

Coastal Navigation Program Overview

For CMANC Winter 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

BRIEFING FOCUS:

COASTAL NAVIGATION

1067 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



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President's Budgets

(\$million)

Pres Bud	Coastal	Inland	Nav	CW total	Nav Percent
FY13	\$967	\$780	\$1747	\$4731	37
FY12	\$832	\$744	\$1575	\$4631	34
FY11	\$873	\$779	\$1652	\$4939	33
FY10	\$971	\$796	\$1767	\$5125	35
FY09	\$969	\$931	\$1900	\$4741	40
FY08	\$957	\$1052	\$2009	\$4900	41



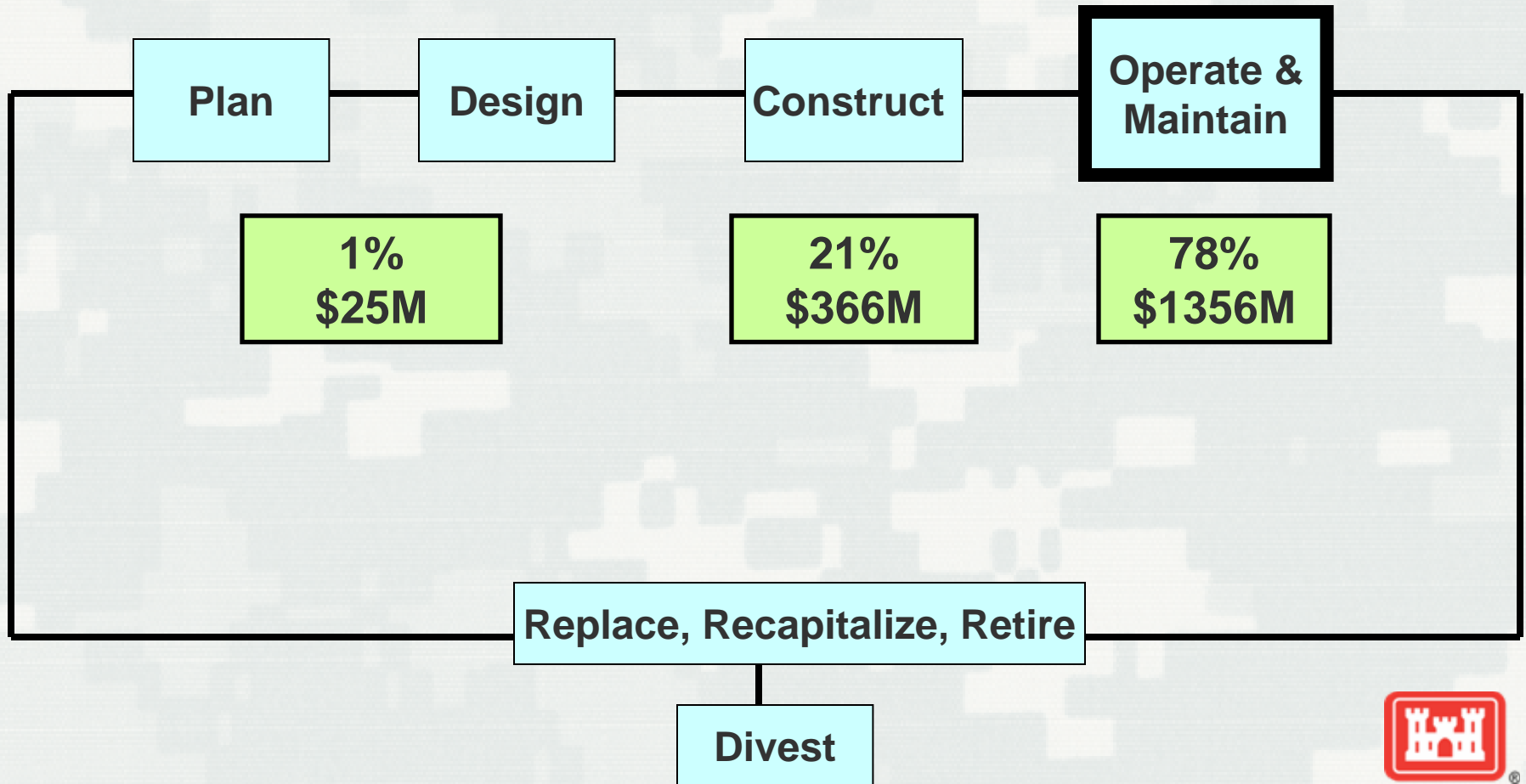
FY12 Appropriation

(\$million)

