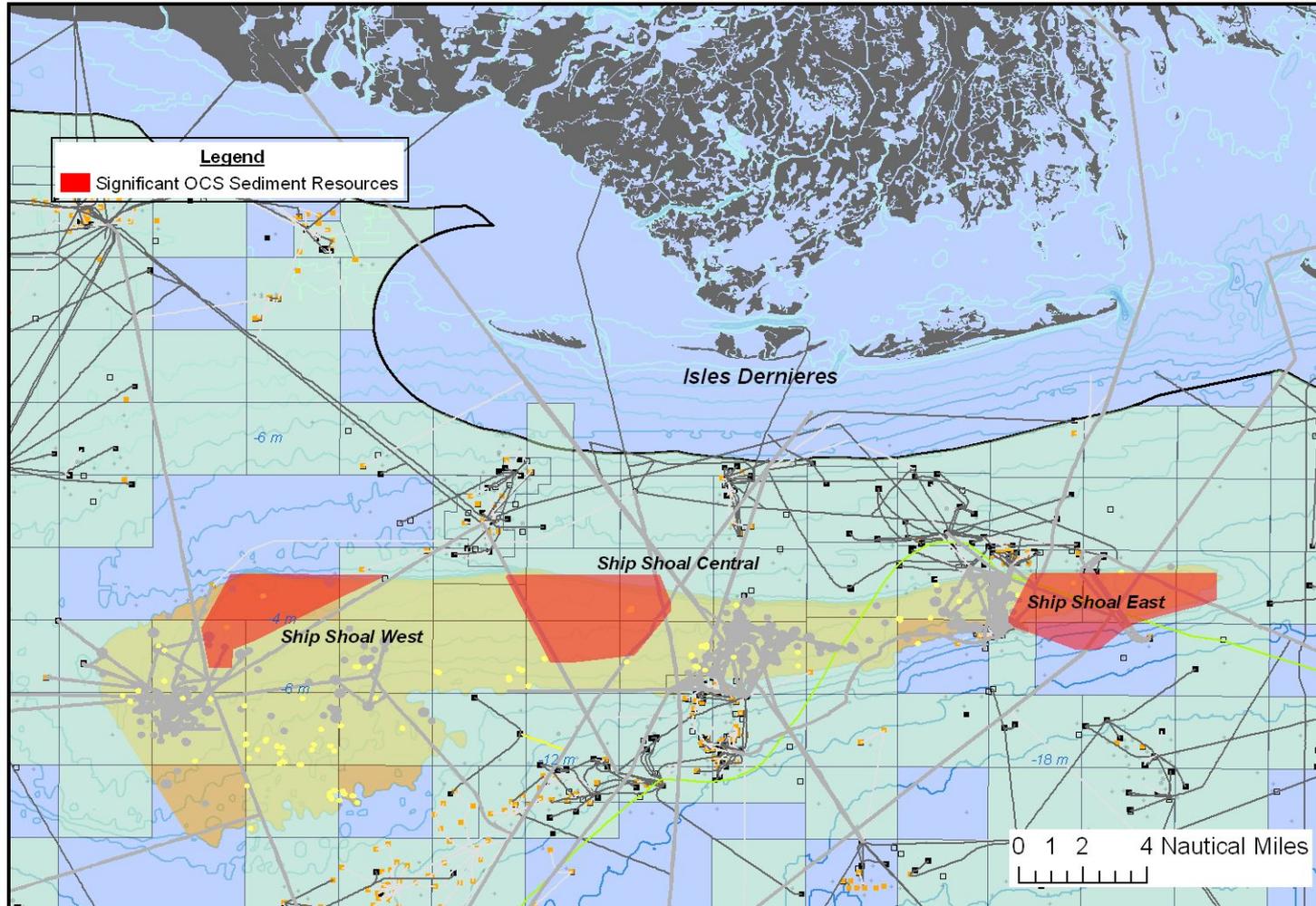
1:300,000



Protected Sand Resource Areas, Ship Shoal, Louisiana

Ship Shoal and South Pelto Areas (Ship Shoal)

1:300,000



NTL (Notice To Lessees) No. 2009-G04

UNITED STATES DEPARTMENT OF THE INTERIOR MINERALS MANAGEMENT SERVICE GULF OF MEXICO OCS REGION

NTL No. 2009-G04 Effective Date: January 27, 2009

Expiration Date: January 27, 2014

NOTICE TO LESSEES AND OPERATORS OF FEDERAL OIL, GAS, AND SULPHUR LEASES, PIPELINE
RIGHT-OF WAY HOLDERS, AND

LESSEES OF MINERALS OTHER THAN OIL, GAS, AND SULFUR
ON THE OUTER CONTINENTAL SHELF, GULF OF MEXICO OCS REGION

Significant OCS Sediment Resources in the Gulf of Mexico

As steward over all mineral resources on the Outer Continental Shelf (OCS), Minerals Management Service (MMS) is charged with the duty to balance mineral development with the protection of the human, marine, and coastal environment. This responsibility requires MMS to ensure that all operations on the OCS do not cause serious harm or damage to, or waste of any natural resource.

This Notice to Lessees and Operators and Pipeline Right-of-way Holders (NTL) is issued pursuant to 30 CFR 281.8 and provides guidance for the avoidance and protection of significant OCS sediment resources essential to coastal restoration initiatives in the MMS Gulf of Mexico OCS Region (GOMR). This NTL provides a website address for supporting information about MMS requirements for OCS marine mineral leasing and operations in the Gulf of Mexico.

Definition

OCS sediment resources refer to the sediment deposit(s), including clay, silt, sand, and gravel size particles and shell, found on or below the surface of the seabed on the OCS, as defined in Section 2(a) of the OCS Lands Act (43 U.S.C. § 1331(a)).

Purpose

Coastal restoration, beach nourishment, and levee reconstruction are crucial to mitigate future coastal erosion, land loss, flooding, and storm damage in the Gulf of Mexico, especially along coastal Louisiana. The success of that long-term effort depends on locating and securing significant quantities of OCS sediment resources that are compatible with the target environments being restored. Offshore sand resources, like upland sources, are extremely scarce where most needed. Additionally, sizable areas of these relatively small offshore sand resources are not extractable because of the presence of oil and gas infrastructure, archaeologically sensitive areas, and biologically sensitive areas.

New Economics Study with USACE

- ◆ Titled “Welfare Economics of Beach Nourishment (BN) Projects Using OCS Sand Resources”
- ◆ Will be done cooperatively with USACE-Charleston District with subcontracts to East Carolina U. and Knowledge Networks
- ◆ Will examine one recently completed beach project and its economic impact on local, state, and Federal governments

Welfare Economics Study...

- ◆ Identify key metrics, measures and methods of accounting for relevant costs and benefits of BN
- ◆ Collect and analyze economic data relevant to the study area
- ◆ Use a state-wide economic model to trace the economic impact of BN
- ◆ Analyze Hedonic Property Values
- ◆ Design & conduct a survey to collect beach preference data from a random sampling beachgoers & non-beachgoers
- ◆ Use survey data to estimate beach demand and explain beachgoer preferences for beaches of varying degrees of nourishment

Welfare Economics Study...

Final Products of the Study Will Include:

- Summary of peer-reviewed and project literature on welfare economics of BN
- Final report on the analyses of socioeconomic and BN data on a local, regional, state, and National level
- Results of the survey taken
- An Outreach document summarizing study results and demonstrating the value of well maintained beaches

New MOU with BOEMRE & USACE Headquarters

- ◆ Will replace one signed in 1999
- ◆ Better defines responsibilities of each agency for using OCS sand
- ◆ Goes into greater detail for NEPA review procedures
- ◆ Has procedures for both civil and regulatory projects
- ◆ Plans are to have it signed by end of this year

Questions ?

Contact me at

Roger.Amato@boemre.gov or (703)

787-1282

Visit us at

www.boemre.gov/sandandgravel



Environmental Review Requirements for Use of Outer Continental Shelf Sand Resources

Jennifer Culbertson
Bureau of Ocean Energy Management, Regulation and Enforcement
Environmental Division

NEPA Compliance

- BOEMRE ensures NEPA compliance for Federal actions related to the use of offshore sand resources:
 - pre-lease authorization of geological and geophysical activities prospecting for OCS sand resources
(other Federal agencies exempt)
 - Policy: BOEME prepares Site-Specific NEPA analysis for G&G activity authorization
 - issuance of a negotiated agreement for each use of OCS sand resources
 - Policy: Project proponent / lead agency prepares NEPA analysis in support of BOEMRE's negotiated agreement
 - pipeline ROW authorizations (to be determined)

Authorizing G&G Activities

- Site-specific Environmental Assessments prepared for G&G activities
 - Effects of Concern
 - Geological: bottom-disturbing effects on benthic and archaeological resources, vessel strike risk to marine mammals
 - Geophysical : vessel strike risk to and noise effects on marine mammals and sea turtles



Negotiated Noncompetitive Agreements

- To date more than 56 million cubic yards of OCS sand has been conveyed by 29 negotiated noncompetitive agreements.
- Sand has been conveyed to Maryland, Virginia, South Carolina, Florida, and Louisiana
- 167 miles of the Nation's shoreline have been replenished using OCS sand.

Defining Proposed Actions

- “Connected” Federal Actions



- 1) Civil Works Project or 2) Section 404 / Section 10 Permitting



- 1) Issuance of negotiated agreement

- Scope of Environmental Review

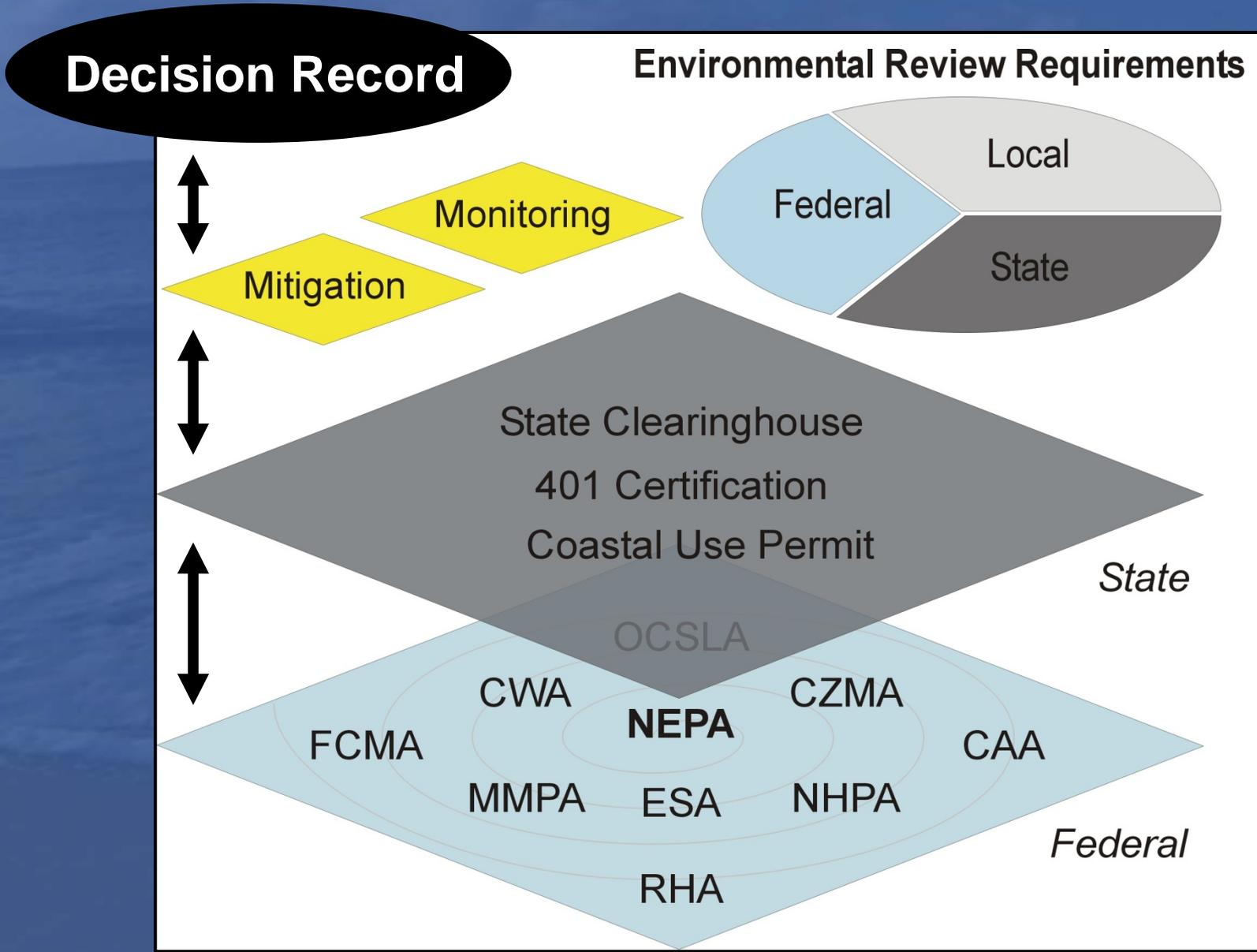
- “Reasonably foreseeable” (NEPA) and “interrelated and interdependent” (ESA) activities
 - Dredging, transport, and placement
- For each prospecting activity or use, BOEMRE evaluates if new information or circumstances exist that contribute to significantly different effects

Authorizing Use of OCS Sand Resources

- Different types of negotiated agreements require different arrangements to ensure NEPA compliance:
 - Federal Sponsor and BOEMRE
 - Federal Sponsor, Local Sponsor, and BOEMRE
 - Local Sponsor and BOEMRE
- USACE Projects:
 - Civil Works: Corps, Local Sponsor, and BOEMRE
 - Regulatory: Federal/Local Sponsor and BOEMRE



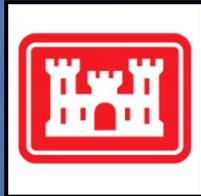
Integrating Environmental Requirements



Federal Sponsor, Local Sponsor, & BOEMRE (Corps Civil Works Projects)

- Federal sponsor is lead for NEPA compliance and prepares NEPA document
- Federal sponsor is lead for CZMA, ESA, FCMA, NHPA, and other applicable requirements and ensures consultations and coordination address BOEMRE connected action
- BOEMRE is cooperating agency on NEPA and participates in the consultation and coordination process
- BOEMRE adopts NEPA document and prepares independent decision document (e.g., FONSI/ROD)
- BOEMRE and local sponsor may join Project Delivery Team or equivalent

Integration with Civil Works Planning Process



Reconnaissance
(6 – 12 months)

Feasibility
(24-36 months)

Preconstruction
Engineering & Design
(24 months)

Construction

Operation & Maintenance

- **Project Delivery Team**
- **Scoping and Alternative Formulation**
- **Geotechnical / Borrow Area Selection and Design**
- **Corps Review Cycles (DQC/ATRPCX/IEPR)**
- **Combined NEPA and Feasibility Report**

Integration with Ongoing Civil Works Projects



Reconnaissance
(6 – 12 months)

Feasibility
(24-36 months)

Preconstruction
Engineering & Design
(24 months)

Construction

Operation & Maintenance

Ongoing Review

- For each cycle/use, BOEMRE must ensure NEPA adequacy
- New project effects or changes in proposed action (e.g., new borrow area)

Federal Sponsor/Local Sponsor & BOEMRE: Projects Requiring DA Permits and/or Technical Assistance (Regulatory)

