USACE Navigation Program

AAPA Harbors & Navigation
Meeting
Jacksonville, FL

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Corps Navigation Mission

Provide safe, reliable, efficient, effective and environmentally sustainable waterborne transportation systems for movement of commerce, national security needs, and recreation.





USACE Navigation Assets

COASTAL NAVIGATION

1067 Navigation Projects19 lock chambers13,000 miles of channels929 navigation structures844 bridges

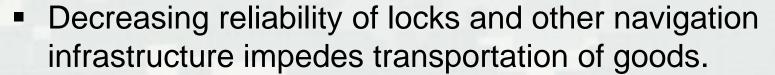




BUILDING STRONG®

Current Infrastructure Situation

- Channels and harbors are not maintained to authorized dimensions
- Much of our economic and physical security and quality of life depends on infrastructure that is wearing out faster than it is being replaced or rehabilitated.



- A direct relationship exists between increasing age and increasing needs for maintenance, rehabilitation, replacement and repurposing.
- 21st Century needs are different or greater than those of the last century.



National Priorities/Goals

- A. Reduce the Deficit²
- B. Create Jobs and Restore the Economy²
- C. Improve Resiliency and Safety of Infrastructure²
- D. Restore and Protect the Environment²
- E. Maintain Global Competitiveness^{1,2}
- F. Increase Energy Independence^{1,2}
- G. Improve Quality of Life^{1,2}
- Navigation has a key role in all of these!



¹President's 2011 State of the Union Address ²2011 National Security Strategy

FY 14 Navigation National Program Environment

- Need investment in reliable and resilient infrastructure for Freight Movement
- Navigation program aligns with all 7 National priorities/goals
- Collaboration with DOT Sec LaHood's goal to keep commerce on the water as long as possible
- National Exports Initiative requires Reliable and Resilient navigation infrastructure and significant maintenance and dredging investment (O&M)
- Panama Canal opening 2015
- Risk Increasing/Reliability Decreasing
 - ► Channel availability is inadequate
 - Lock closures due to mechanical failures continue increase

President's Budgets

(\$millions)

Pres Bud	Coastal	Inland	Nav	CW total	Nav Percent
FY 14	\$980	\$904	\$1884	\$4826	39
FY13	\$967	\$780	\$1,747	\$4,731	37
FY12	\$832	\$744	\$1,575	\$4,631	34
FY11	\$873	\$779	\$1,652	\$4,939	33
FY10	\$971	\$796	\$1,767	\$5,125	35
FY09	\$969	\$931	\$1,900	\$4741	40
FY08	\$957	\$1052	\$2,009	\$4,900	41



Budget by Appropriations

(\$million)

Pres Bud	Investigations	Construction	O&M	MR&T	Total Nav
FY 14	\$23	\$345	\$1,461	\$55	\$1,884
FY13	\$25	\$352	\$1,326	\$44	\$1,747
FY12	\$18	\$283	\$1,237	\$37	\$1,575
FY11	\$19	\$291	\$1,297	\$45	\$1,652
FY10	\$19	\$288	\$1,411	\$48	\$1,767
FY09	\$20	\$495	\$1,346	\$39	\$1,900
FY08	\$19	\$572	\$1,383	\$35	\$2,009

FY 13 Appropriations

- Year-long Continuing Resolution
- Subject to Sequestration ~ 5%
- Investigations \$22 M
- Construction \$370 M
- O&M \$1.35 B
- MR&T \$44 M
- Total \$1.786 B



FY 13 Hurricane Sandy Supplemental Appropriations

- \$5.35 Billion Focus is on Flood Risk Management projects
 - ► Investigations \$50 M Flood Risk
 - ► Construction \$3.461 B Flood Risk
 - ► O&M \$821 M Dredging & damages nation-wide
 - \$197 M allocated to Navigation projects to date
 - ► FCCE \$1.008 B Flood Risk
 - ► General Expenses \$10 M



FY 14 Navigation by Account (\$millions)

	Investigations	Construction	O&M	MR&T	Total Nav
Pres Bud	\$23	\$345	\$1,461	\$55	\$1,884
House	\$24	\$353	\$1,560	\$52	\$1,989
Senate	\$38	\$421	\$1,623	\$60	\$2,142



Funding Uncertainty

- FY 2014 Appropriations
 - ► Likely Continuing Resolution through mid-December 2013
 - ► Appropriation?
 - ► Year-long Continuing Resolution?
- Debt Ceiling?
- Sequestration?
- Corps Civil Works funding likely to decrease in future



Trends

- Continuing Pressure on Budget
 - Entitlement Programs

 (Medicare, Medicaid, Social Security)
 - Interest on the National Debt
 - Discretionary funding targeted
- Cost of Infrastructure Recapitalization
 - Improved Inspection Techniques
 - Modern Design Standards
 - Cost of meeting ESA and other legal requirements
- Cost of Construction Inflating Faster than CPI
 - Fuel, Steel, Concrete
 - Expanding worldwide demand



Stakeholders and Partnering

- Leverage efforts Value to Nation
- Find consensus for major initiatives
 - Funding to reach desired outcomes
 - Need for legislation WRDA, HMTF, IWTF, Appropriations
 - Engage in Transformation
- Be mutually supportive
- Shared Messages
- Involve & engage end-users
- Seek to influence decision-makers



Summary

- Navigation funding is an essential component for the Nation's Global trade
- HMTF needed for future channel maintenance
- America's Marine Transportation System infrastructure must become a National priority in order to get adequate funding
- Need national commitment to shipping, global trade and navigation infrastructure
- Current business model is not sustainable need public/private investment and/or divestiture
- Navigation funding is key to Economy, Jobs, and Exports!