U.S. Army Corps of Engineers
Navigation Program Update

For American Association of Port Authorities Harbors and Navigation Meeting

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Chief, Navigation Branch
US Army Corps of Engineers

August 30, 2016
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

**FY 16 PROGRAM**
- Develop
- Defend
- Execute

**FY 17 PROGRAM**
- Develop
- Defend
- Execute

**FY 18 PROGRAM**
- Develop
- Defend
- Execute

**Budget Cycle = 32 Calendar Months**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
</table>

**Program Year**
- PY - 4
- PY - 3
- PY - 2
- PY - 1
- PY

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 GlobalCompetitiveness
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 ≥ 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)

<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 17</td>
<td>$1,017</td>
<td>$917</td>
<td>$1,934</td>
<td>$4,620</td>
<td>42%</td>
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<tr>
<td>FY 16</td>
<td>$973</td>
<td>$974</td>
<td>$1,947</td>
<td>$4,732</td>
<td>41%</td>
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<tr>
<td>FY 15</td>
<td>$991</td>
<td>$834</td>
<td>$1,825</td>
<td>$4,561</td>
<td>40%</td>
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<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>FY 13</td>
<td>$967</td>
<td>$780</td>
<td>$1,747</td>
<td>$4,731</td>
<td>37%</td>
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<tr>
<td>FY 12</td>
<td>$832</td>
<td>$744</td>
<td>$1,575</td>
<td>$4,631</td>
<td>34%</td>
</tr>
<tr>
<td>FY 11</td>
<td>$873</td>
<td>$779</td>
<td>$1,652</td>
<td>$4,939</td>
<td>33%</td>
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<tr>
<td>FY 10</td>
<td>$971</td>
<td>$796</td>
<td>$1,767</td>
<td>$5,125</td>
<td>35%</td>
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<tr>
<td>FY 09</td>
<td>$969</td>
<td>$931</td>
<td>$1,900</td>
<td>$4741</td>
<td>40%</td>
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</table>
# Navigation Budget by Account

($millions)

<table>
<thead>
<tr>
<th>Pres Bud Fiscal Yr</th>
<th>Investigations</th>
<th>Construction</th>
<th>O&amp;M</th>
<th>MR&amp;T</th>
<th>Total Nav</th>
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<tbody>
<tr>
<td>FY 17</td>
<td>$22</td>
<td>$348</td>
<td>$1,527</td>
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<tr>
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<tr>
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<tr>
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<td>$345</td>
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## Coastal Navigation Budget
($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 Coastal</th>
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<tbody>
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<td>$853</td>
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<tr>
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<td>$151</td>
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<td>$2</td>
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<tr>
<td>FY 12</td>
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<td>$117</td>
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<td>$832</td>
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<tr>
<td>FY 11</td>
<td>$9</td>
<td>$115</td>
<td>$747</td>
<td>$2</td>
<td>$873</td>
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<tr>
<td>FY 10</td>
<td>$16</td>
<td>$119</td>
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<td>$2</td>
<td>$971</td>
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</table>

BUILDING STRONG®
## Inland Navigation Budget
($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 Inland</th>
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<tbody>
<tr>
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<td>FY10</td>
<td>$3</td>
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<td>$47</td>
<td>$796</td>
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</table>
Additional FY 16 Funds for Navigation in Division D – E&WD, Omnibus Appropriations Act, 2016 ($millions)

- **Investigations**
  - Navigation $11.3
  - Coastal and Deep Draft $1.3
  - Inland $5.0
  - Small, Remote, or Subsidence $0.0

- **Construction**
  - Navigation $273.2
  - Inland Waterways Trust Fund $211.2
  - Navigation Program (Section 107) $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**

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

<table>
<thead>
<tr>
<th>Category</th>
<th>House</th>
<th>Senate</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Investigations</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Investigations</td>
<td>$ 13.5</td>
<td>$ 15</td>
</tr>
<tr>
<td>Navigation</td>
<td>$ 1.5</td>
<td>$ 5</td>
</tr>
<tr>
<td>Coastal and Deep Draft</td>
<td>$ 6</td>
<td>$ 5</td>
</tr>
<tr>
<td>Inland</td>
<td>$ 6</td>
<td>$ 5</td>
</tr>
<tr>
<td>Small, Remote, Subsidence</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Remaining Items</td>
<td>$ ?</td>
<td>$ ?</td>
</tr>
<tr>
<td><strong>Construction</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Navigation</td>
<td>$245</td>
<td>$227.374</td>
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<tr>
<td>Inland Waterways TF</td>
<td>$ 75.25</td>
<td>$ 75.325</td>
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<tr>
<td>Section 107</td>
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<td>$ 7</td>
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<tr>
<td>Section 111</td>
<td>$ 0.5</td>
<td>$ -</td>
</tr>
<tr>
<td><strong>MR&amp;T O&amp;M Dredging</strong></td>
<td>$ 9.5</td>
<td>$ 8.09</td>
</tr>
</tbody>
</table>
### Additional FY 17 Funds for Navigation Appropriations Bills ($millions)

<table>
<thead>
<tr>
<th>Category</th>
<th>House</th>
<th>Senate</th>
</tr>
</thead>
<tbody>
<tr>
<td>O&amp;M</td>
<td>$394.8</td>
<td>$425.728</td>
</tr>
<tr>
<td>Navigation</td>
<td>$  25.3</td>
<td>$  23.528</td>
</tr>
<tr>
<td>Deep Draft Harbor &amp; Channel</td>
<td>$258</td>
<td>$250</td>
</tr>
<tr>
<td>Inland Waterways</td>
<td>$  48</td>
<td>$  45</td>
</tr>
<tr>
<td>Small, Remote, Subsidence</td>
<td>$  50</td>
<td>$  48</td>
</tr>
<tr>
<td>Donor &amp; Energy Ports</td>
<td>$  10</td>
<td>$  50</td>
</tr>
<tr>
<td>Remaining Items</td>
<td>$    3.5</td>
<td>$   9.2</td>
</tr>
<tr>
<td><strong>Total Additional Funding</strong></td>
<td><strong>$745.55</strong></td>
<td><strong>$758.517</strong></td>
</tr>
</tbody>
</table>

- **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.

Navigation Portal (http://navigation.usace.army.mil); the HQUSACE report produced by this project will be available through the Dredging category.
DOTS FY16 IPR
National Placement Data Manager
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?

Jeffrey.a.mckee@usace.army.mil

202-761-8648