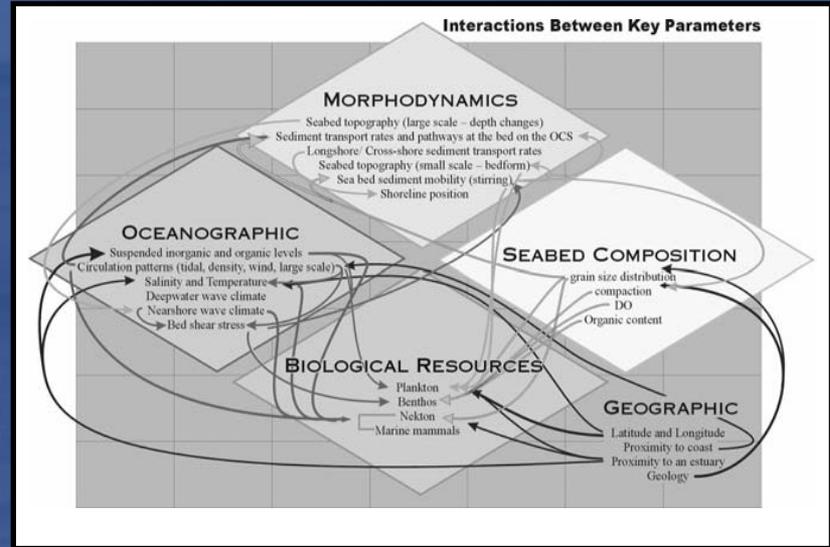
- Scenario (Borrow area is seaward of “navigable waters”)
 - Corps is issuing DA Permit for placement activities
 - Initiate coordination during Corps’ completeness review and prior to Public Notice of DA Permit
- BOEMRE and/or Federal Sponsor: lead, joint lead, or cooperating agency for NEPA compliance
 - Local sponsor/Federal sponsor prepares or contracts NEPA document
 - BOEMRE reviews and adopts NEPA document following an adequacy determination. BOEMRE prepares independent decision document
- BOEMRE or Federal Sponsor: lead for CZMA, ESA, FCMA, NHPA, and other applicable requirements
 - Local sponsor/Federal sponsor prepares necessary documents to facilitate consultations and coordination. BOEMRE reviews and adopts documents following an adequacy determination
 - BOEMRE initiates required consultations and coordination

Examples of On-going Cooperation

- NEPA, ESA Section 7, EFH, Section 106 / SHPO
 - Baltimore District (1 CW)
 - Norfolk District (1 CW / 3 R)
 - Wilmington District (1 CW / 2 R)
 - Jacksonville District (8 CW / 5 R)
 - New Orleans District (5 CW / 4 R)
- ESA Section 7 Programmatic Consultation
 - SARBA/SARBO (SAD / NMFS)
 - Programmatic Florida (Jacksonville / FWS)

Key Environmental Resources

- Physical Environment
 - Hydrodynamics and sediment transport
 - Shoreline change
 - Water quality
 - Air quality
 - Noise
- Biological Environment
 - Benthic and fish habitat
 - Benthos
 - Nekton and Fish
 - Endangered and Threatened Species
- Socioeconomic Environment
 - Archeological and cultural resources
 - Recreation and tourism
 - Recreational and commercial fisheries
 - Navigation



**BOEMRE sponsors
dredging impact
research through
its Environmental
Studies Program**

Key Environmental Information and Documentation Requirements

Information

- Archaeological / Cultural Resources Survey
- Air Emissions Inventory
- Hydrodynamic / Sediment Transport Analysis
- Borrow Area / Nearshore Benthic Habitat Surveys (if applicable)
- Shallow Hazards Survey (if applicable)

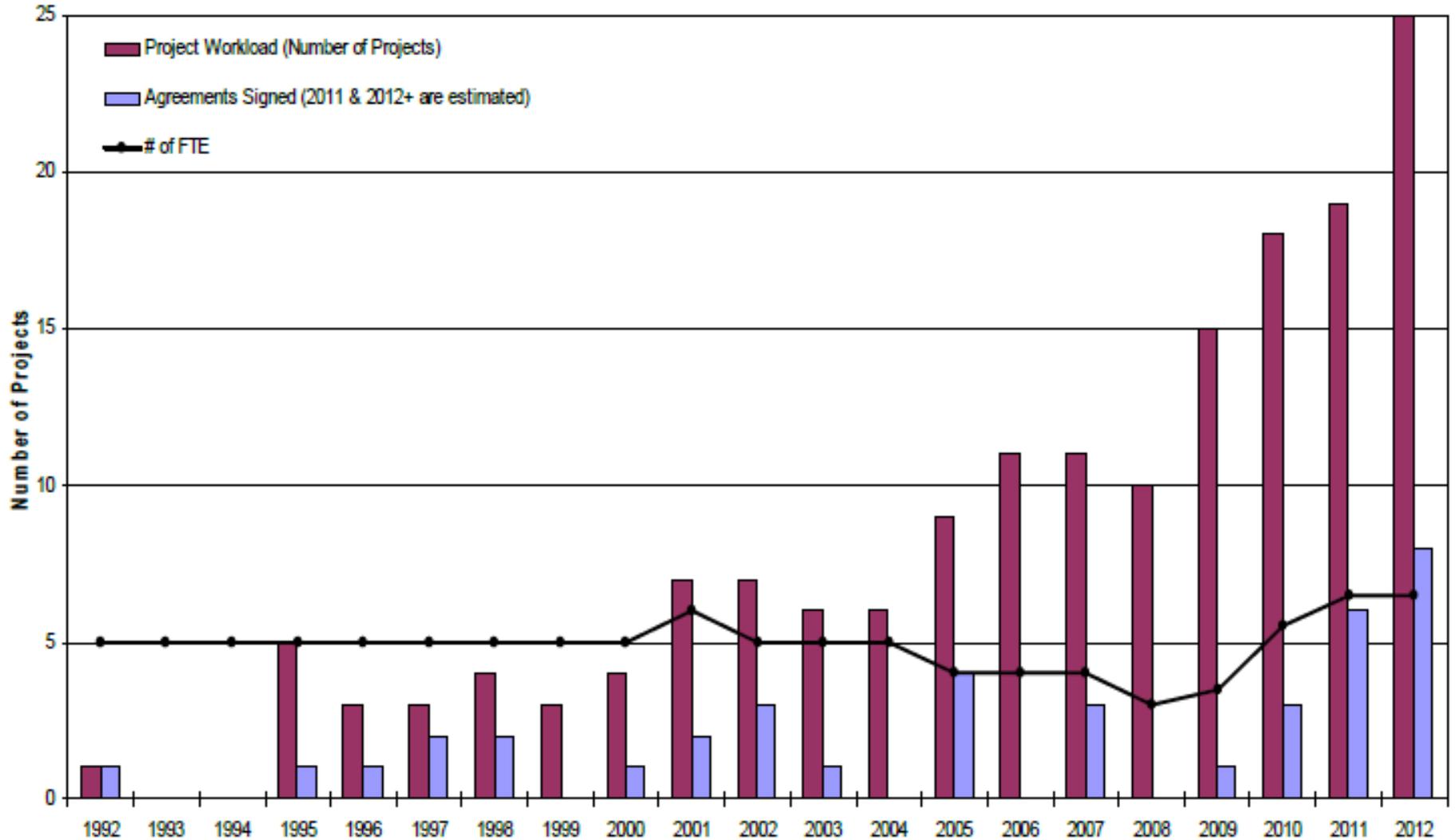
Standalone or Integrated Documents

- Archaeological / Cultural Resources Report
- Consistency Determination or Certification
- General Conformity Determination (if applicable)
- Essential Fish Habitat Assessment
- Biological Assessment for T&E

Mitigation and Monitoring Requirements

- Mitigation
 - Location avoidance
 - Environmental windows
 - Impact minimization
- Monitoring
 - dredge position/production, benthic recovery, bathymetric recovery
- Implementation
 - Requirements incorporated as conditions of negotiated agreement
 - Similar to other permit conditions, should be in contract and specifications
 - Mitigation Monitoring / Enforcement

Project Workload



Key issues

- Streamlining process
 - USACE - Regulatory vs. Civil Works
 - Different NEPA approaches; scope of analysis (43 CFR Part 46)
- Increased use of OCS borrow sites
 - Environmental Concerns
 - Sand resource concerns
- SARBO to Cape Hatteras
- EFH
- G & G
- Determining future needs
- Incorporating studies program



Beach Nourishment in the South Atlantic 2011

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Northeast Florida

Jocelyn.Karazsia@noaa.gov

Southeast Florida

Pace.Wilber@noaa.gov

Compiler

Habitat Conservation Division
NOAA Fisheries Southeast Regional Office
219 Fort Johnson Road
Charleston, SC 29412