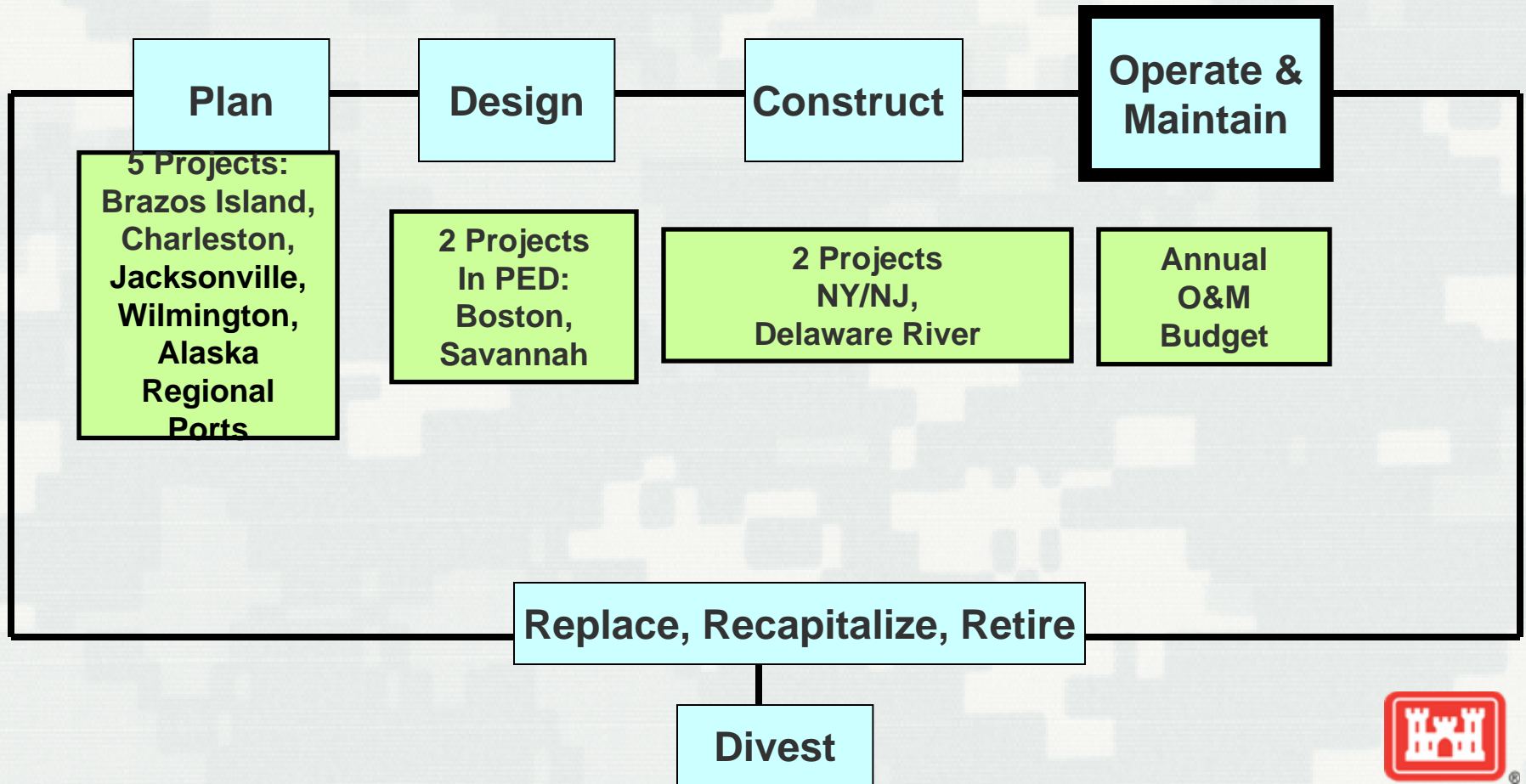
	Investigations	Construction	O&M	Other	Total
Pres Budget	\$105	\$1558	\$2524	\$523	\$4631
Approp	\$125	\$1694	\$2664	\$519	\$5002
PB Nav	\$18	\$296	\$1261	0	\$1575
Approp Nav	\$32	\$369	\$1491	0	\$1892



