USACE Navigation Program

AAPA Harbors & Navigation Meeting
Jacksonville, FL

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Chief, Navigation & Operations Branch
HQUSACE

September 18-19, 2013
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

INLAND NAVIGATION
27 Inland River Systems
207 lock chambers @ 171 lock sites
12,000 miles of inland river channels

COASTAL NAVIGATION
1067 Navigation Projects
19 lock chambers
13,000 miles of channels
929 navigation structures
844 bridges
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.
- Decreasing reliability of locks and other navigation infrastructure impedes transportation of goods.
- 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 Deficit
B. Create Jobs and Restore the Economy
C. Improve Resiliency and Safety of Infrastructure
D. Restore and Protect the Environment
E. Maintain Global Competitiveness
F. Increase Energy Independence
G. Improve Quality of Life

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 to increase
## President’s Budgets
($millions)

<table>
<thead>
<tr>
<th>Pres Bud</th>
<th>Coastal</th>
<th>Inland</th>
<th>Nav</th>
<th>CW total</th>
<th>Nav Percent</th>
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</thead>
<tbody>
<tr>
<td>FY 14</td>
<td>$980</td>
<td>$904</td>
<td>$1,884</td>
<td>$4,826</td>
<td>39</td>
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<tr>
<td>FY13</td>
<td>$967</td>
<td>$780</td>
<td>$1,747</td>
<td>$4,731</td>
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<tr>
<td>FY12</td>
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<td>$744</td>
<td>$1,575</td>
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## Budget by Appropriations

($million)

<table>
<thead>
<tr>
<th>Pres Bud</th>
<th>Investigations</th>
<th>Construction</th>
<th>O&amp;M</th>
<th>MR&amp;T</th>
<th>Total Nav</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 14</td>
<td>$23</td>
<td>$345</td>
<td>$1,461</td>
<td>$55</td>
<td>$1,884</td>
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<tr>
<td>FY13</td>
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<tr>
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<td>$1,237</td>
<td>$37</td>
<td>$1,575</td>
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<tr>
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<td>$1,297</td>
<td>$45</td>
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<tr>
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<td>$1,411</td>
<td>$48</td>
<td>$1,767</td>
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<tr>
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<td>$2,009</td>
</tr>
</tbody>
</table>
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)

<table>
<thead>
<tr>
<th></th>
<th>Investigations</th>
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<th>MR&amp;T</th>
<th>Total Nav</th>
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<tr>
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<td>$345</td>
<td>$1,461</td>
<td>$55</td>
<td>$1,884</td>
</tr>
<tr>
<td><strong>House</strong></td>
<td>$24</td>
<td>$353</td>
<td>$1,560</td>
<td>$52</td>
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<td><strong>Senate</strong></td>
<td>$38</td>
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<td>$1,623</td>
<td>$60</td>
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</tbody>
</table>
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!