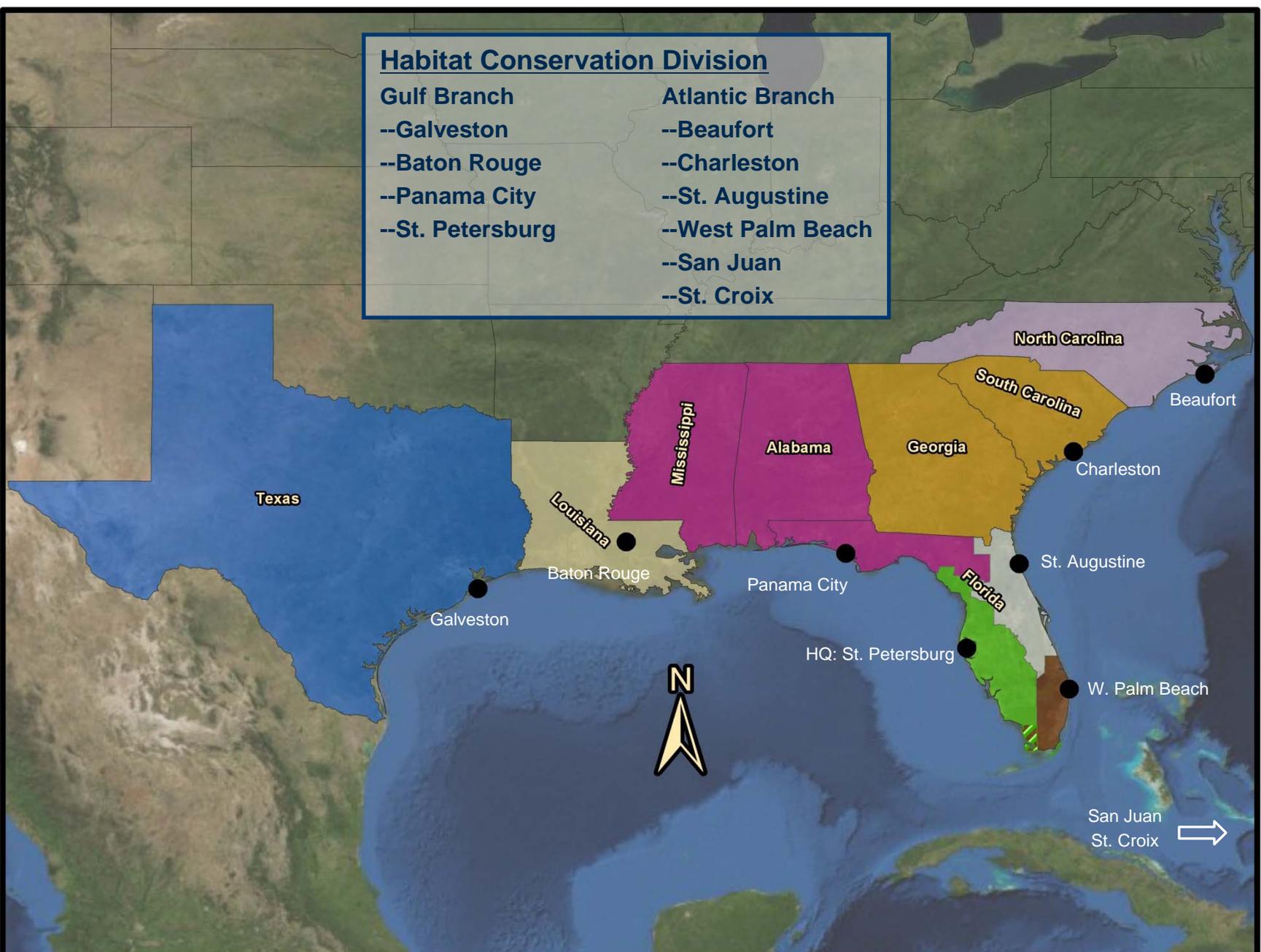
Habitat Conservation Division

Gulf Branch

- Galveston
- Baton Rouge
- Panama City
- St. Petersburg

Atlantic Branch

- Beaufort
- Charleston
- St. Augustine
- West Palm Beach
- San Juan
- St. Croix



0 175 350 700 Miles

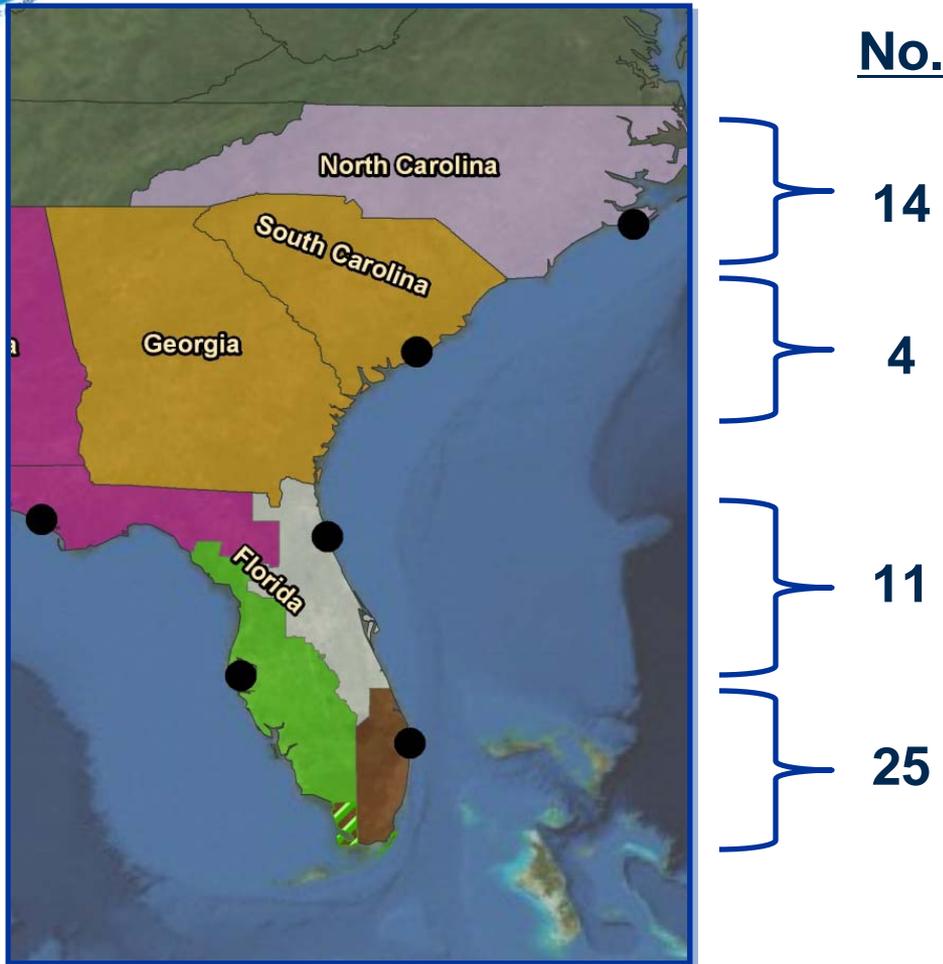


NOAA FISHERIES
NATIONAL MARINE FISHERIES SERVICE



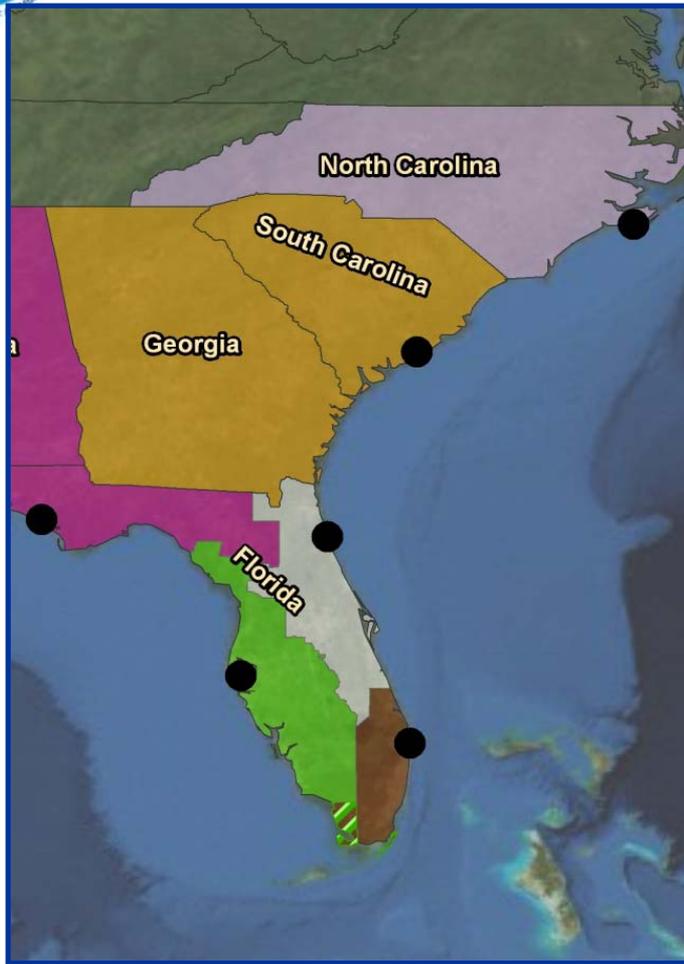


Beach Nourishment: Number of current projects

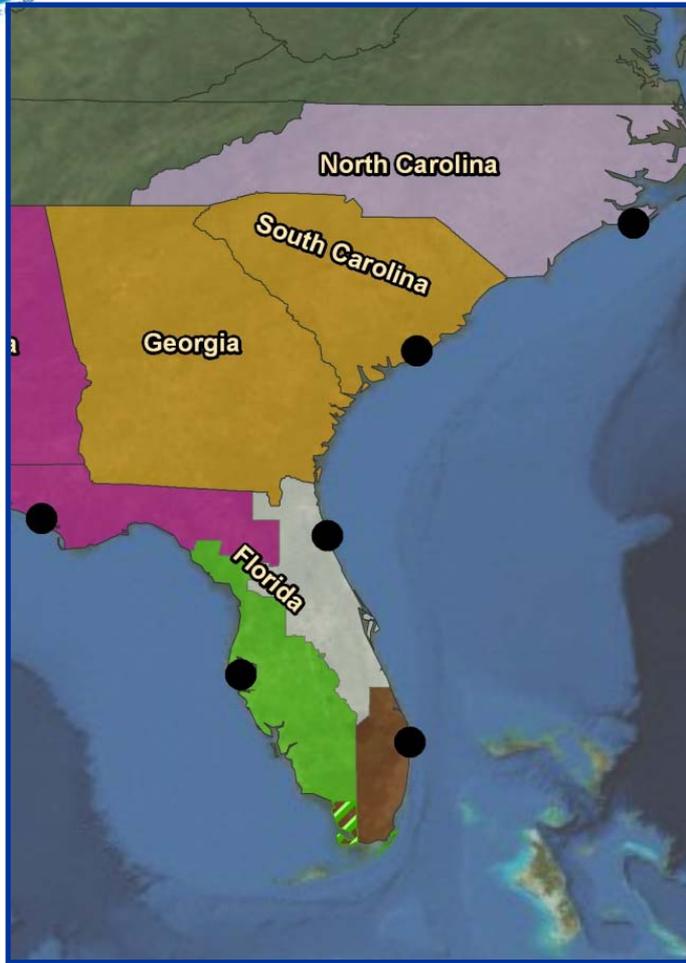




Beach Nourishment: Programmatic approaches?



	<u>No.</u>	<u>Prog.?</u>
North Carolina	14	Yes
South Carolina	4	No
Georgia	11	No
Florida	25	No

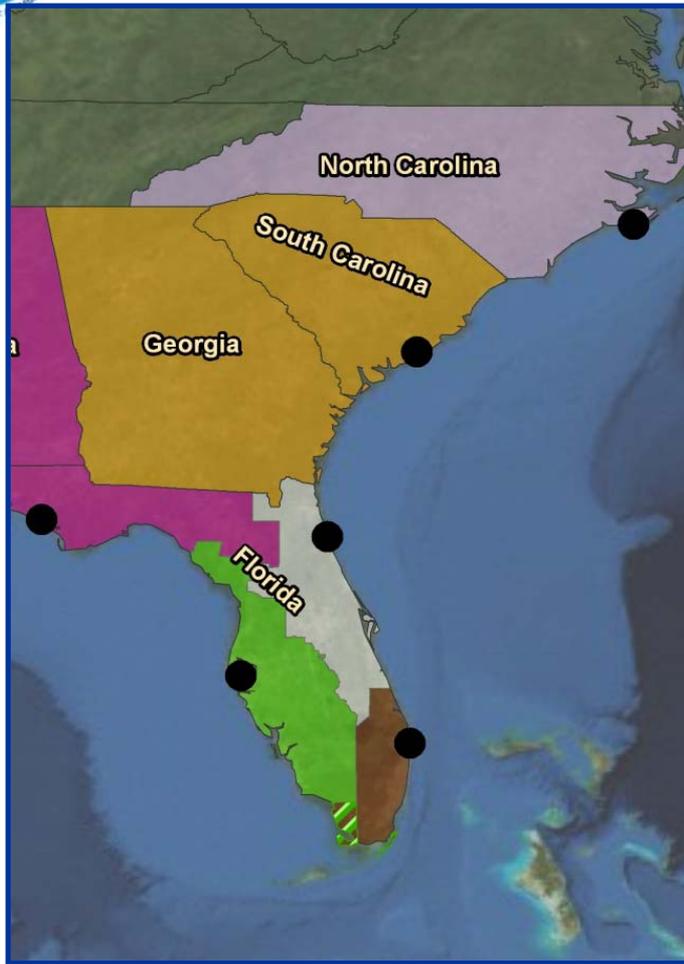


Beach Nourishment: Funding Lead

<u>No.</u>	<u>Prog.?</u>	<u>Funding</u>
14	Yes	Most Private
4	No	Private*
11	No	Most Federal
25	No	Most Federal or Municipal



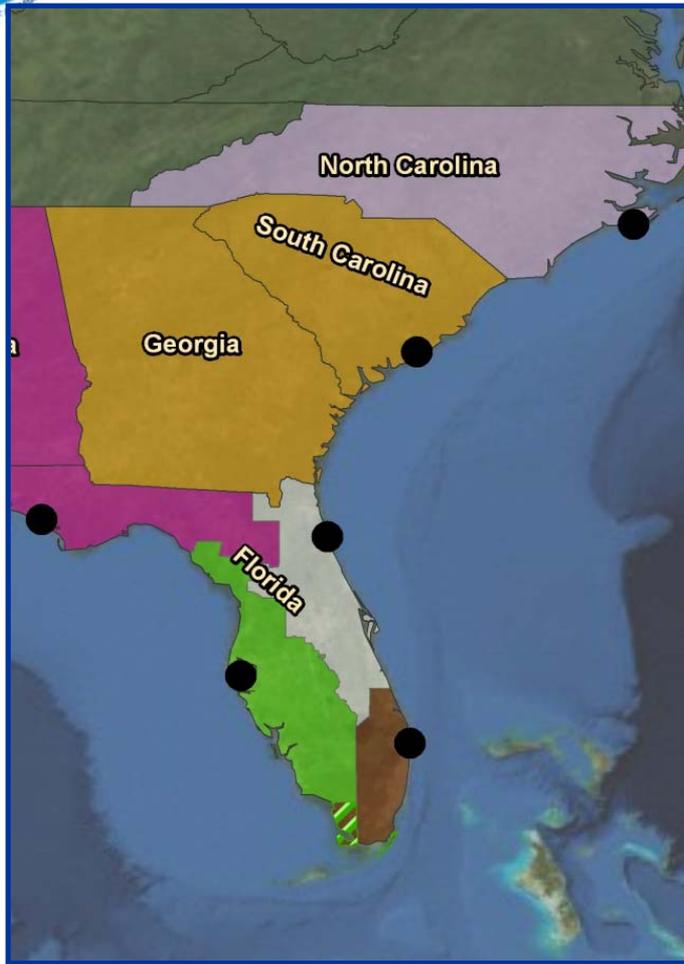
Beach Nourishment: Basic Summary



<u>No.</u>	<u>Prog.?</u>	<u>Funding</u>
14	Yes	Most Private
4	No	Private*
11	No	Most Federal
25	No	Most Federal or Municipal



Environmental Issues: Fishery Species



Sand source: Shoals, Beach, Marsh, Oysters

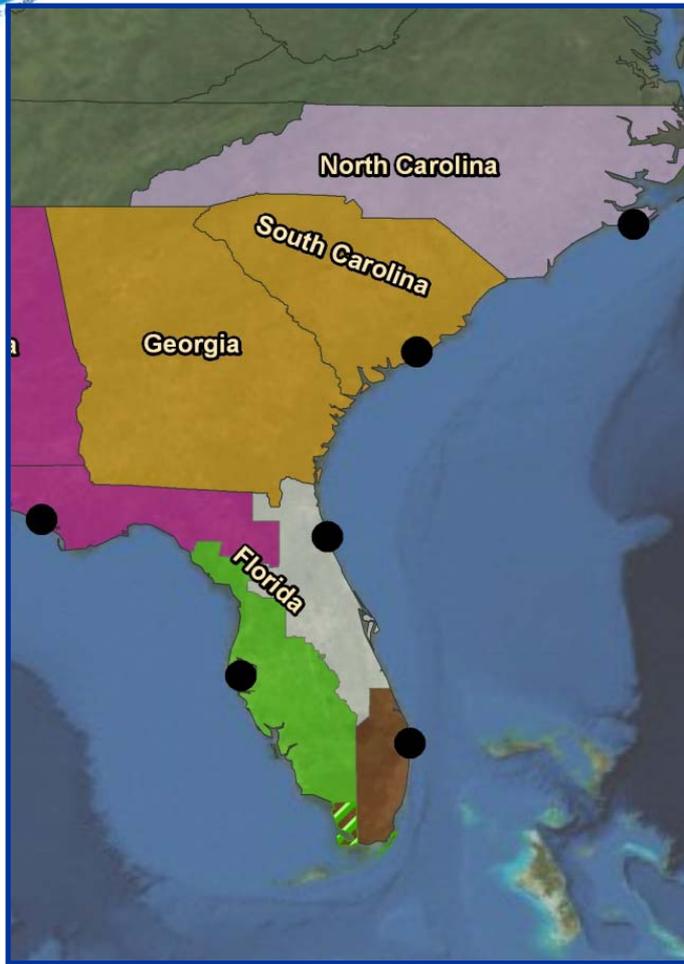
Sand source: Shoals, Beach, Marsh, Oysters