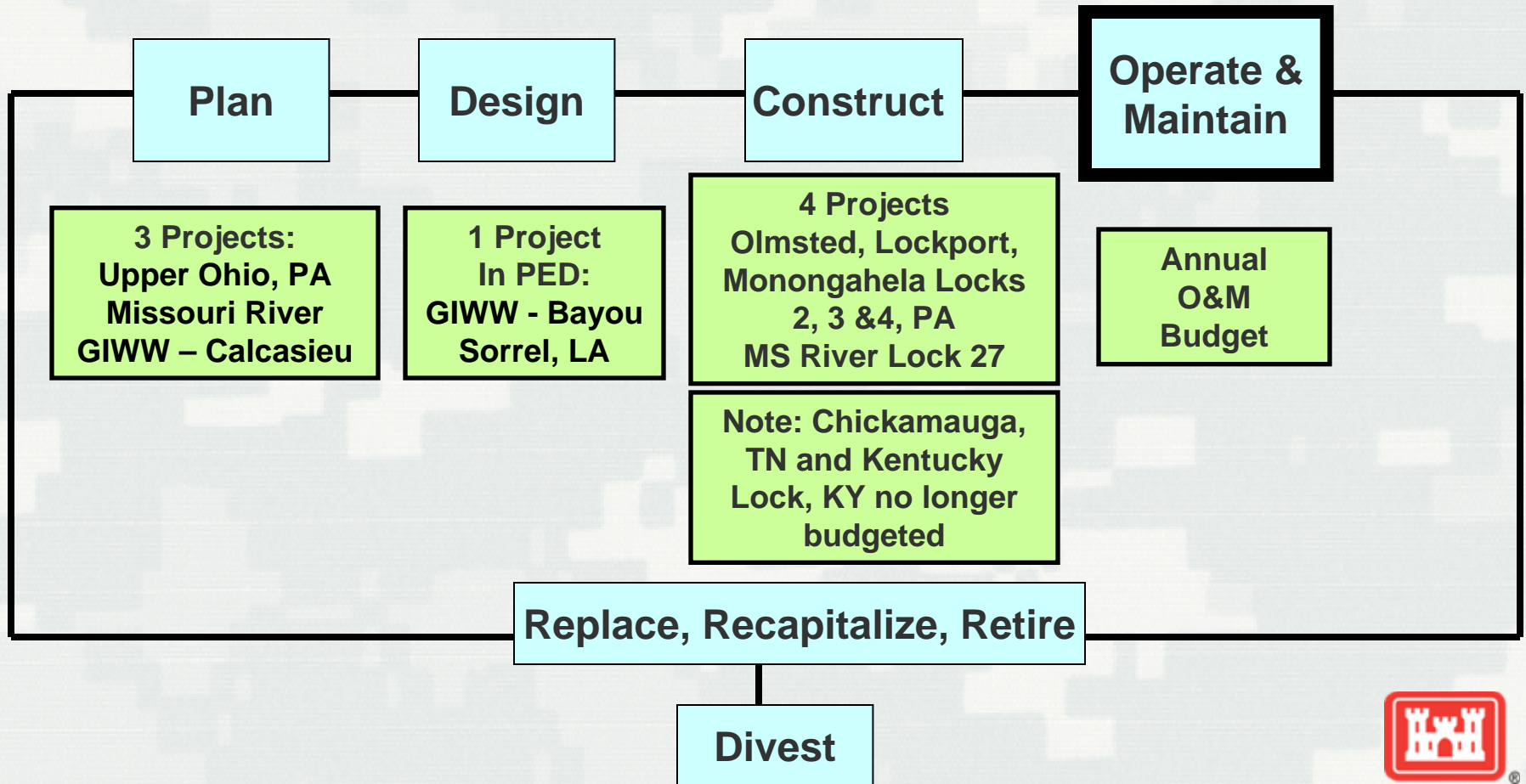
Navigation Funding FY 13 Budget



Coastal Navigation Capital Investment Program, FY 13



Inland Navigation Capital Investment Program, FY 13



FY12 O&M Budget Coastal Navigation

Category	Inventory	Commerce	FY12 O&M Projects	FY12 O&M Funds	FY11 O&M Proj.	FY11 O&M Funds
High Use	59	90%	54	62%		62%
Moderate Use	100	9%	61	25%	120*	21%
Low Use	908	1%	41	6%	124	10%
Other				7%		7%
Total	1067	100%	156	100%	244	100%

- Prior to FY12 we adjusted to budget decreases by minor reductions at almost all nav projects.
- The low use category was proposed as a program for 50% reduction in the FY12 budget development; This was a 50% dollar reduction, not a 50% projects reduction
- 'Other' includes Nav R&D, Project Condition Surveys, Remaining Items, etc.
- IMPACT: Risk of navigation related incidents and fatalities increase at non-dredged projects.
- *High and moderate use were not separately identified in FY11



