

U.S. Army Corps of Engineers Navigation Program Update

*For American Association of Port
Authorities Harbors and
Navigation Meeting*

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US Army Corps of Engineers
BUILDING STRONG®



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

1,067 Navigation projects
19 Lock chambers
13,000 Miles of channels
929 Navigation structures
844 Bridges

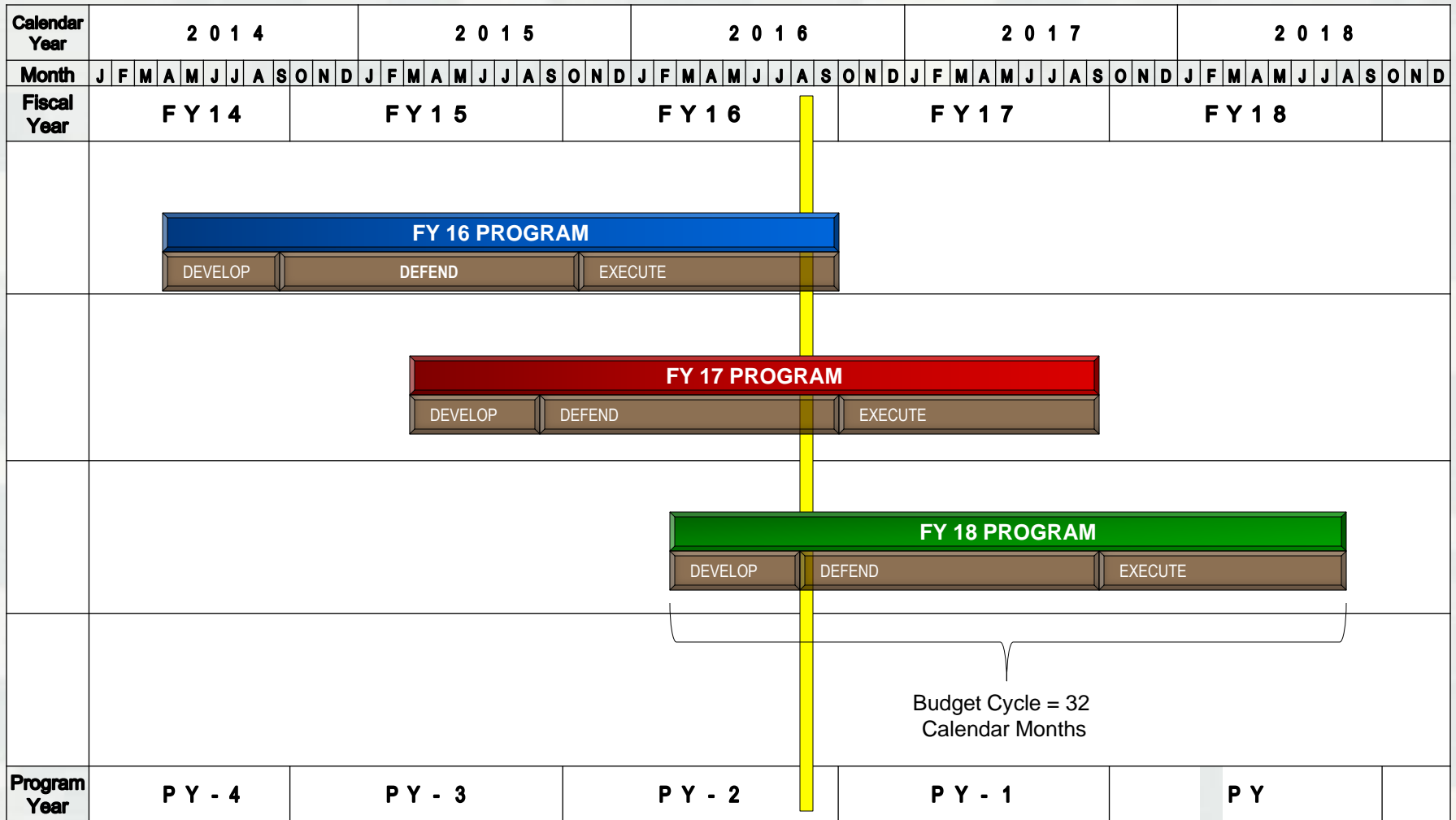


INLAND NAVIGATION

27 Inland River Systems
207 Lock chambers @ 171 lock sites
12,000 Miles of inland river channels



CW Program/Budget Timeline



PY = CFY + 2

NOW



National Priorities for Budgeting

- A. Provide for National Defense
- B. Reduce the Deficit
- C. Create Jobs and Restore the Economy
- D. Improve Resiliency and Safety of Communities and Infrastructure
- E. Restore and Protect the Environment
- F. Maintain Global Competitiveness
- G. Increase Energy Independence and Renewable Energy
- H. Improve Quality of Life
- I. Support Research and Innovation that leads to American Jobs and Industries

Navigation has a key role in all of these!



FY 17 Budget

- Budget is performance based.
- Focuses on highest performing projects and programs with high economic (BCR \geq 2.5 @ 7%), environmental, and public safety returns to the nation.
- Emphasizes operation and maintenance of infrastructure to address critical needs and provide a reliable and resilient system.
- Provides a fiscally prudent investment in Nation's water resources infrastructure making tough decisions to put the nation on a fiscally prudent path.
- Navigation focuses high risk to mission on high commercial use coastal harbors and channels with > 10 million tons of commerce; and inland and intracoastal waterways with > 3 billion ton-miles of commerce.