Sand source: Sed. budget
NS hardbottom: Mitigation

Sand source: Buffers
NS hardbottom: Mitigation
Coral reef: Mitigation



Beach Nourishment Environmental Issues: Fishery Species



Sand source: Shoals, Beach, Marsh, Oysters

Sand source: Shoals, Beach, Marsh, Oysters

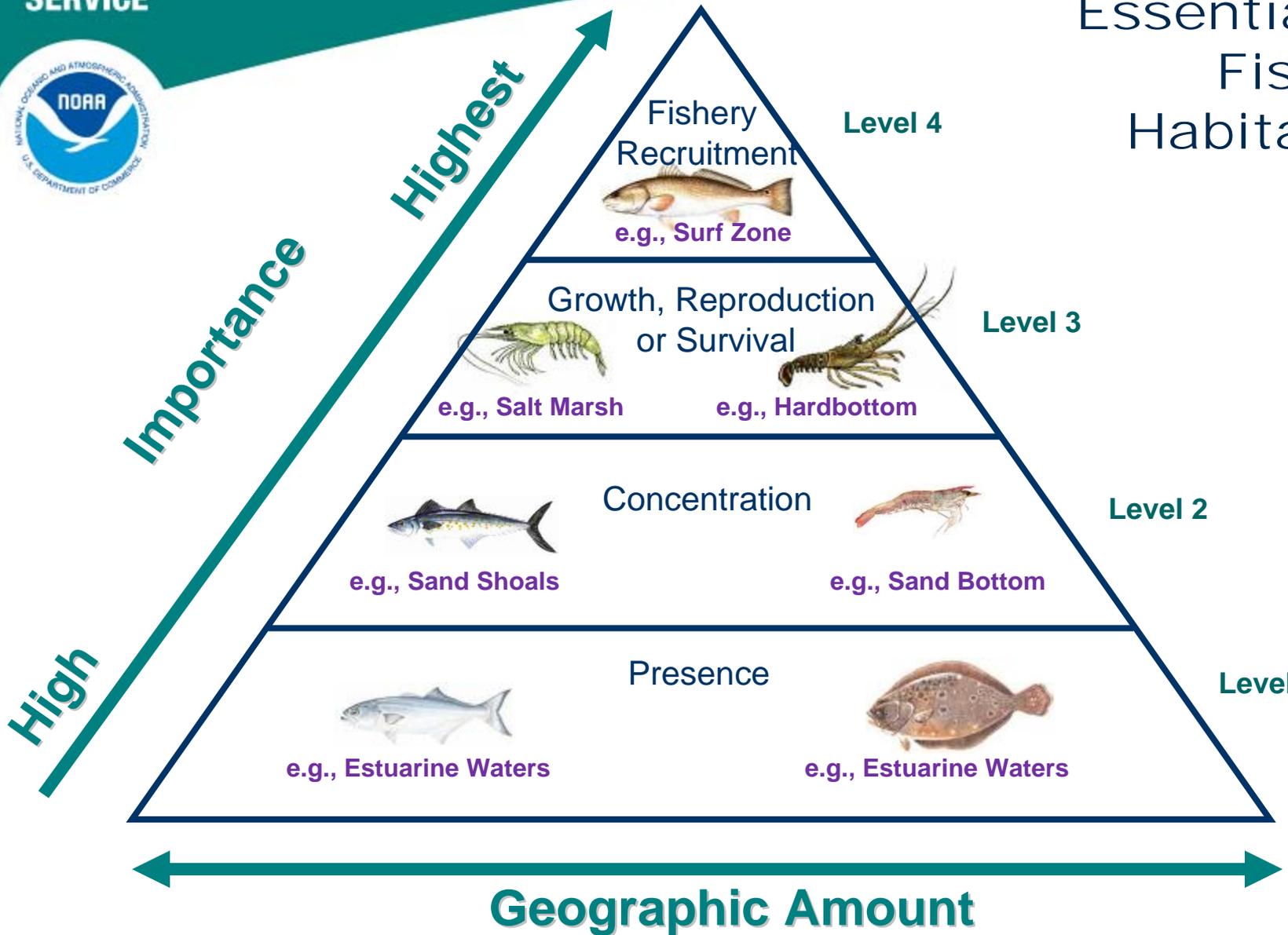
Sand source: Feeder berms

Sand source: Sed. budget
NS hardbottom: Mitigation

Sand source: Buffers
NS hardbottom: Mitigation
Coral reef: Mitigation

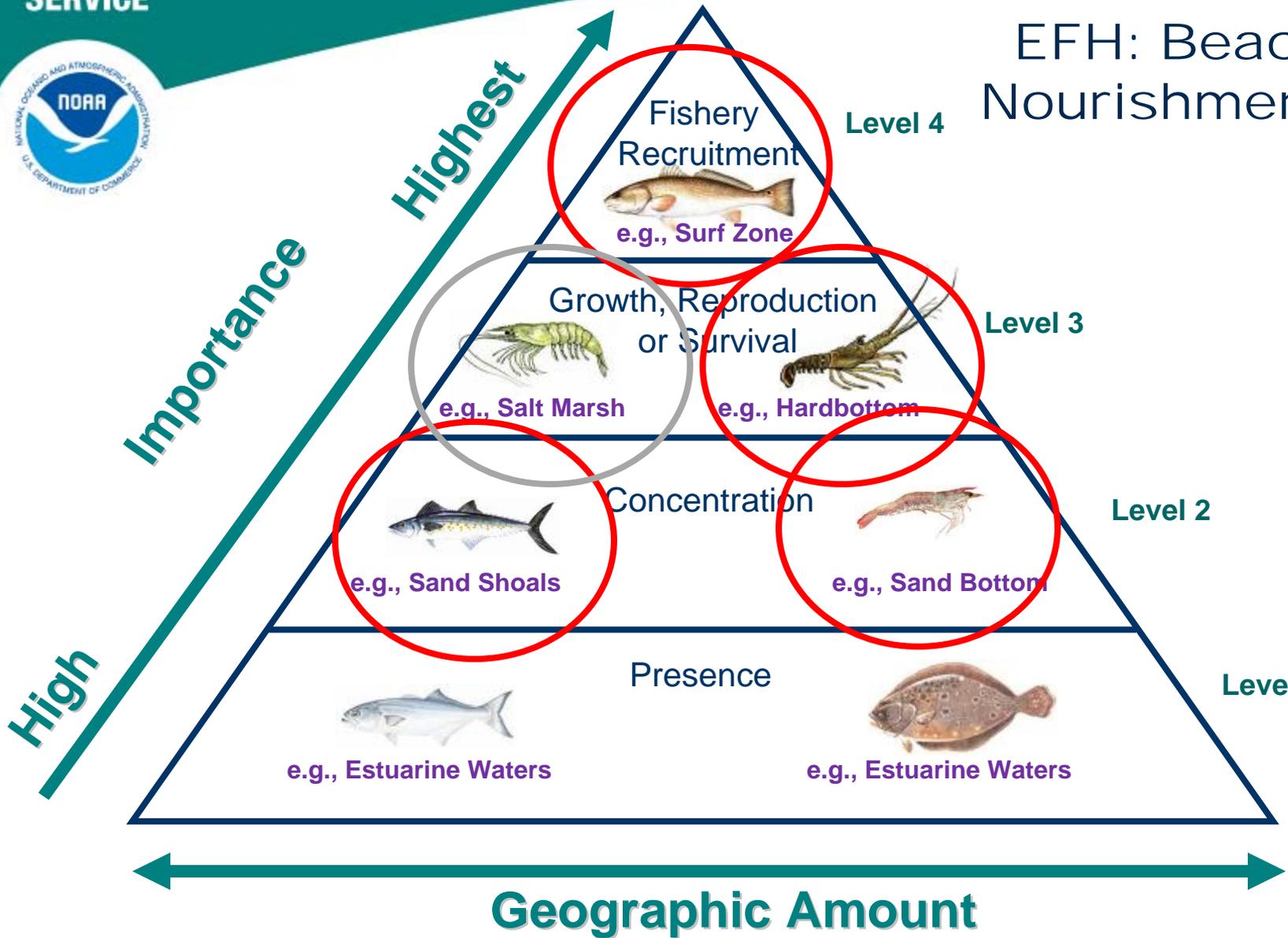


Essential Fish Habitat





EFH: Beach Nourishment





Beach Nourishment in the South Atlantic 2011

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Northeast Florida

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Southeast Florida

Pace.Wilber@noaa.gov

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219 Fort Johnson Road
Charleston, SC 29412

NATIONAL SHORELINE MANAGEMENT STUDY: COASTAL SYSTEMS PORTFOLIO INITIATIVE (CSPI)

Initiatives on a Systems Approach to Coastal Risk Reduction

Donald E. Cresitello

Project Manager

USACE PCX-CSDR

31 August 2011



US Army Corps of Engineers
BUILDING STRONG[®]



Thoughts to Consider

- We must demonstrate that we can be more efficient with less funding while still accomplishing what's necessary.
- CSPI started as a technical effort and has become more of a managerial effort about changing the budgetary process. Technical offices provide necessary info, but guidance is needed from PMs.
- CSPI examines maximizing the amount of work that gets accomplished for the funding received → Need to identify a group of projects across multiple business lines that would allow this to happen over five years.
- We need to know if what we're doing can help PPM accomplish what they need to do and the value added should be identified.
- Need to re-examine FRM budget guidance and relate to CSPI, potentially incorporating the rating system in the CSPI TRD.



Overview

- History and Background
- Systems Approach
- Defining the Coastal Systems Portfolio Initiative (CSPI)
- Study Goals
- Tasks Completed
- FY11 Tasks
- Summary



History Leading to Study

- Following 2004 Hurricane Season Congress charged Corps to **assess damages prevented across a system of projects** and to improve the way we do business.
- General Strock challenged USACE to implement **systems approach for coastal risk reduction**.
 - ▶ CERB to guide the development of a systems approach.
 - ▶ North Atlantic Division (NAD) Commander volunteered to prototype the systems approach.
- Congressman Frank Pallone (NJ) at the Fall 2006 CERB
 - ▶ Projects not managed as a system and projects not budgeted for as a system.
 - ▶ Take **regional approach to improve efficiencies and effectiveness** of our projects.



Source: Coastal Planning & Engineering



General Background

- CSPI effort is being performed under the **National Shoreline Management Study**
 - ▶ Authority - Section 215(c) of the Water Resources Development Act of 1999
 - ▶ Type of Funds – **General Investigations** (Remaining Items)
- Initiated in February 2007
- Location – **NAD** (initially), and **SAD**, expanding to include states of the Great Lakes, Gulf of Mexico and the Pacific Ocean
- Funding received to date: **\$650K**
- National Planning Center of Expertise for Coastal Storm Damage Reduction responsible for this effort for the Institute of Water Resources.
- Consists of regional team – NAD and SAD, expanding nationally
- Coordinated effort among multiple disciplines: PL, PPMD, EN, and OPS



Developing a Systems Approach to Coastal Risk Reduction

What Does it Involve?

- Prototype the **coastal system portfolio (CSP)** within NAD – incorporate **multiple business lines** (shore protection, navigation and coastal ecosystem restoration), identify the program need and demonstrate possible efficiencies.
- Develop the CSP within the context of Regional Sediment Management (RSM) to **collaboratively resolve sediment-related issues**.
 - ▶ Good sediment management helps to achieve greater cost effectiveness, better health of the coast, and increased benefits.
- Connect with other federal agencies (i.e. NOAA, FEMA), States, and academia to form a **regional alliance to buy down risk**, and to improve coastal risk reduction by reducing agency conflicts and maximizing benefits.



Defining the Coastal System Portfolio

- Coastal System Portfolio is a **system of systems** – shore protection, navigation and ecosystem restoration, that exploits the connectivity among each system.

- Examples of ways to define systems:
 - ▶ Technical (i.e. sediment transport)
 - ▶ Environmental
 - ▶ Geographical
 - ▶ Political
 - ▶ Commercial

- Analyzing five systems within NAD, identified based upon sediment transport:
 - (1) Southern shore of Long Island
 - (2) Northern New Jersey (Sea Bright to nodal point in Ocean County)
 - (3) Southern New Jersey (nodal point in Ocean County to Cape May)
 - (4) Northern Delaware
 - (5) Southern Delaware to Maryland/Virginia border



Implementing a Systems Approach to Coastal Risk Reduction

- Requires a paradigm shift for managing shore protection projects.
- **Current Way of Doing Business:**
 - ▶ Projects are budgeted based upon individual needs, on a **project by project basis**.
 - ▶ Each business line is **budgeted independent** of another.
 - ▶ Projects are **funded** by Congressional interests **specific to the project location**.
- **Utilizing the Systems Approach to do Business:**
 - ▶ Optimizes funding to **optimize benefits** delivered by projects **across an entire region**.
 - ▶ Requires **crossing multiple business lines** (shore protection, navigation, and coastal ecosystem restoration).
 - ▶ Requires **increased flexibility** to allocate funds where needed.
 - i.e. Receive an allotment of funds for a specific region instead of receiving project specific funding.
 - ▶ More effectively **buys down risk** by applying the regional allotment of funds to the area(s) with the most critical need.



Study Goals

▪ *Specific*

- ▶ Investigate feasibility of implementing a regional systems approach to program management and funding.
- ▶ Increase project performance across the region by improving cost effectiveness and efficiency of projects while maximizing risk reduction.
- ▶ Provide the necessary information to the Program and Project Management community to accomplish programmatic efficiencies.

▪ *Broad*

- ▶ Seek out solutions that optimize environmental conditions throughout the coastal zone.
- ▶ More effectively manage the shores while increasing collaboration on a regional and system-wide basis among Federal, State, and local governments, along with environmental organizations, stakeholders, and other relevant interest groups producing a more uniform set of shore management outcomes.
- ▶ Identify a set of inter-governmental actions that reduce costs at all levels while holistically reducing economic and public safety risks.



Tasks Completed

- Technical Review Documents and Web Database for NAD for FY07 to FY10
 - ▶ FY07 and F08 – NY to DE
 - ▶ FY09 and FY10 – ME to VA
 - ▶ *FY11 – ME to MS [DRAFT under review]*
- Multi-agency Workshops
 - ▶ FY08 @ Monmouth University
 - ▶ FY09 @ Stevens Institute of Technology
- Developed regional systems based approach to implementing shore protection projects – Delaware test case
- Formulated and documented environmental opportunities – Cape May Meadows, NJ Test Case, created messaging document
- Initiated work on Pilot Studies identified in the Draft NSMS Report within NAD.
- Initiated discussions with groups that represent the dredging industry



Technical Review Document and Website Database for NAD

- ▶ Gives Congressional staffers and local sponsors the information necessary to ***make informed budgetary decisions***.
- ▶ Summarizes existing conditions, estimated future federal costs, risk elements, and opportunities for action for all shore protection, navigation, and coastal ecosystem restoration projects in NAD.
- ▶ Qualitatively evaluates projects from a “systems” perspective.
- ▶ Projects mapped using Google Earth interface – transitioning to CorpsMap.
- ▶ Provides one common location for project information.
- ▶ Creates significant ***efficiencies*** for project managers, local sponsors, and Congressional staffers.
- ▶ These tools allow for a ***system of project management*** not just normal “everyday” project management.



Technical Review Document

Interpreting the Tables

Existing Conditions Tables

Project Type	Phase
Projects are classified into three types . SP = Shore Protection NV = Navigation ER = Environmental Restoration	Both constructed and unconstructed projects are identified by phase. S = Study E = Pre-construction engineering and design A = Awaiting initial construction funds P = Partial construction funds received C = Initial construction completed R = Renourishment(s) initiated N = Navigation maintenance
Projects are listed in order by geographic area within a state. Navigation and environmental restoration projects are listed to show their relationship to adjacent shore protection projects.	<ul style="list-style-type: none"> In general, constructed projects are either in phase P, C, or R. In general, unconstructed projects are either in phase S, E, or A. Navigation projects undergoing maintenance are in phase N.

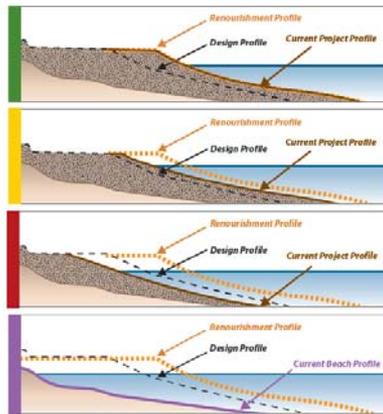
Project Reliability: Shore Protection

Constructed Projects

All **constructed** shore protection projects listed in the Existing Conditions tables are color coded so that readers can determine **current project reliability at a glance**. For example, "red" shore protection projects are less reliable than "yellow" shore protection projects. "Yellow" shore protection projects are less reliable than "green" shore protection projects, which are performing well.

Unconstructed Projects

All **unconstructed** shore protection projects listed in the Existing Conditions tables are color coded in purple. These projects have significant shore protection problems identified.



Green = Good
 Project is early in the renourishment cycle, or the project is performing better than expected, or both.

Yellow = Intermediate
 Project is midway through the renourishment cycle, or the project is performing worse than expected, or both.

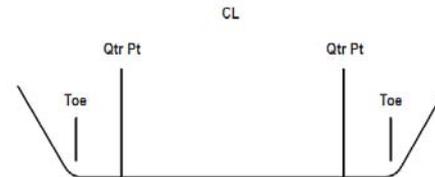
Red = Poor
 Project is late in the renourishment cycle or below the design profile.

Purple = Unconstructed
 Project reliability is not applicable for unconstructed projects. These projects have significant shore protection problems identified.

These diagrams -- which compare the current project profile with the design profile and the renourishment profile -- give readers a general sense of overall project reliability for projects identified as either green, yellow, red, or purple.

Project Reliability: Navigation

- All **navigation** projects listed in the Existing Conditions tables are color coded so that readers can determine **current project reliability at a glance**. For example, "red" navigation projects are less reliable than "yellow" navigation projects. "Yellow" navigation projects are less reliable than "green" navigation projects, which are performing well.
- Project reliability is determined according to the idea of probability and condition and involves the Half Channel Availability Percentage. This is the amount of time (during a 1-yr period) that the channel is available/needed at maintained depths between the quarter points, see diagram. The quarter points represent the location of the channel dredged to its maintained depth.



- Green = Good**
 95% at half channel availability at maintained depth
- Yellow = Moderate**
 75% at half channel availability at maintained depth
- Orange = Poor**
 50% at half channel availability at maintained depth

- Pink = Failing**
 25% at half channel availability at maintained depth
- Red = Failed**
 0% at half channel availability at maintained depth.



Technical Review Document

Interpreting the Tables

Extent of Resources at Risk: Shore Protection

The study team evaluated the extent of resources at risk in each shore protection project area. The extent of resources was judged as either **significant**, **moderate**, or **minimal** for both constructed and unconstructed shore protection projects. Any category with **no resources** present contains an (x).

- = Significant resources present
- = Moderate resources present
- = Minimal resources present
- = No resources present

Six resource types were evaluated:

- **Structures** (residential, commercial)
 - = Structures serving a high-density population, urban area
 - = Structures serving a medium-density population, suburban area
 - = Structures serving a low-density population; rural area
- **Environment and Habitat**
 - = Critical or highly valued natural habitat
 - = Valued natural habitat
 - = Little or no natural habitat
- **Infrastructure** (such as roads, water/sewer lines, boardwalks, and navigation structures)
 - = Facilities serving a high-density population
 - = Facilities serving a medium-density population
 - = Facilities serving a low-density population
- **Critical Facilities** (such as police, fire, schools, hospitals, and nursing homes)
 - = High density of facilities
 - = Medium density of facilities
 - = Low density of facilities
- **Evacuation Routes**
 - = Routes serving a high-density population
 - = Routes serving a medium-density population
 - = Routes serving a low-density population
- **Recreation**
 - = High-use recreation area
 - = Medium-use recreation area
 - = Low-use recreation area

Extent of Resources at Risk: Navigation

The study team evaluated the extent of resources at risk in each navigation project area. The extent of resources was rated from 1-5 for all navigation projects.