FY13 O&M Budget Inland Navigation

Category	Rivers/ Waterways	IWTF Locks	Commerce Ton-Miles	FY13 O&M	FY12 O&M	FY11 O&M
High Use	5	79	95%	72%	66%	66%
Moderate Use	6	49	4%	21%	27%	23%
Low Use	16	45	1%	7%	7%	11%
Total	27	173	100%			

- Low commercial use projects took a 50% reduction in FY12 budget.
- FY13 Budget guidance establishes Moderate Use for Inland as 1-3B ton-miles



Congress Post-Earmarks

Earmarks

- Stakeholders request
- Specific projects funded

No Earmarks

- Stakeholders request
- Broader Program funding
- Congress defines the program
- USACE develops list
- Criteria



FY12 Additional O&M Funds

- \$34M Navigation Maintenance
- \$55M Deep Draft Navigation
- \$30M Inland Waterways
- \$30M Small, Remote or Subsistence Navigation
- \$149M Total



Distribution

- Congressional language
 - Funding for unfunded projects
 - Additional increments for funded projects
- Unfunded work packages in the FY12 budget
- District and MSC Conference Calls
- ASA(CW) and OMB review
- Congressional notification w/i 45 days (6 Feb)
- Public disclosure



Thank You!

- FY12 represents a test case for the Corps
- If we do a good job of distributing and executing work with the additional funds in the eyes of you and Congress, this approach may continue
- If you like this approach tell Congress
- If you don't like it, tell us!



Supplemental

- \$1.77B for Presidentially declared disaster areas
- \$323M for Navigation
- 2 databases
 - Flood damages
 - Other natural disasters, ex. Hurricane Irene



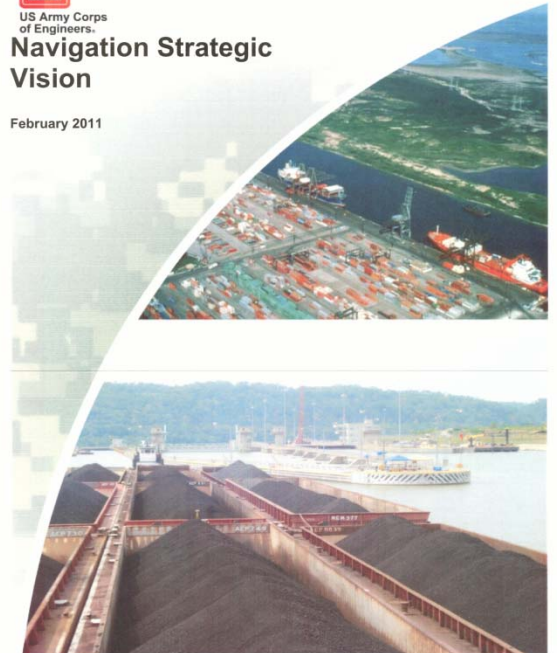
Navigation Program Issues

- O&M Funding – HMTF – RAMP
- Preparations for new Panama Canal Locks
- Sustainable Dredging
- Pressure on Navigation Program Support
- Freight Movement

