

U.S. Army Corps of Engineers Navigation Program Update

Western Dredging Association Eastern Chapter Annual Meeting

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US Army Corps of Engineers
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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

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

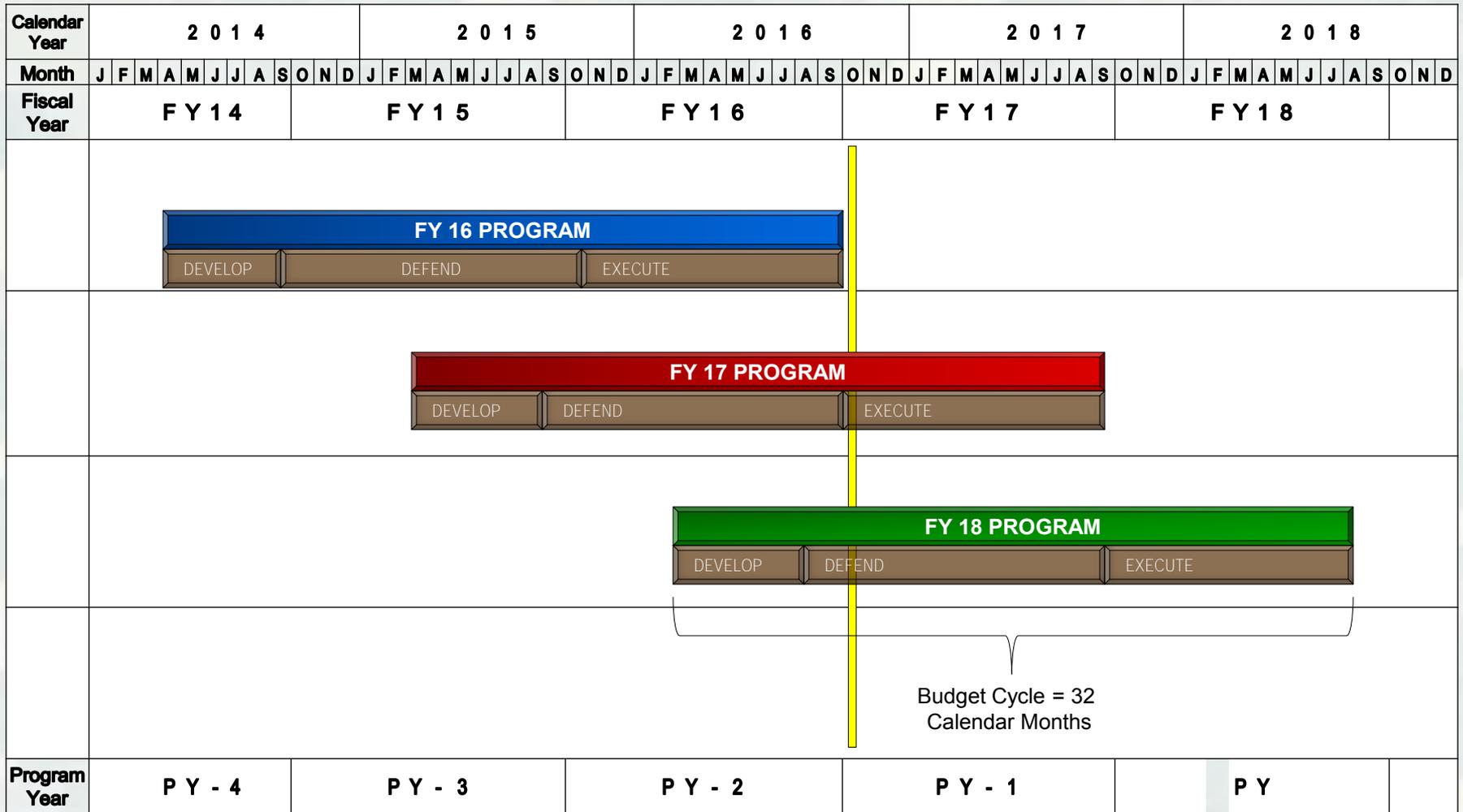


INLAND NAVIGATION

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



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FY 17 Budget

- Budget is performance based.
- Provides a fiscally prudent investment in Nation's water resources infrastructure making tough decisions to put the nation on a fiscally prudent path.
- 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.
- 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 Great Lakes and emerging harbors.