Risk Level	Risk Description
1	<ul style="list-style-type: none"> • Demonstrated highest economic impact or >10M Tons • Imminent life safety impact • Court Decree Mandated Action (to include environmental) • DoD Strategic Ports • Shut down of Energy Distribution Facilities with no alternate modes of transportation
2	<ul style="list-style-type: none"> • Demonstrated high economic impact or 5-10M Tons • Probable life safety impact • Alternate modes of transportation exist for Energy Distribution Facilities, but at a higher cost than water borne transportation
3	<ul style="list-style-type: none"> • Demonstrated moderate economic impact or 1-5M Tons • Possible life safety impact
4	<ul style="list-style-type: none"> • Low economic impact or <1M Tons • No life safety impact
5	<ul style="list-style-type: none"> • Negligible economics (Recreation Harbors, No commercial Activity) • No life safety impact

Estimated Future Federal Costs Tables

These tables identify estimated federal future costs required to address total needs for federal shore protection, navigation, and coastal ecosystem restoration projects by state over the next five years. Each state's table of estimated future costs includes notes about connectivity between adjacent shore protection,

navigation, and environmental restoration projects. These connectivity notes identify potential economies of scale and cost savings that could be achieved in the future by considering these shore protection projects using a systems-based approach.



Technical Review Document

New Jersey			Extent of Resources at Risk						
Project Type	Project Reliability	Phase	Structures (systems, commercial)	Environment and Habitat	Infrastructure (roads, waterways, sewer, stormwater, navigable structures)	Critical Facilities (public, fire, schools, hospitals, nursing homes)	Evacuation Routes	Recreation	Consequence/Economic Impact Rating
Geographic Area: Northern/Central New Jersey, Raritan and Sandy Hook Bays (New York District)									
NV	Shrewsbury River	N							3
SP	Highlands	S	***	*	*	X	*	*	
SP	Leonardo	S	**	*	*	*	*	**	
NV	Shoal Harbor and Compton Creek	N							
SP	Port Monmouth	P	***	***	**	*	**	***	
SP	Kaansburg 506	R	**	*	*	*	*	**	
SP	Union Beach	E	***	**	**	*	*	*	
SP	Keyport	S	**	*	*	*	*	*	
NV	Chesapeake Creek	N							5
Geographic Area: Atlantic Coast of Central New Jersey (New York District)									
SP	Sea Bright - Manasquan: Sea Bright	R	***	***	***	**	***	***	
SP	Sea Bright - Manasquan: Monmouth Beach	R	***	***	***	**	***	***	
SP	Sea Bright - Manasquan: Long Branch	C	***	**	***	**	**	***	
SP	Sea Bright - Manasquan: Deal	E	***	**	***	**	**	***	
SP	Sea Bright - Manasquan: Asbury to Avon	C	***	**	**	*	*	***	
NV	Shark River Inlet	N							2
SP	Sea Bright - Manasquan: Belmar to Manasquan	C	***	**	**	**	*	***	

Project Type	Project Reliability	Phase	Extent of Resources at Risk
SP = Shore Protection NV = Navigation ER = Environmental Restoration	Indicated by background colors: Green = Good (SP, NV) Yellow = Intermediate (SP), Moderate (NV) Orange = Poor (NV) Red = Failing (NV) Red = Poor (SP), Failing (NV) Purple = Unconstructed (SP)	S = Study E = Pre-construction engineering and design A = Awaiting initial construction funds P = Partial construction funds received C = Initial construction completed R = Reenrichment(s) initiated N = Navigation maintenance	Shore Protection Resources Present *** = Significant ** = Moderate * = Minimal X = None Navigation 1 = Demonstrated highest economic impact or >10M Tons. Imminent life safety impact. 2 = Demonstrated high economic impact or 5-10M Tons. Probable life safety impact. 3 = Demonstrated moderate economic impact or 1-5M Tons. Possible life safety impact. 4 = Low economic impact or <1M Tons. No life safety impact. 5 = Negligible economic (Recreation Harbors, No commercial activity). No life safety impact. For complete definitions see page 7.

New Jersey		Estimated Future Federal Costs					
Project Reliability	Phase	Total (FY 2010, FY 2014)	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
Geographic Area: Northern/Central New Jersey, Raritan and Sandy Hook Bays (New York District)							
Shrewsbury River	N	\$580,000	\$100,000	\$120,000	\$120,000	\$120,000	\$120,000
Highlands	S	\$17,645,000	\$645,000	\$500,000	\$500,000	\$500,000	\$8,000,000
Leonardo	S	\$2,125,000	\$500,000	\$1,625,000	\$0	\$0	\$0
Shoal Harbor and Compton Creek	N	\$2,800,000	\$0	\$200,000	\$2,600,000	\$0	\$0
Port Monmouth	P	\$50,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000
Kaansburg 506	R	\$23,250,000	\$200,000	\$21,400,000	\$550,000	\$550,000	\$550,000
Union Beach	E	\$45,600,000	\$250,000	\$500,000	\$17,550,000	\$10,400,000	\$16,900,000
Keyport	S	\$0	\$0	\$0	\$0	\$0	\$0
Chesapeake Creek	N	\$0	\$0	\$0	\$0	\$0	\$0
Geographic Area: Atlantic Coast of Central New Jersey (New York District)							
Sea Bright - Manasquan: Sea Bright	R	\$30,000,000	\$10,000,000	\$0	\$10,000,000	\$0	\$10,000,000
Sea Bright - Manasquan: Monmouth Beach	R	\$30,000,000	\$10,000,000	\$0	\$10,000,000	\$0	\$10,000,000
Sea Bright - Manasquan: Long Branch	C	\$15,000,000	\$5,000,000	\$0	\$5,000,000	\$0	\$5,000,000
Sea Bright - Manasquan: Deal	E	\$0	\$0	\$0	\$0	\$0	\$0
Sea Bright - Manasquan: Asbury to Avon	C	\$20,000,000	\$0	\$10,000,000	\$0	\$10,000,000	\$0
Shark River Inlet	N	\$14,400,000	\$400,000	\$500,000	\$600,000	\$600,000	\$12,300,000
Sea Bright - Manasquan: Belmar to Manasquan	C	\$20,000,000	\$0	\$10,000,000	\$0	\$10,000,000	\$0
Totals		\$271,400,000	\$37,095,000	\$54,945,000	\$56,320,000	\$49,670,000	\$72,870,000

Opportunities for Action

- Sand dredged from Manasquan Inlet for operations and maintenance is currently discharged north of the inlet along the Sea Bright - Manasquan project.
- All projects in the Atlantic Coast of Central New Jersey geographic area are interconnected via sediment flow. Estimated quantities for reenrichment were based on construction of the entire 21-mile project length, and the prevailing littoral transport to the north. Lack of reenrichment in the southerly project sections may have long-term impacts on the reliability of the total Sea Bright - Manasquan project.
- Although not shown in the table, projects in the Atlantic Coast of Central New Jersey geographic area have great connectivity with the National Park Service's Gateway National Recreation Area, Sandy Hook Unit. For the last 13 years - since project construction was initiated between Sea Bright and Manasquan - littoral material has been transported into this National Recreation Area, where erosion has been dramatically reduced.



URL: http://projects.rsm.usace.army.mil/CSPI

rgb hex values

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Welcome to the SPS Database!

Welcome to the **Shore Protection Systems** Database. An important part of the civil works mission of the U.S. Army Corps of Engineers is providing shore protection - including beach nourishment - under the Flood and Coastal Storm Damage Reduction Program.

The US Army Corps of Engineers have a significant interest in finding new ways to continuously improve how it plans, manages, and implements federal shore protection projects to reduce or prevent damages from coastal storms. This web database can be used as a decision support tool to help assess current and future needs for shore protection in the US Army Corps of Engineers. Rather than focusing on individual projects, the study team examined the region as a whole.

Please use the list below or the navigation tree to the left to filter our available projects by location.

List filtered by: ALL

Users can browse by State or USACE District/Division

Filter Projects by

- Shore Protection Systems
 - by Division
 - North Atlantic Division
 - New England District
 - New York District
 - NY
 - NJ
 - Philadelphia District
 - Baltimore District
 - Norfolk District
 - by State
 - All RSM Projects

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Once a region selection is made, Shore Protection or Navigation projects are made available.

List filtered by: USACE District = CENAN AND State=NY AND Database = Only Shore Protection Systems

Shore Protection Projects Navigation Projects



Map This Data!

View filtered Shore Protection & Navigation Projects

At any time a user can generate a Google Earth file based on the filtered list of projects.

Beach Condition	Project Name (click on Project Name to view details)	State	Category
■	Fire Island Inlet to Montauk Point, NY Reformulation	NY	Beachfill Structural
■	Montauk Point	NY	Structural
■	West of Shinnecock Inlet	NY	Beachfill
■	Westhampton	NY	Beachfill
■	Fire Island Inlet to Shores Westerly	NY	Dredging
■	Atlantic Coast of Long Island: Jones Inlet to Rockaway Inlet - Long Beach Island Rockaway Inlet - Long Beach Island	NY	Beachfill
■	Rockaway Inlet Reformulation	NY	Beachfill
■	Sage Island	NY	Beachfill
■	Sage Island	NY	Structural
■	Sage Island	NY	Beachfill
■	Sage Island	NY	Beachfill
■	Mattituck 111	NY	Beachfill
■	Asharoken	NY	Beachfill
■	Bayville	NY	Structural
■	Orchard Beach	NY	Beachfill

Each project is color-coded by condition.

Condition Legend

- Shore Protection Systems
- All RSM Projects

Quick Resources

Related Web Resources

West of Shinnecock Inlet - [Map It!](#)

Click Map It! To view this project in Google Earth.

- Overview
- Initial Construction
- Reports
- Renourishments
- Cost Summary
- Risk

General

[View Digital Project Notebook](#)

USACE District:	New York	Congressional District(s):	1
Type:	Shore Protection	Project Length:	0.8 miles
Category:	Beachfill	State:	NY

Related Navigation Projects:

- [Shinnecock Inlet](#)

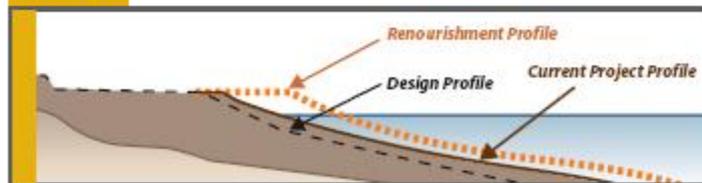
Project Extent Coordinates:

-72.49507527,40.82940328,0
 -72.47737527,40.83460328,0

Shore Protection projects database details: overview, initial construction, reports, renourishment, cost summary, and risk.

Current Beach Condition

Yellow

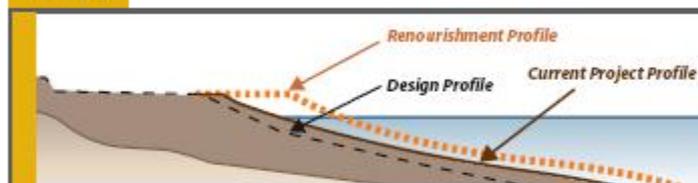


Intermediate. Project is late in the renourishment cycle, or the project is performing worse than expected, or both.

Activities

Current Beach Condition

Yellow



Intermediate. Project is late in the renourishment cycle, or the project is performing worse than expected, or both.

Activities

Date of Next Renourishment: 2008
Date of Last Renourishment:
Desired Renourishment Cycle (yrs): 3
of Nourishment Operations:
Is Erosion Partially Induced by Navigation?No
Project Phase: Renourishment(s) initiated
Notes:

Documents & Links

Documents and URLs can be attached to a project.

Name	Description
Project Website	http://www.nan.usace.army.mil/fimp/index.htm
Website Factsheet	http://www.nan.usace.army.mil/project/newyork/factsh/pdf/fimp.pdf



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West of Shinnecock Inlet

- Overview
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- Cost Summary
- Risk

Date Renourishment Initiated:	2000
Date Construction Initiated:	2004
Date Construction Complete:	2005
Estimated Fill Quantity (cy):	600,000
Actual Fill Quantity (cy):	764831
Estimated Cost:	<i>data unavailable</i>
Actual Cost:	<i>data unavailable</i>
Notes:	

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Report Name	Date(s)
Authorized for Construction:	1960
Chief's Report:	1960
Feasibility:	Report dates unavailable
PCA:	2002
Reconnaissance:	Report dates unavailable
Reevaluation:	1999



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Cycle 1

Date of Renourishment	Estimated Fill Quantity	Actual Fill Quantity	Estimated Construction Cost
2000	400,000	unavailable	unavailable
Actual Construction Cost	Proposed Funding	Funding Received Notes	
unavailable	unavailable	unavailable	

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Estimated Cumulative Construction Costs

\$20,000,000

Notes

Oct 2006

Actual Cumulative Construction Costs

\$4,000,000

5 Year Plan

Base FY

2008

Expected 5 Year Cost

not available

Year 1 (2008)

not available

Year 2 (2009)

not available

Year 3 (2010)

not available

Year 4 (2011)

not available

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West of Shinnecock Inlet

- Overview
- Initial Construction
- Reports
- Renourishments
- Cost Summary
- Risk

Damage Risk Assessment

Infrastructure	+++
Critical Facilities	+++
Structures	+++
Evacuation Routes	+
Environment/ Habitat	+++
Recreation	++

Notes:

- +++ = Significant resources present
- ++ = Moderate resources present
- + = Minimal resources present
- X = No resources present

Structures(homes, navig. structures, etc.)



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Type: Google Earth.kmlfile, 190KB

From: dev.projects.rsm.usace.army.mil

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File is automatically generated based on filtered list.



Map This Data!

View filtered Shore Protection & Navigation Projects in Google Earth.

Beach Condition	Project Name (click on Project Name to view details)	State	Category
	Fire Island Inlet to Montauk Point, NY Reformulation	NY	Beachfill Structural
	Montauk Point	NY	Structural
	West of Shinnecock Inlet	NY	Beachfill
	Westhampton	NY	Beachfill

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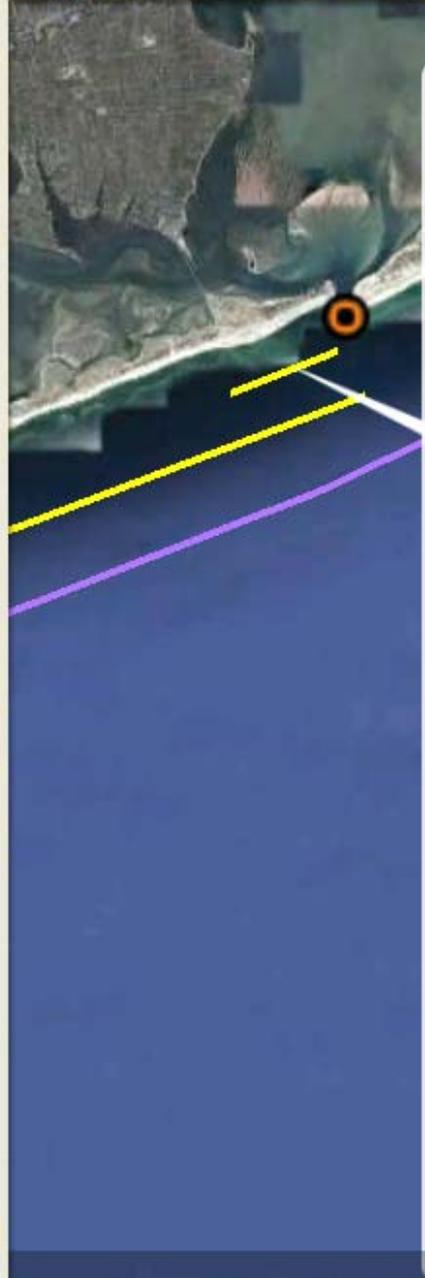
Fly to e.g., Hotels near JFK

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 - list[2].kml

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- 3D Buildings
- Street View
- Borders and Labels
- Traffic
- Weather
- Gallery
- Ocean
- Global Awareness
- Places of Interest
- More



West of Shinnecock Inlet

General

[View Digital Project Notebook](#)

USACE District:	New York	Congressional District(s):	1
Type:	Shore Protection	Project Length:	0.8 miles
Category:	Beachfill	State:	NY

Description:

Related Navigation Projects:

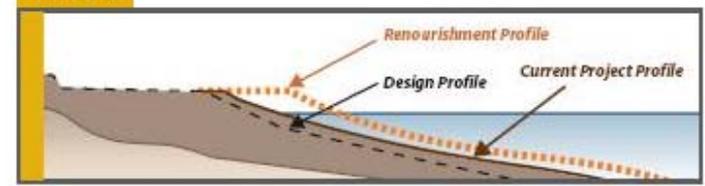
- [Shinnecock Inlet](#)

Project Extent Coordinates:

-72.49507527,40.82940328,0
 -72.47737527,40.83460328,0

Current Beach Condition

Yellow



Intermediate. Project is late in the renourishment cycle, or the project is performing worse than expected, or both.

