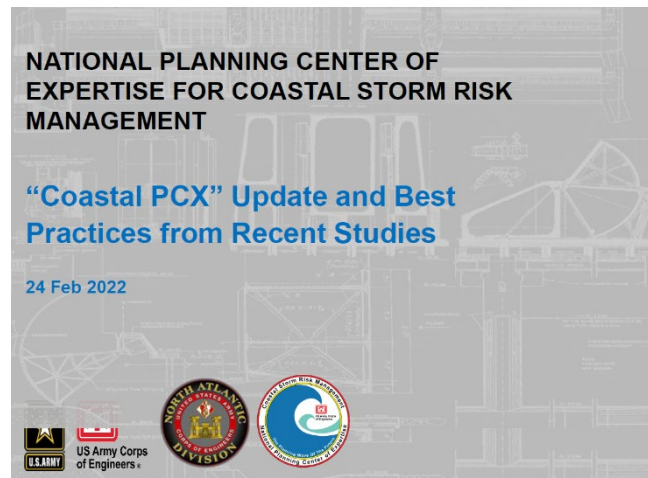



This webinar provided an overview of the National Planning Center of Expertise for Coastal Storm Risk Management (PCX-CSRSM) and best practices for coastal study teams.

Representatives of the PCX-CSRSM including Larry Cocchieri, Donald Cresitello, Naomi Fraenkel, Roselle Stern, and Danielle Tommaso, shared best practices and lessons learned for study teams from recent CSRSM planning studies. This information is intended to reduce risks to study schedules and funding, minimize or avoid technical challenges, and assist less experienced team members in decision making. The presentation also addressed topics including targeted Agency Technical Reviews (ATR), coastal planning models, non-federal sponsor coordination, economic considerations, critical infrastructure, future without project conditions, and updates and lessons learned from the National Nonstructural Committee.



Additional CSRSM Resources:

- *USACE personnel can join the Nonstructural Working Group by contacting Rachel Shrader Williams to join the listserv.*
- [Nonstructural Working Group SharePoint](#)  – *Contains guidance, including the NNC Best Practice Guides, webinars, and other helpful nonstructural resources, references, and tools.*

This summary of the Question / Answer session of the webinar is not a transcription; questions and responses have been edited and reordered for clarity.

Engagement with the PCX-CSRSM

Do locally preferred plans (LLPs) recommended in a Continuing Authorities Program (CAP) study need to be reviewed or endorsed by PCX-CSRSM before being submitted to the Assistant Secretary of the Army for Civil Works (ASA(CW)) for approval?

It is not required that the PCX endorse the LLP. The MSCs now have delegated authority for the CAP review and approval process and each MSC has its own plan for CAP execution. However, in cases where a recommended plan requires ASA(CW) approval (e.g., LLPs), it is recommended that the study team engage the appropriate PCX (e.g., to conduct ATR).

National Economic Development (NED) Exceptions for CSRSM Studies

Does the authority for a given study need to include language allowing for the justification of a plan utilizing non-NED benefits in order for the study team to request an NED policy exception from the ASA(CW)?

The study authority only tells the study team what problem the project should be attempting to solve. The solutions for that problem may have effects beyond the NED account, and the January 2021 ASA(CW) [Comprehensive Documentation of Benefits in Decision Documents memo](#) directed that those effects be explicitly stated. In some situations, the solution recommended may not be the NED plan, in which case an NED policy exception would be requested from the ASA(CW).

Critical Infrastructure for CSRМ studies

What is considered critical infrastructure for CSRМ studies?

Generally, infrastructure considered as “critical infrastructure” for CSRМ studies is the same as Flood Risk Management (FRM) studies. Structures may include hospitals, fire stations, police stations, sewage treatment facilities, wastewater treatment facilities, etc. Typically, USACE relies on the Department of Homeland Security/Federal Emergency Management Agency definition of critical facilities and infrastructure. It is recommended that study teams use the national critical infrastructure dataset and consult with the non-federal sponsors to determine the community’s critical infrastructure.

In addition to the ASA(CW)’s January 2021 Comprehensive Documentation of Benefits in Decision Documents memo, is there any specific law, policy, or guidance that lays out the requirements or specific processes for plan formulation regarding protecting critical infrastructure? Can critical infrastructure simply be considered as a subset of the structural inventory, or should the study team consider separate alternatives that focus only on protecting critical infrastructure?

Study teams should consider critical infrastructure in the same ways residential and commercial infrastructure is considered, including measures that address both of those assets. Study teams should pay particular attention to how benefits related to critical infrastructure are analyzed, acknowledging that there may be limitations in some USACE models and tools related to identifying potential benefits of the proposed CSRМ measure. This is because the damage to a piece of critical infrastructure may extend beyond the damage to the structure itself and its contents (e.g., the cost of nonfunctioning subway lines after Hurricane Sandy went beyond the physical damage to the stations, trains, and tunnels to include the cost to society of individuals not being able to travel to their places of work).

CSRМ Study Examples

Are there any outstanding examples of graphics or scenario-based planning for CSRМ studies that planners can review?

Planners can contact Paul Morelli or others on the Coastal Remedial Investigation team in the New England District regarding the dashboard they developed to inform plan formulation.

Are there any successful joint Ecosystem Restoration and CSRМ studies that planners can look to as an example?

Planners can look at the Galveston District’s [Coastal Texas Protection and Restoration](#) mega study (renamed “Coastal Texas Resiliency Improvement Plan” or “CTRiP” in the Chief’s Report dated 16 Sept 2021), as there are several elements that could be of interest even to smaller scale CSRМ formulation studies that also have an ecosystem restoration objective.