- 10 % of HMTF to emerging harbors and Great Lakes.



President's Budgets

(\$millions)

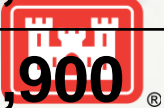
Pres Bud	Coastal	Inland	Nav	CW total	Nav Percent
FY 17	\$1,017	\$917	\$1,934	\$4,620	42%
FY 16	\$973	\$974	\$1,947	\$4,732	41%
FY 15	\$991	\$834	\$1,825	\$4,561	40%
FY 14	\$980	\$904	\$1,884	\$4,826	39%
FY 13	\$967	\$780	\$1,747	\$4,731	37%
FY 12	\$832	\$744	\$1,575	\$4,631	34%
FY 11	\$873	\$779	\$1,652	\$4,939	33%
FY 10	\$971	\$796	\$1,767	\$5,125	35%
FY 09	\$969	\$931	\$1,900	\$4741	40%



Navigation Budget by Account

(\$millions)

Pres Bud Fiscal Yr	Investigations	Construction	O&M	MR&T	Total Nav
FY 17	\$22	\$348	\$1,527	\$37	\$1,934
FY 16	\$25	\$321	\$1,563	\$38	\$1,947
FY 15	\$22	\$277	\$1,487	\$39	\$1,825
FY 14	\$23	\$345	\$1,461	\$55	\$1,884
FY 13	\$25	\$352	\$1,326	\$44	\$1,747
FY 12	\$18	\$283	\$1,237	\$37	\$1,575
FY 11	\$19	\$291	\$1,297	\$45	\$1,653
FY 10	\$19	\$288	\$1,411	\$48	\$1,767
FY 09	\$20	\$495	\$1,346	\$39	\$1,900



Coastal Navigation Budget

(\$million)

Pres Bud	Investigations	Construction	O&M	MR&T	Total Coastal
FY 17	\$14	\$105	\$896	\$2	\$1,017
FY 16	\$18	\$81	\$872	\$2	\$973
FY 15	\$17	\$97	\$875	\$2	\$991
FY 14	\$16	\$108	\$853	\$2	\$980
FY13	\$17	\$151	\$797	\$2	\$967
FY12	\$7	\$117	\$706	\$2	\$832
FY11	\$9	\$115	\$747	\$2	\$873
FY10	\$16	\$119	\$834	\$2	\$971



Inland Navigation Budget

(\$million)

Pres Bud	Investigations	Construction	O&M	MR&T	Total Inland
FY 17	\$8	\$243	\$631	\$34	\$917
FY 16	\$7	\$240	\$691	\$36	\$974
FY 15	\$5	\$180	\$612	\$37	\$834
FY 14	\$7	\$237	\$608	\$53	\$904
FY13	\$8	\$201	\$529	\$42	\$780
FY12	\$11	\$166	\$531	\$35	\$743
FY11	\$10	\$176	\$550	\$43	\$779
FY10	\$3	\$170	\$577	\$47	\$796