Activities

Date of Next Renourishment: 2008

Date of Last Renourishment:

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Shore Protection Systems

List filtered by: USACE District = CENAN AND Database = Only Shore Protection Systems

Shore Protection Projects

Navigation Projects

[Map This Data!](#)

View filtered Shore Protection & Navigation Projects in Google Earth.

Condition	Project Name (click on Project Name to view details)	State
	Shinnecock Inlet	NY
	Moriches Inlet	NY
	Fire Island Inlet	NY
	Jones Inlet	NY
	East Rockaway Inlet	NY
	Long Island Intracoastal	NY

+ Shore Protection Systems

+ All RSM Projects

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Shinnecock Inlet - [Map It!](#)

Overview

Risk

Beneficial Use

Sediment Type

General

[View Digital Project Notebook](#)**USACE District:** New York**Type:** Navigation**Category:** Federal Navigation Project**Notes:****Centroid Coordinates:**-72.4757, 40.8392**Related Shore Protection Projects:**[West of Shinnecock Inlet](#)[Fire Island Inlet to Montauk Point, NY Reformulation](#)**Congressional District(s):** 1**Project Length:** 0.00 miles**State:** NY

Current Channel Condition

Condition: **Orange** | **Poor**.

Status

Federal Project?: True**Desired Cycle Time:** 3 to 4 years**Proposed FY Dredging Schedule:****Volume Removed(cy/cycle):** 400,000**Dredged Material Placement:** Tiana Beach and West of Inlet**Notes:**

Navigation projects database details: overview, beneficial use, sediment type, and risk.

Documents & Links



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Shinnecock Inlet

Overview Risk Beneficial Use Sediment Type

Condition: **Orange** | **Poor**.

Consequence/Economic Impact Rating: **2**

Rating defined:

- Demonstrated high economic impact or 5-10M Tons
- Probable life safety impact
- Alternate modes of transportation exist for Energy Distribution Facilities, but at a higher cost than water borne transportation



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Shinnecock Inlet

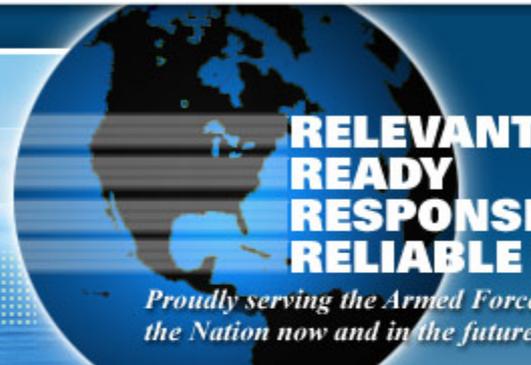
Overview Risk Beneficial Use Sediment Type

Federal Standard % Used: *data unavailable*
Quantity Used Beneficially: *data unavailable*



**US Army Corps
of Engineers®**

REGIONAL SEDIMENT MANAGEMENT PROJECTS



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Shinnecock Inlet

Overview Risk Beneficial Use Sediment Type

Dredge Sediment Type:

- % Sand:
- % Silt:
- % Silt/Clay:
- % Clay:

Multi-Agency Workshops

- **Held at Monmouth University, June 2008 and Stevens Institute of Technology, July 2009**
 - ▶ Identify information needs, policy impediments and partnership opportunities that **improve coordination and collaboration** to meet shore protection project needs.
 - ▶ Inform discussions within Corps, NOAA, and FEMA and state agencies on implementing a regional systems approach to coastal storm and flood risk management.
 - ▶ Develop recommendations to improve consistency between federal and state shoreline management policies and programs, and the operations and maintenance by local coastal communities.
 - ▶ Develop recommendations for consistent, comprehensive risk management and communications framework.
 - ▶ Develop approaches to **generate long term support** for project implementation in the Mid-Atlantic region to provide for comprehensive coastal management.
 - ▶ Consolidate the knowledge, guidance, tools, and successes across the region in support of **successful relationships**.
 - ▶ Included a **broad spectrum of attendees** representing different interests → USACE: NAN, NAP, NAB, NAO, NAD, SAM, IWR; FEMA; NOAA; NYSDEC; NJDEP; DNREC; TNC; Sea Grant; Stevens Institute, Richard Stockton State University, etc



FY11 Tasks

- 2011 Technical Review Document for NAD and SAD
- Update Web Database and incorporate Web Database into CorpsMap
- Continue Multi-agency Coordination on Coastal Risk Reduction
- Improve Communications of Benefits and Costs of Beach Nourishment Projects
- Initiate 3 Pilot Studies, complete DRAFT for NJ Pilot Study



*Expected funding this FY - \$375K**

* Funding to be received in June 2011



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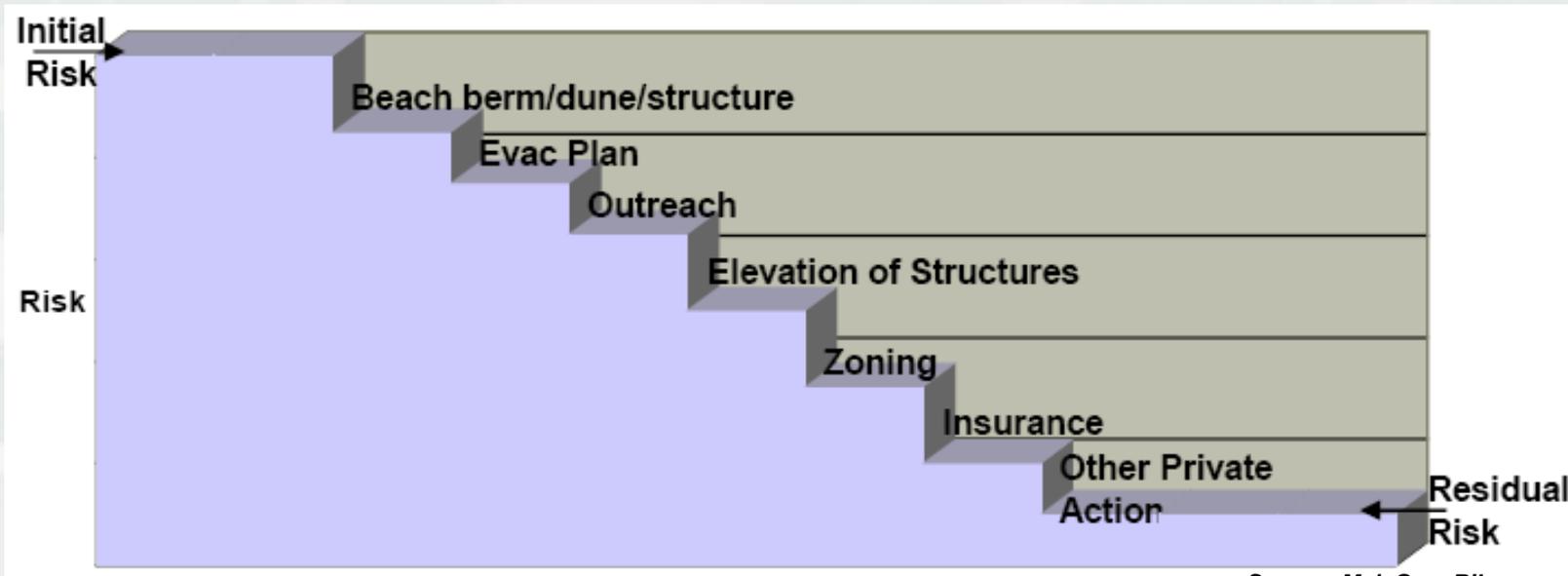
Pilot Studies

- Serious political interests requesting USACE to present a new way to implementing projects
- Future civil works program won't have robust funding option for at least 10 years
- Need to identify least cost solutions while providing the same level of benefits
- Develop pilot studies for a group of projects to test over the next 3 to 5 years
 - ▶ Maximizing sediment management – South Shore of Long Island
 - ▶ Maximize risk reduction – New Jersey
 - ▶ Maximize regional benefits – Delaware and Maryland



Path to Buying Down Risk

- Develop regional sediment management plans to **reduce regional vulnerabilities** within a system to **optimize efficiencies** with regard to all coastal projects involving sediment.
- Expand upon the scope of the multi-agency workshops to develop the **institutional architecture** for a regional systems approach to coastal risk reduction.
- Better understand all interests' **roles and responsibilities** for comprehensive coastal risk reduction and hazard mitigation.



Source: Maj. Gen. Riley



Summary

- Effectively implementing a regional systems approach will require a ***major shift in the way we do business***.
- Identifying a new paradigm for managing shore protection, along with other types of projects within the coastal zone, as a system of projects.
- The goal of the CSPI effort is to implement a ***regional systems approach to program management and funding*** thus allowing for more efficient and effective coastal risk reduction and management.
- Achieving the goal will allow for ***improved project effectiveness and efficiencies*** along with ***less environmental impacts*** within a region.



For More Information, Contact:

Donald E. Cresitello

**USACE Planning Center of Expertise
for Coastal Storm Damage Reduction**

New York District, Planning Division

917-790-8608

donald.e.cresitello@usace.army.mil

Coastal Systems Portfolio Initiative

Project Web Database

<http://projects.rsm.usace.army.mil/CSPI>





Multi-Use Conflicts and OCS Renewable Energy

Mid-Atlantic Sand
Management Working Group

Jean Thurston

Environmental Protection Specialist
Office of Offshore Alternative Energy
Programs

Bureau of Ocean Energy Management,
Regulation and Enforcement

Charleston, South Carolina

August 31, 2011

Types of OCS Renewable Energy Activities

- **Wind**—numerous commercial project proposals primary focus on Atlantic region (Maine to North Carolina)
- **Wave**—preliminary interest in research and eventual commercial leasing (Oregon)
- **Ocean Current**—resource data collection and technology testing off southeast Florida



OCS Renewable Energy Program Philosophy

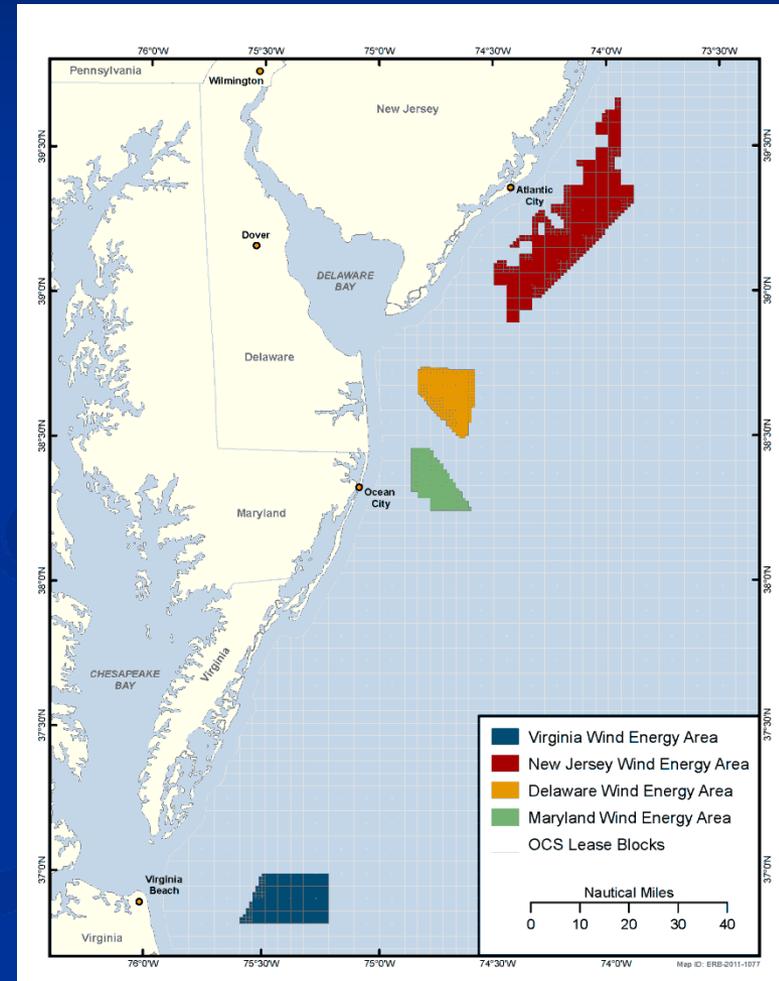
- Coordinate with federal, state, and local agencies, tribal governments, and stakeholders
- Apply our renewable energy regulatory framework in conjunction with interagency-led planning activities
- Focus on multiple-use
- Work within the current authorities and responsibilities of agencies and continue ongoing activities

Planning and Analysis for Renewable Energy

- Engage intergovernmental task forces, stakeholders, and public
- Publish planning notices
 - Request for Interest (RFI)
 - Call for Information and Nominations (Call)
- Announce Area Identification (Wind Energy Areas)
- Conduct environmental compliance and consultation

Mid-Atlantic Regional Environmental Assessment

- Feb 2011: Announced WEAs and launched Environmental Assessment (EA)
 - EA will evaluate potential impacts of leasing, site assessment and characterization activities off DE, MD, NJ, and VA
 - WEAs identified following outreach, collaboration through Interagency Task Forces; may be modified through evaluation process and by EA analysis
- Draft EA comment period closed August 11
- Incorporating comments into Final EA



Mid-Atlantic States

New Jersey

- 11 nominations in response to April Call
- Competitive lease sale in 2012

Delaware

- Noncompetitive lease negotiation to follow completion of the EA in 2011

Maryland

- 9 expressions of interest in response to Nov RFI; preparing draft Call
- Competitive lease sale in 2012