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

	House	Senate
▪ Investigations	\$ 13.5	\$ 15.0
▪ Navigation	\$ 1.5	\$ 5.0
▪ Coastal and Deep Draft	\$ 6.0	\$ 5.0
▪ Inland	\$ 6.0	\$ 5.0
▪ Small, Remote, Subsistence	\$ -	\$ -
▪ Remaining Items	\$?	\$?
▪ Construction	\$327.75	\$309.699
▪ Navigation	\$245.0	\$227.374
▪ Inland Waterways TF	\$ 75.25	\$ 75.325
▪ Section 107	\$ 7.0	\$ 7.0
▪ 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	\$258.0	\$250.0
▪ Inland Waterways	\$ 48.0	\$ 45.0
▪ Small, Remote, Subsistence	\$ 50.0	\$ 48.0
▪ Donor & Energy Ports	\$ 10.0	\$ 50.0
▪ Remaining Items	\$ 3.5	\$ 9.2
▪ Total Additional Funding	\$745.55	\$758.517
▪ Compared to ~ Additional \$684 M in FY 2016		



FY 2017 Energy & Water Development Appropriations Bills - 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

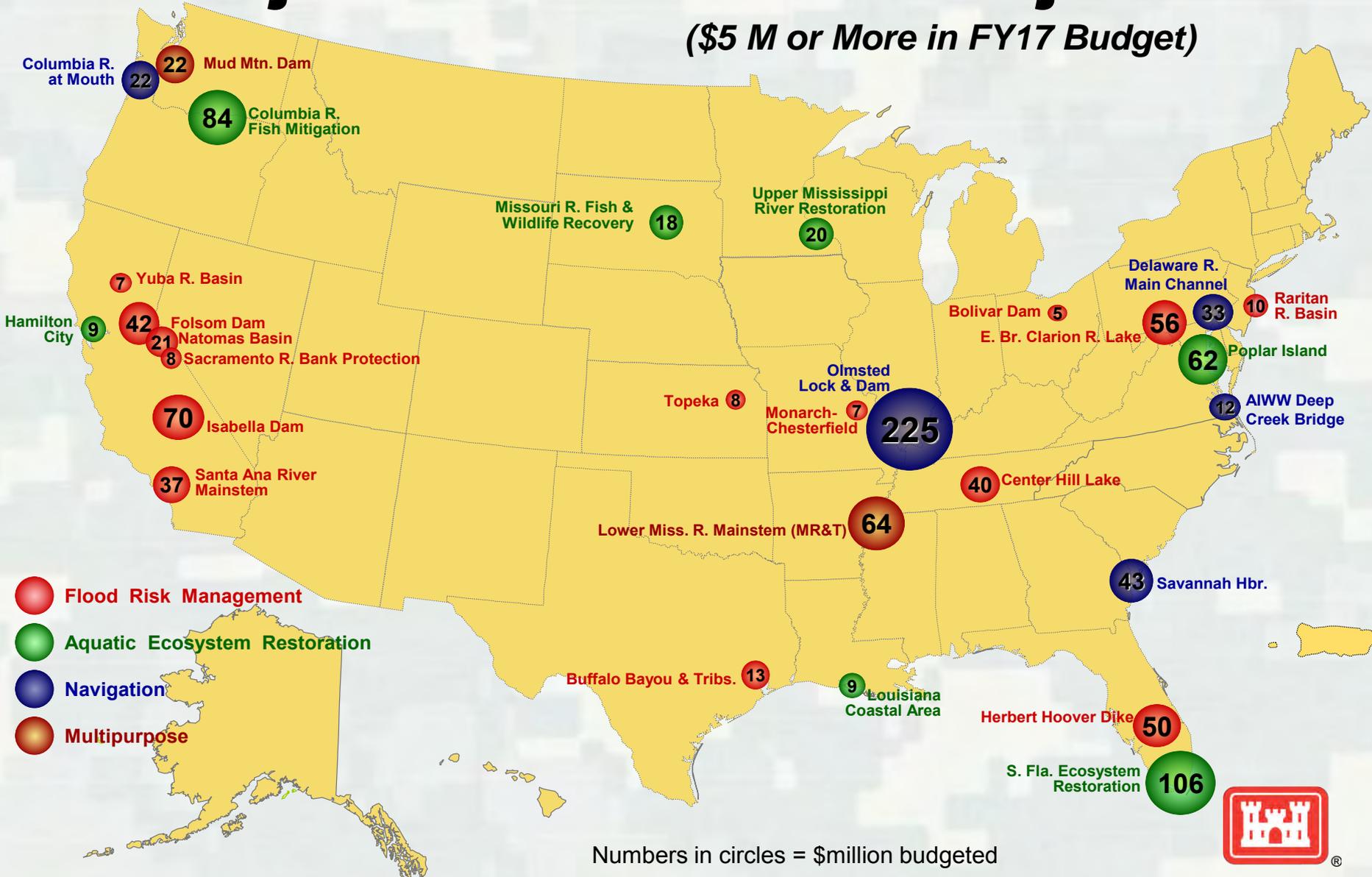
■ Senate

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



Major Construction Projects

(\$5 M or More in FY17 Budget)



Numbers in circles = \$million budgeted



Post-Panamax Port Projects/Studies

President's "We Can't Wait" Initiative
 Streamlining the review & permitting process to advance key infrastructure projects at 5 East Coast ports:

- NY / NJ
- Charleston
- Savannah
- Jacksonville
- Miami



Water Resources Development Act 2016 Bills – Key Navigation Provisions

- House – H.R. 5303
 - ▶ Extension of R&H Act of 1915 provisions to projects where Corps has assumed maintenance
 - ▶ Extends $\geq 10\%$ HMTF set-aside for emerging harbors indefinitely
 - ▶ Report on Federal breakwaters and jetties
 - ▶ Reduces amount of HMT to qualify as Donor Port from \$15 M to \$5 M
 - ▶ Beneficial Use Pilot Project Program
 - ▶ Comptroller General study of Federal hopper dredge fleet
 - ▶ Maintenance Dredging Database – DIS
 - ▶ Project deauthorization if no fiscal obligations for 7 years
 - ▶ Extends authority for Donor & Energy Transfer Ports to 2020 and to 2025 if HMTF targets are met