Additional FY 16 Funds for Navigation in Division D – E&WD, Omnibus Appropriations Act, 2016 (\$millions)

■ Investigations	\$ 11.3
■ Navigation	\$ 1.3
■ Coastal and Deep Draft	\$ 5.0
■ Inland	\$ 5.0
■ Small, Remote, or Subsidence	\$ 0.0
■ Construction	\$273.2
■ Navigation	\$211.2
■ Inland Waterways Trust Fund	\$ 55.0
■ Navigation Program (Section 107)	\$ 7.0
■ MR&T O&M Dredging	\$ 8.1



Additional FY 16 Funds for Navigation in Division D – E&WD, Omnibus Appropriations Act, 2016 (\$millions)

■ O&M	\$391.53
■ Navigation	\$ 23.53
■ Deep Draft Harbor & Channel	\$250.0
■ Inland Waterways	\$ 45.0
■ Small, Remote, or Subsidence	\$ 48.0
■ Donor & Energy Transfer Ports	\$ 25.0

■ **Total Additional Navigation Funding ~\$684**

<http://www.usace.army.mil/Missions/CivilWorks/Budget.aspx>



Additional FY 17 Funds for Navigation in Appropriations Bills (\$millions)

	House	Senate
▪ Investigations	\$ 13.5	\$ 15
▪ Navigation	\$ 1.5	\$ 5
▪ Coastal and Deep Draft	\$ 6	\$ 5
▪ Inland	\$ 6	\$ 5
▪ Small, Remote, Subsidence	\$ -	\$ -
▪ Remaining Items	\$?	\$?
▪ Construction	\$327.75	\$309.699
▪ Navigation	\$245	\$227.374
▪ Inland Waterways TF	\$ 75.25	\$ 75.325
▪ Section 107	\$ 7	\$ 7
▪ Section 111	\$ 0.5	\$ -
▪ MR&T O&M Dredging	\$ 9.5	\$ 8.09



Additional FY 17 Funds for Navigation Appropriations Bills (\$millions)

	House	Senate
▪ O&M	\$394.8	\$425.728
▪ Navigation	\$ 25.3	\$ 23.528
▪ Deep Draft Harbor & Channel	\$258	\$250
▪ Inland Waterways	\$ 48	\$ 45
▪ Small, Remote, Subsidence	\$ 50	\$ 48
▪ Donor & Energy Ports	\$ 10	\$ 50
▪ Remaining Items	\$ 3.5	\$ 9.2
▪ Total Additional Funding	\$745.55	\$758.517



FY 2017 Energy & Water Development Appropriations Bill - Navigation Provisions

■ House

- ▶ 6 new study starts and 4 new construction starts
- ▶ Provides estimated \$1.263 billion for HMTF projects
- ▶ Rejects Administration proposal for vessel use fee on inland waterways
- ▶ Funds distribution for Donor Ports and Energy Transfer Ports
- ▶ Collect information on pipelines
- ▶ Language on open water placement

■ Senate

- ▶ 5 new feasibility and 8 new construction starts
- ▶ Expedite review of export terminals
- ▶ Language on open water placement

▶ Allocation to Donor Ports



Deep Draft Investigations

- Feasibility Studies/General Reevaluation Reports
 - ▶ Baltimore Harbor & Channels, MD & VA
 - ▶ Honolulu, Harbor, HI
 - ▶ Houston Ship Channel, TX
 - ▶ Matagorda Bay, TX
 - ▶ Mississippi River, Gulf to Baton Rouge, LA
 - ▶ Mobile Harbor, AL
 - ▶ New Haven Harbor, CT
 - ▶ New York & New Jersey Anchorages, NY & NJ
 - ▶ Norfolk Harbor, VA
 - ▶ Port of Long Beach, CA
 - ▶ Redwood City Harbor, CA
 - ▶ San Francisco Bay to Stockton, CA
 - ▶ San Juan Harbor, PR
 - ▶ Seattle Harbor, WA
 - ▶ Unalaska Harbor, AK