Virginia

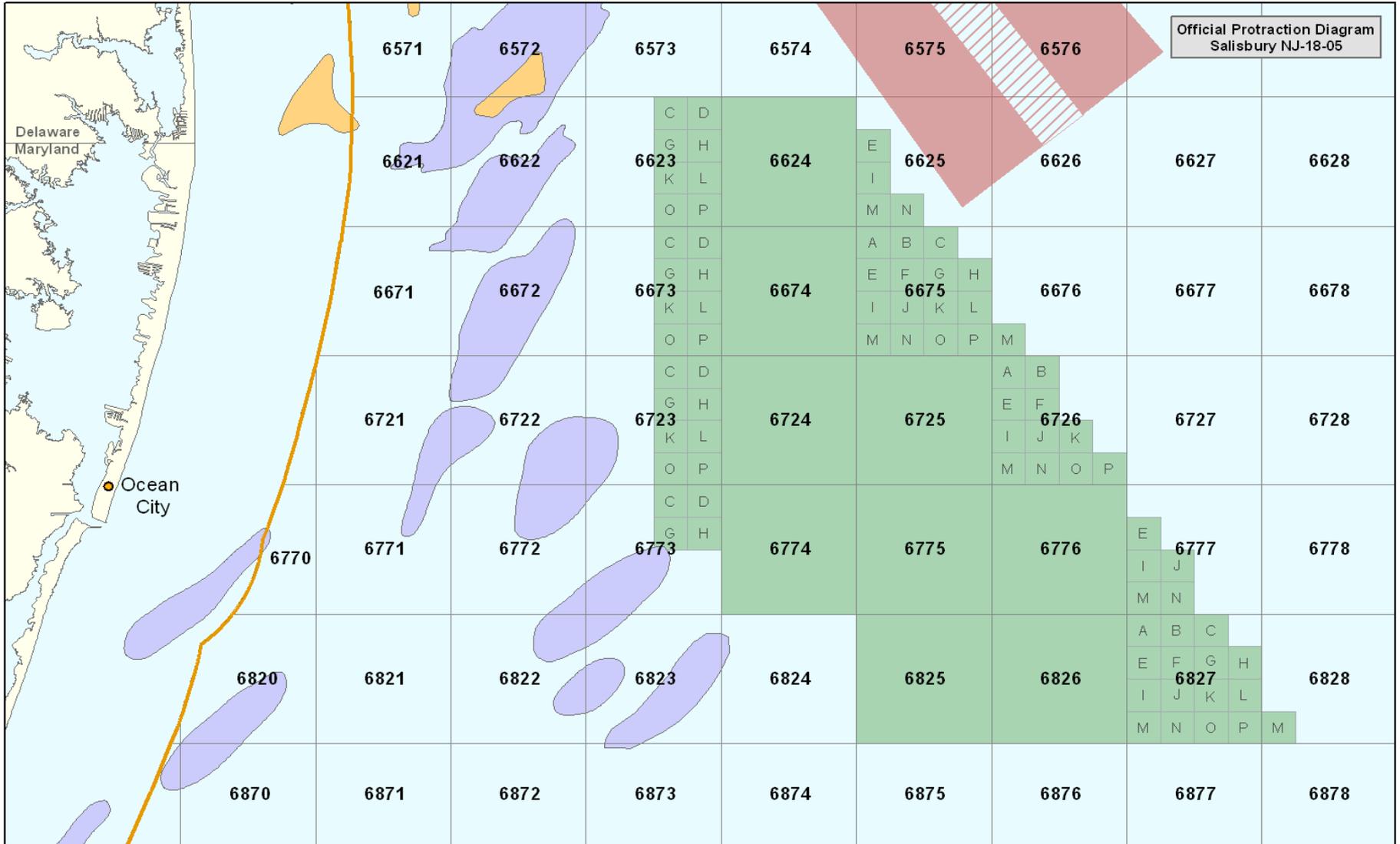
- Preparing draft Call
- Competitive lease sale in 2012

North Carolina

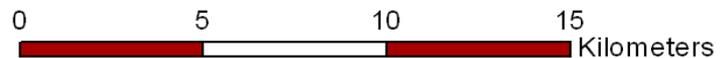
- Preparing draft Call
- Competitive lease sale in 2013

New Jersey (Wind)

- Space use / multiple use conflict assessment
 1. Identified sensitive areas offshore in consultation with federal and state agencies (DoD, sand & gravel activities, artificial reefs, EFH)
 2. Known data analysis
 3. NJ Ecosystem Baseline Study data incorporated
 4. Task Force discussions
 5. Call for Information published in *Federal Register* to learn more about an area (tugs identified this way)

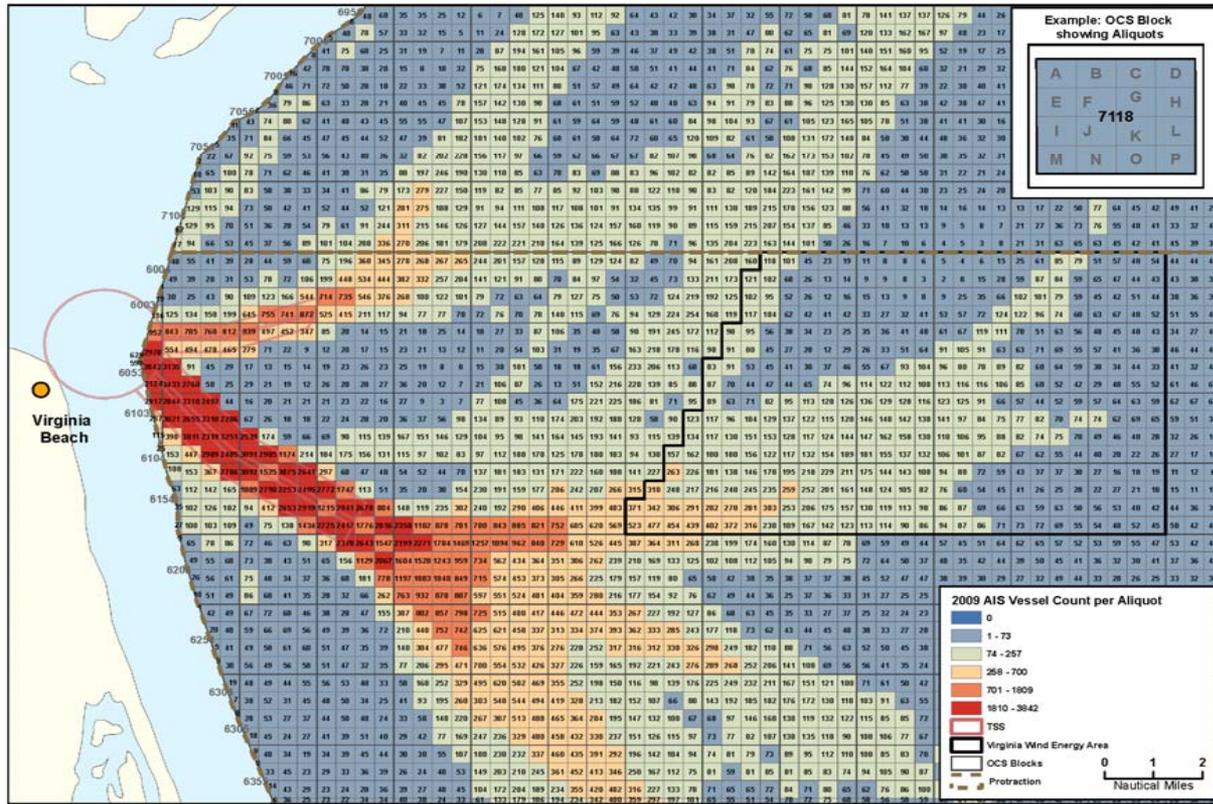


- Fed/State Boundary
- Delaware Sand Resource Area
- Maryland Sand Resource Area
- Traffic Separation Scheme
- Maryland Call Area
- OCS Lease Blocks



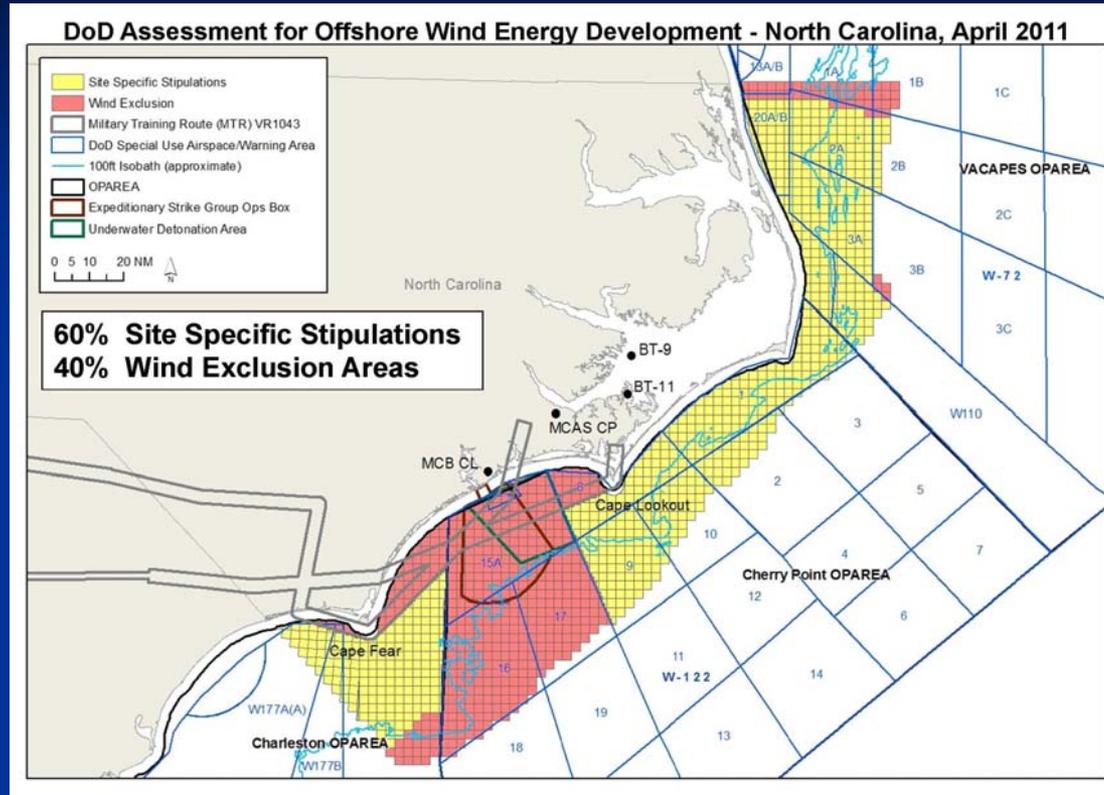
Virginia (Wind)

Figure XX: AIS Vessel Count for 2009



- Developing modeling with the USCG to address vessel traffic issues for high traffic areas near Chesapeake Bay
- Analyzing vessel traffic and synthesizing other resource data from the State and other agencies

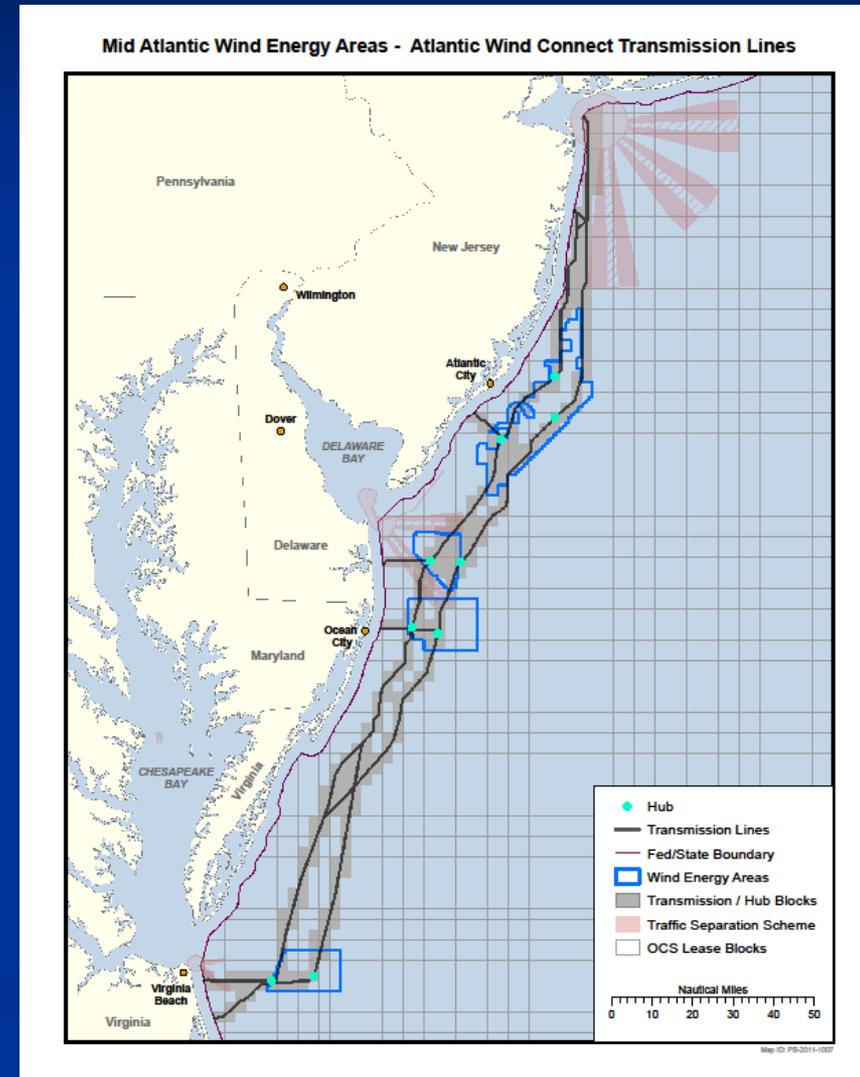
North Carolina (Wind)



- Working to identify a Call areas – improving our model
- Developing modeling protocols with the National Park Service to address visual effects
- Analyzing vessel traffic and synthesizing other resource data from the State and other agencies

Atlantic Wind Connection (Transmission)

- Right-of-Way Grant (ROW) Application received in March
- 680-mile ROW installed in 5 phases
- Off NY, NJ, DE, MD, VA
- Multiple use conflicts include: sand and gravel for shore connection points, substation locations, cable maintenance



Hydrokinetic (current)



- No projects slated for the Mid-Atlantic region.
- Testing of numerous devices from a buoy platform.
- Multi-Use conflicts include: sand and gravel, dredging activities at Port Everglades.
- Compatible with sand & gravel activities?

More info:

www.boemre.gov/offshore/RenewableEnergy



Geological and Geophysical (G&G) Permitting for Sand & Gravel

G&G Activities For Sand And Gravel – Beach Restoration

- Name: John Johnson
- Supervisor of the **Data Acquisition and Special Projects Unit (DASPU) RE, GOMR**
- Data acquisition and G&G Permitting for Oil, Gas, Sulphur and Marine Minerals including S&G
- Phone: 504-736-2455
- Email: john.johnson@boemre.gov

Regulations, Forms, Web Sites

- **Code of Federal Regulations (CFR)**
 - G&G S&G Operations: Part 280 –
Prospecting for Minerals Other Than Oil,
Gas, and Sulphur on the OCS
 - G&G activities are prelease only ;
activities after a lease is awarded are
not covered
 - Post lease activities are governed by
your lease agreement/requirements

Regulations, Forms, Web Sites

- GOMR Web Site: www.gomr.boemre.gov
- G&G Forms For Sand & Gravel:
www.gomr.boemre.gov/homepg/forms/frmindx.html
 - **FORM MMS-134: Application for Geological & Geophysical** Prospecting or Scientific Research on the OCS Related to Minerals Other than Oil, Gas, and Sulphur
 - **FORM MMS-135: Authorization (Permit) for Geophysical** Prospecting for Mineral Resources or Scientific Research on the OCS Related to Minerals Other than Oil, Gas, and Sulphur
 - **FORM MMS-136: Authorization (Permit) for Geological** Prospecting for Mineral Resources or Scientific Research on the OCS Related to Minerals Other than Oil, Gas, and Sulphur