Water Resources Development Act 2016 Bills – Key Navigation Provisions

- House – H.R. 5303
 - ▶ Consideration of assumption of maintenance projects as Congressionally authorized
 - ▶ Adjustment of Benefit to Cost Ratio after partial construction
 - ▶ Establishment of “No Wake Zones” on AIWW adjacent to marinas
 - ▶ Funds distribution for Donor Ports and Energy Transfer Ports
 - ▶ Contributed Funds – Eliminates need for prior approps
 - ▶ Expands Debris Removal Authority to adjacent areas
 - ▶ Delays Automatic Deauthorization of IWTF projects



Water Resources Development Act 2016 Bills – Key Navigation Provisions

- Senate – S 2848
 - ▶ Contributed Funds – Eliminates need for prior approps
 - ▶ Expands Debris Removal Authority to adjacent areas
 - ▶ Delays Automatic Deauthorization of IWTF projects
 - ▶ Extends 10% HMTF set-aside for Great Lakes harbors indefinitely and 10% HMTF set-aside for emerging harbors to 2025
 - ▶ Clarifies HMTF targets in WRRDA 2014
 - ▶ Extends authority for Donor & Energy Transfer Ports to 2025, provides distribution of Donor Port funding, and allows certain projects with a minimum of \$5 M in HMT to qualify as Donor Ports
 - ▶ Changes cost-sharing to 75% Fed/25% N-Fed to 50 feet, 50% Fed/50% N-Fed deeper than 50 feet
 - ▶ ~~HMTF allocations IAW WRRDA 2014 targets~~



Water Resources Development Act 2016 Bills – Key Navigation Provisions

- Project Authorizations
 - ▶ Craig Harbor, AK
 - ▶ Little Diomedede, AK
 - ▶ Port Everglades, FL
 - ▶ Calcasieu Lock, LA
 - ▶ Portsmouth Harbor and Piscataqua River, NH & ME
 - ▶ Charleston Harbor, SC
 - ▶ Brazos Island Harbor (Brownsville), TX
 - ▶ Upper Ohio River, PA
- Study Authorizations
 - ▶ Artic Deep Draft Port Development
 - ▶ Brunswick Harbor, GA
 - ▶ Corpus Christi Ship Channel, TX



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
- Navigation funding is key to Economy, Jobs, and Exports!



QUESTIONS?

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