Deep Draft Chief's Reports and PED

- Completed Chiefs Reports
 - ▶ Brazos Island Harbor
 - ▶ Charleston Harbor
 - ▶ Port Everglades

- Preconstruction Engineering & Design
 - ▶ Boston Harbor
 - ▶ Charleston Harbor
 - ▶ Freeport Harbor
 - ▶ Jacksonville Harbor
 - ▶ Port Everglades



Deep Draft Construction

- Construction
 - ▶ Columbia River at the Mouth Jetties Rehab
 - ▶ Delaware River Main Channel
 - ▶ Miami Harbor – Complete
 - ▶ NY & NJ Harbor & Channels - Completing
 - ▶ Savannah Harbor Expansion



DOTS FY16 IPR

National Placement Data Manager

■ Problem

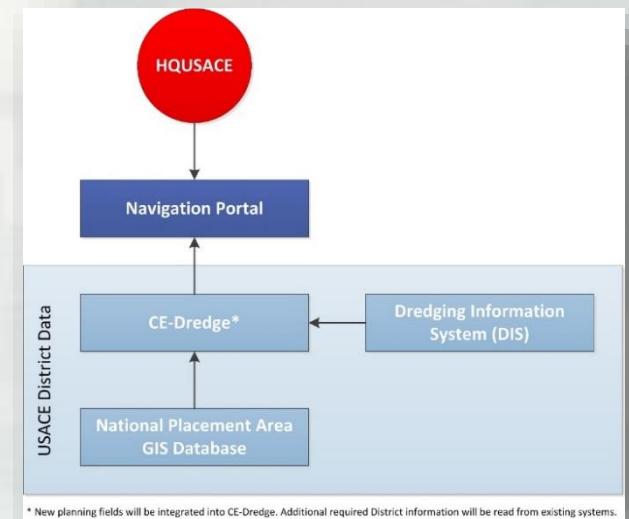
- Finite storage capacity for DM
- Current and future status of placement areas is needed to make decisions at various levels
- Data calls to gather this info is time consuming, and often inaccurate.

■ Objective

- Provide database of placement areas
 - Existing and future capacity
 - Past and future dredging quantities
- Up-to-date, accurate information
- Minimize effort by District personnel
 - Eliminate need for data calls
 - Eliminate redundant data entry

■ Approach

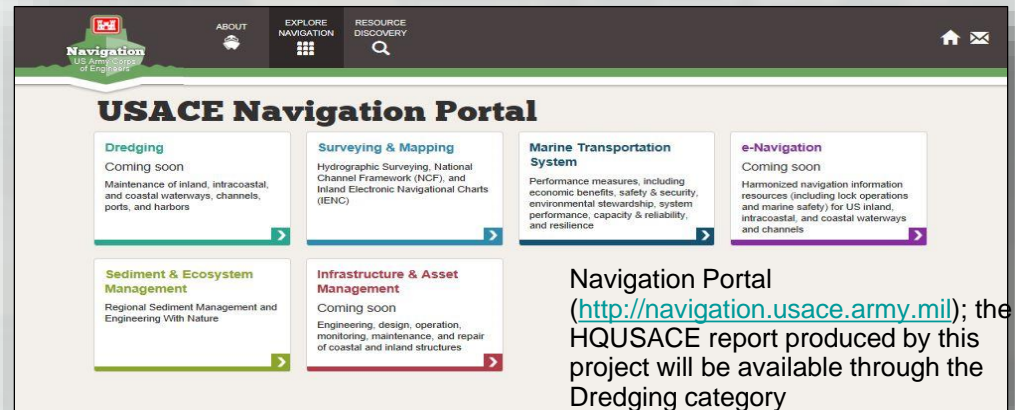
- National Placement Data Manager - inventory of all placement sites
- Integrate with existing databases (DM, DIS) to extract dredging/placement data
- Projections added by Districts
- Provide data summaries
- Initial data call with LRD (beta test)



DOTS FY16 IPR

National Placement Data Manager

- Project Funding by Year
 - FY16: \$35K
 - FY17: \$30K
 -
- Major Project Deliverables
 - Database by 30 Sep 2016
 - Initial data call by 31 Oct 2016
 - Incorporate reporting functionality by 31 Dec 2016
 - Final database structure by 30 Apr 2017
 - TR documentation by 31 May 2017
 - Corps-wide data call & webinar 30 Jun 2017



- Value Statement

NPDM will track the current and projected status of DM placement areas so that the information is accurate, up-to-date, and readily accessible for use by District and HQ personnel.