G&G Authorizations for Sand & Gravel Activities

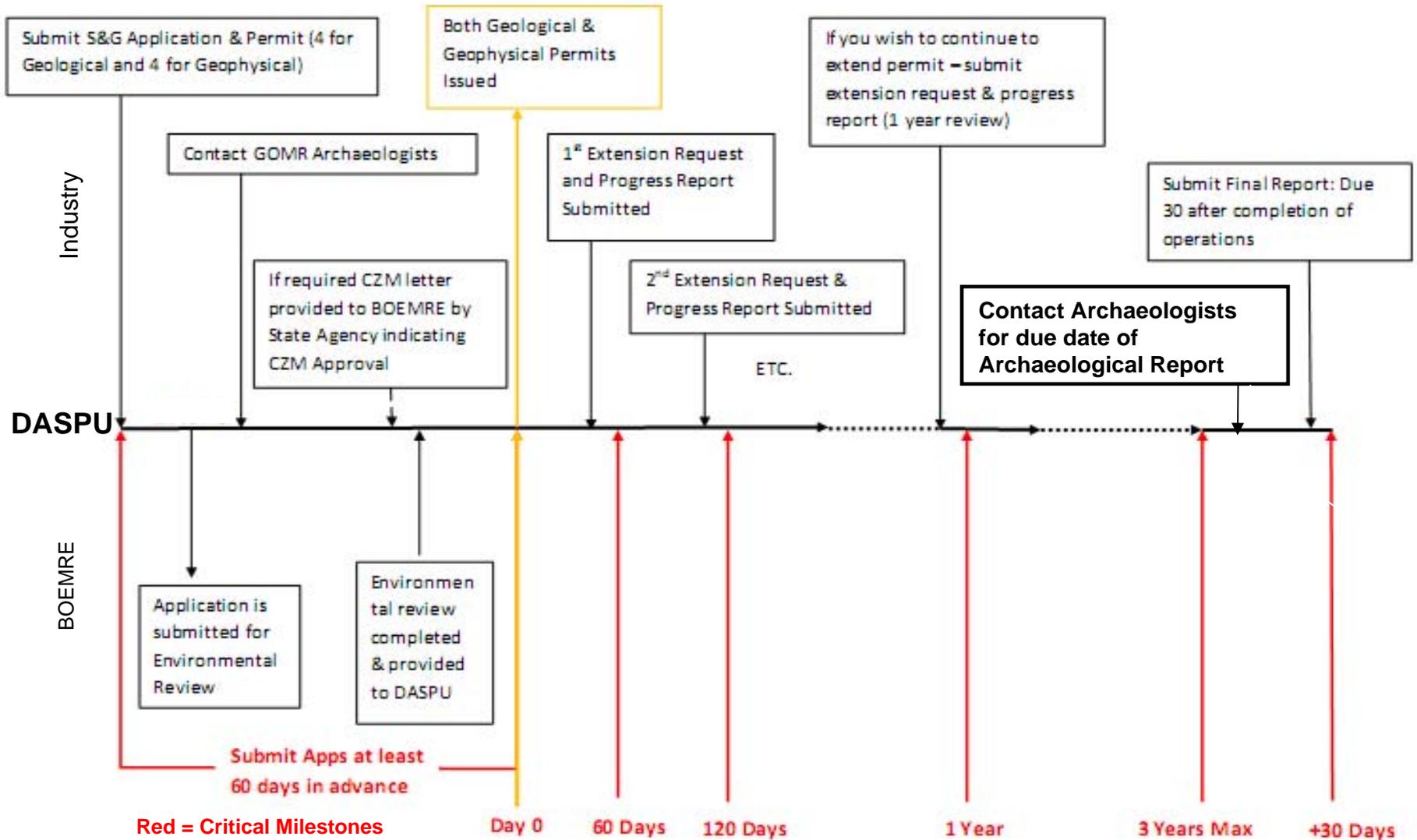
- Beach Restoration, Beach Nourishment
 - Considered Public Works projects
 - If the Army Corp of Engineers contracts out these types of activities, the contractor must obtain a BOEMRE Authorization
 - Currently, no charge
 - Authorizations are effective for 60 days. Up to five (5) 60 day extensions may be requested (1 year).
 - Upon request, and after review an Authorization may be extended for a maximum of 3 years.

Conducting S&G Operations under Geophysical and Geological Authorizations Simultaneously

- Was not available in previous years
- Response to requests and numerous suggestions
- Operating under both Geophysical AND Geological Authorizations : a professional marine archaeologist must be onboard the work vessel to determine if geotechnical work is allowable and must submit an archaeological report/survey to BOEMRE when operations are complete.

Timeline for G&G Sand & Gravel Operations

When Operating Under both Geophysical and Geological Authorizations Simultaneously



Conducting S&G Operations under a Geophysical Authorization

- Operations using the traditional method of performing the geophysical work first, preparing an archaeological report and then obtaining a geological permit.

Geophysical Authorization

What you do:

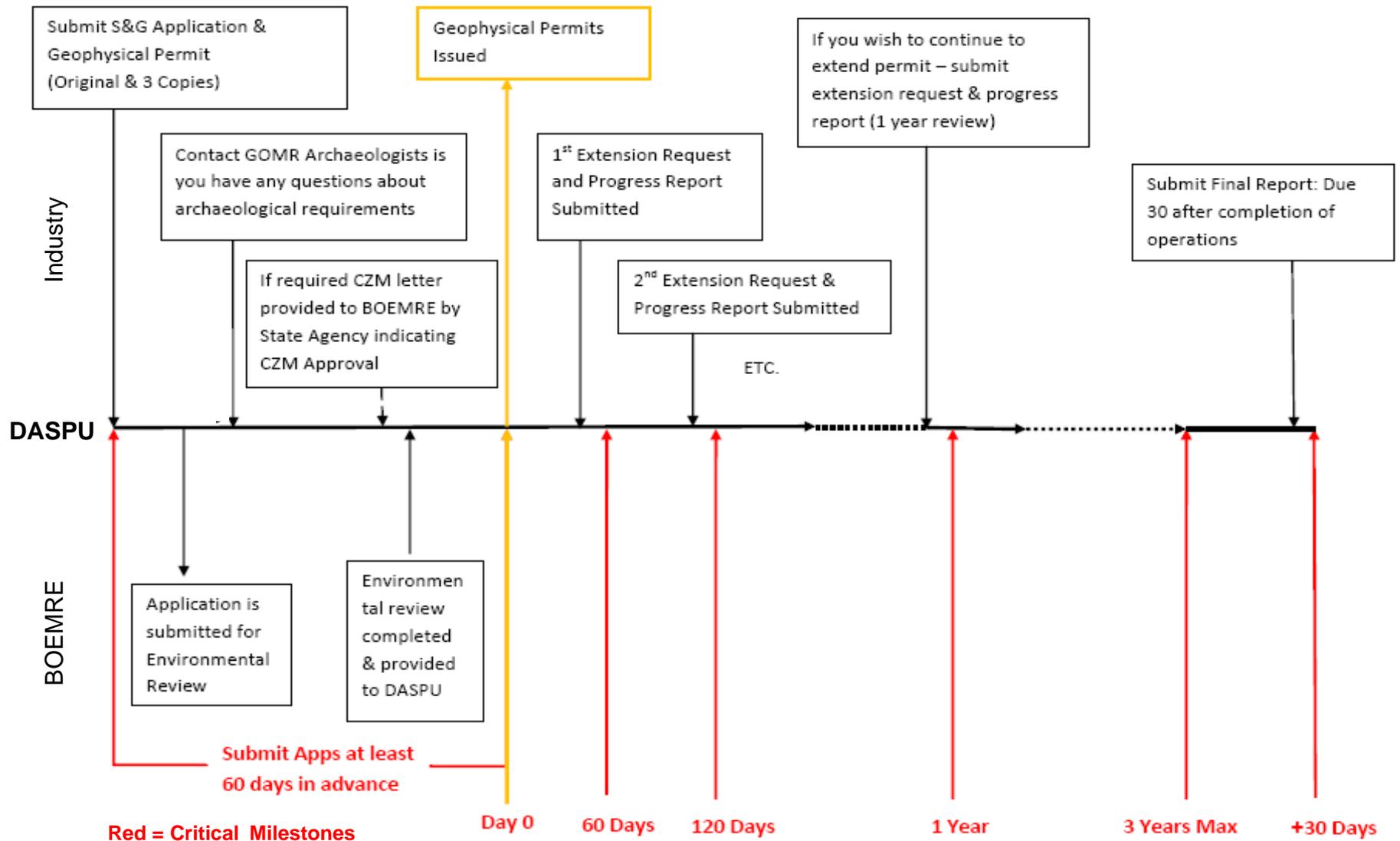
- **Form MMS-134:** Complete & Submit four (4) Application forms; one original (with an original signature) and three (3) copies. (typically run seismic, sidescan sonar & magnetometer – typically used for the archaeological report)
- **Form MMS-135:** Complete & Submit four (4) Authorization forms; one original (with an original signature) and three (3) copies
- If S&G activity is part of the adjacent state's CZM plan, the applicant must submit a copy of their S&G application to the appropriate State agency for CZM consistency approval

Geophysical Authorization (cont.)

What the BOEMRE does:

- BOEMRE will perform a SEA to determine if any mitigations are needed for the proposed activity (includes protected species and benthic impact)
- When required BOEMRE receives a letter from the appropriate State authority stating your activity has CZM consistency
- A cover letter with any site specific mitigations is attached to the Authorization and one copy is sent to the applicant and one copy to the contractor. One copy is posted on BOEMRE public web site and the original is kept for BOEMRE records

Timeline for G&G Sand & Gravel Operations When Conducting Operations under a Geophysical Authorization



Conducting S&G Operations under a Geological Authorization

- Operations using the traditional method of performing the geophysical work first, preparing an archaeological report and then obtaining a geological permit.

Geological Authorization

What you do?

- **Form MMS-134:** Complete & Submit four (4) Application forms; one original (with an original signature) and three (3) copies
- **Form MMS-136:** Complete & Submit four (4) Authorization forms; one original (with an original signature) and three (3) copies
- If S&G is part of the adjacent state's CZM plan, the applicant must submit a copy of their S&G application to the appropriate State agency for CZM consistency approval

Geological Authorization

What you do?

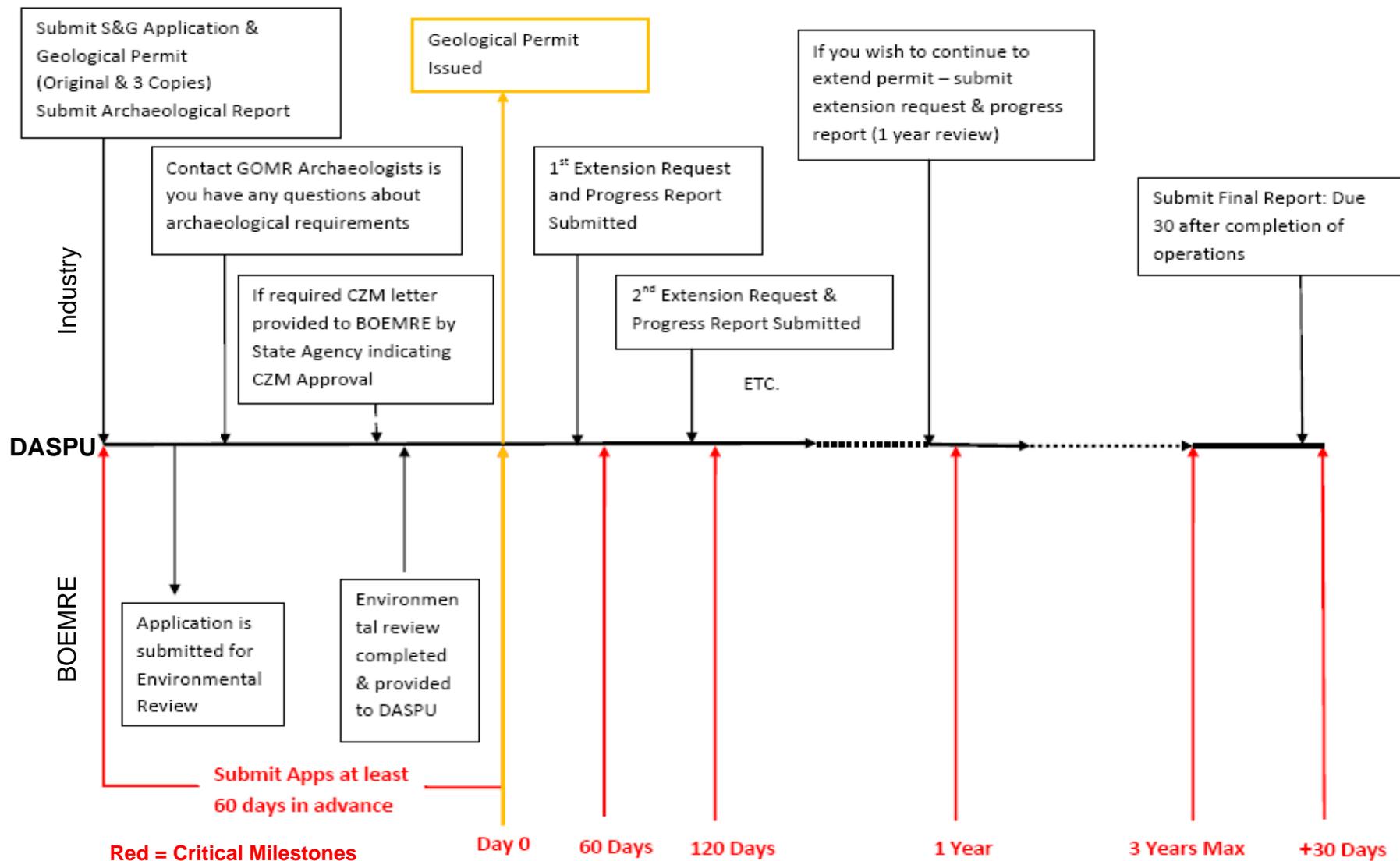
- Submit Archaeological report/survey:
 - Call the GOM BOEMRE archaeologists to discuss your operations and go over the requirements
 - Operating under a Geologic Authorization ONLY: Submit a report/survey of the area of interest (including proposed vibracore locations)

Geological Authorization (cont.)

What the BOEMRE Does:

- BOEMRE will perform a SEA, review the archaeological survey (or work with the permittee to determine the archaeological requirements), and determine if any mitigations are needed for the proposed activity (includes protected species, benthic impact, sites of archaeological significance)
- When required BOEMRE receives a letter from the appropriate State authority stating your activity has CZM consistency
- A cover letter with any site specific mitigations is attached to the Authorization and one copy is sent to the applicant and one copy to contractor. One copy is posted on BOEMRE public web site and the original is kept for BOEMRE records

Timeline for G&G Sand & Gravel Operations When Conducting Operations under a Geological Authorization



Reports To Be Filed:

- Brief progress reports must be submitted every two months (60 days) along with an extension (time) request. They can be submitted together or submitted separately.
- Final report must be submitted within 30 days of completion of activities. This report should include a description of work performed along with maps and digital navigation data showing what work was completed and its location.
 - Just a brief report which permits BOEMRE to ensure that the work completed is what was originally described in your application and that the activity took place where you indicated it would take place in your application
- BOEMRE may request copies of any or all of the data acquired in Federal waters. You will be reimbursed for all reasonable costs of reproduction of data that are requested.

Archaeological Report

- When operating under a geological authorization and geophysical authorization simultaneously, an archaeological report must be submitted upon completion of activities. Contact the archaeologists for their requirements.
- When requesting only a geological authorization, you must submit an archaeological report with your application.

Questions Concerning the Archaeological Report

■ Archaeological Information Page

- www.gomr.boemre.gov/homepg/regulate/envIRON/archaeological/introduction.html

■ GOMR Archaeologists:

- Dr. Jack Irion (504-736-1742)
 - Jack.Irion@boemre.gov
- Dr. Chris Horrell (504-736-2796)
 - Christopher.Horrell@boemre.gov
- Mr. Doug Jones (504-736-2859)
 - Douglas.Jones@boemre.gov

Where To Submit Your Applications?

- Atlantic and Gulf of Mexico
 - Regional Supervisor for Resource Evaluation
BOEMRE
1201 Elmwood Park Blvd.
New Orleans, LA 70123-2394
 - Phone: 504-736-2519
 - Toll Free: 1-800-200-GULF
- Rebecca Murphey: 504-736-2430
 - Rebecca.Murphey@boemre.gov
- John Johnson: 504-736-2455
 - John.Johnson@boemre.gov