DOTS FY16 IPR

National Placement Data Manager

SWG Dredging Manager

Basemaps

Filled %

Location	Name	Project	Percent Remaining	Remaining Capacity	P
View Upland	PA 32	GULF INTRACOASTAL WATERWAY	91.82	111,237	8
View Upland	PA 42	GULF INTRACOASTAL WATERWAY	72.00	1,453,138	3
View Upland	PA 31	GULF INTRACOASTAL WATERWAY	100.00	1	1
View Upland	PA 64	GULF INTRACOASTAL WATERWAY	100.00	455,530	1
View Upland	PA 65	GULF INTRACOASTAL WATERWAY	100.00	590,403	1
View Upland	PA 28	GULF INTRACOASTAL WATERWAY	90.37	722,542	1
View Upland	PA 70	GULF INTRACOASTAL WATERWAY	100.00	1,259,577	4

View Favorites Tools Help

Selected Site: PA 42

[REPORTED PLACEMENT](#)
[PROJECTED PLACEMENT](#)
[SITE MANAGEMENT](#)
[DATA SUMMARY](#)

In this section, reported data from the dredging Information System (DIS) is shown based off the DIS placement area site key. [HELP](#)

Enter Site Key:
NAP001

FY	JOB KEY	CWIS	JOB CY	JOB COST	DISP CY	DISP COST
2013	13NAP005	012020	23,052	250,633	23,052	250,633
2014	14NAP005	012020	21,514	150,633	25,104	251,478
					48,156	502,111

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Selected Site: PA 42

[REPORTED PLACEMENT](#)
[PROJECTED PLACEMENT](#)
[SITE MANAGEMENT](#)
[DATA SUMMARY](#)

For each dredging program, enter the dredging volume projected for placement at the selected placement site, for each of the next 20 FYs. [HELP](#)

[ADD PROJECT](#)

Fiscal Year	CWIS 1	CWIS 2	CWIS 3	CWIS 4	CWIS 5	TOTAL
2017	100,500	100,000	50,000	100,000	75,000	475,000
2018	100,500	100,000	50,000	100,000	75,000	475,000
2019	100,500	100,000	50,000	100,000	75,000	475,000
2020	100,500	100,000	50,000	100,000	75,000	475,000
2021	100,500	100,000	50,000	100,000	75,000	475,000
2022	100,500	100,000	50,000	100,000	75,000	475,000
2023	100,500	100,000	50,000	100,000	75,000	475,000
2024	100,500	100,000	50,000	100,000	75,000	475,000
2025	100,500	100,000	50,000	100,000	75,000	475,000
2026	100,500	100,000	50,000	100,000	75,000	475,000
2027	100,500	100,000	50,000	100,000	75,000	475,000

[SAVE](#)

Navigation Challenges

- Constrained funding - can't maintain authorized/constructed channel dimensions and critical infrastructure
- Funding for low commercial use projects
- Increased cost of doing business
- Aging infrastructure
- Behind in channel depths
- Environmental Issues
 - ▶ Air and water quality requirements
 - ▶ Threatened, endangered, and invasive species
 - ▶ Dredging windows



Stakeholders and Partnering

- Leverage Efforts
- Understand and communicate Civil Works Value to Nation
- Find consensus on Major Initiatives
 - Identify Funding to Reach Outcomes
 - Engage in Dialogue
- Be mutually supportive
- Shared Messages
- Involve & Engage End-Users
- Seek to Influence Decision-Makers



Navigation Message

- Navigation funding is essential for the Nation's global trade and maintaining competitiveness
- 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
- Navigation funding is key to Economy, Jobs, and Exports!



QUESTIONS?

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