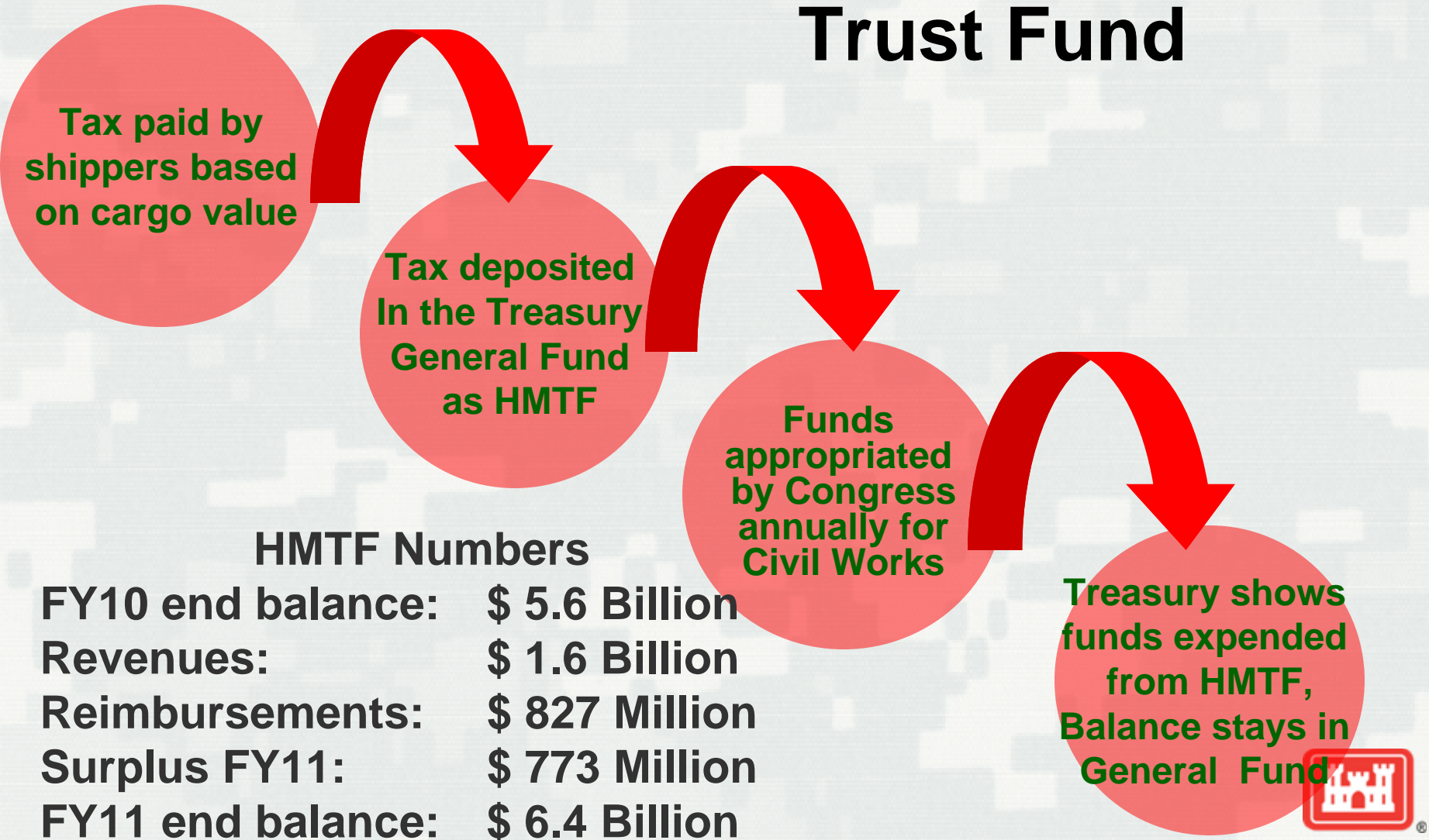


Navigation Strategic Vision

February 2011



Harbor Maintenance Trust Fund



US Harbors 45' or Greater

WEST COAST

Seattle/Tacoma (>50')
Oakland (50')
LA/LB (>50')
San Diego (47')

EAST COAST

NY/NJ (50' underway)
Baltimore (50')
Hampton Roads (50')
Charleston
Morehead City

GULF COAST

Mobile
New Orleans
Houston/Galveston/Texas City
Corpus Christi
Freeport



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Post-Panamax Projects Study

FY12 Appropriation directive

- Focus: how Congress should address the critical need for additional port and inland waterway modernization to accommodate post-Panamax vessels.
- IWR prepare report within the funds provided and deliver it within 180 days
- Factors to address:
 - costs associated with deepening and widening deep-draft harbors;
 - the ability of the waterways and ports to enhance the nation's export initiatives benefitting the agricultural and manufacturing sectors;
 - the current and projected population trends that distinguish regional ports and ports that are immediately adjacent to population centers;
 - the availability of inland intermodal access;
 - and the environmental impacts resulting from the modernization of inland waterways and deep-draft ports.



Sustainable Dredging

- How long until we can not maintain the channels due to lack of adequate material placement capacity?
- Current material placement capacity
- Stakeholders view Dredged Material Management Plans as lower priority than maintenance dredging
- Plan for increased dredged material under Harbor Maintenance Trust Fund



O&M (Nav) Program Pressure

- Corps-wide – Military program reductions
- Fewer new starts in Civil Works
- Result: Increased emphasis on O&M program
- How are funds distributed – labor vs. mission
- Navigation Mission – maintain channels
- Staffing glidepath
- % of Project Funds for dredging



Freight Movement

- National Freight Movement Strategy
 - USACE: Ships and Barges
 - Dept of Transportation: Roads and Rail
- Cargo Owners perspectives on consumer demographics
- Identify and address 'Choke Points' of freight movement



Civil Works Transformation

- Focused improvement areas - 4 pillars
- Planning – expedite study completions
- Budget – align to National Goals
- Methods of Delivery – ex Navigation Lock Design Center
- Recapitalization – explore other sources of funding, ex Public Private Partnerships



Summary

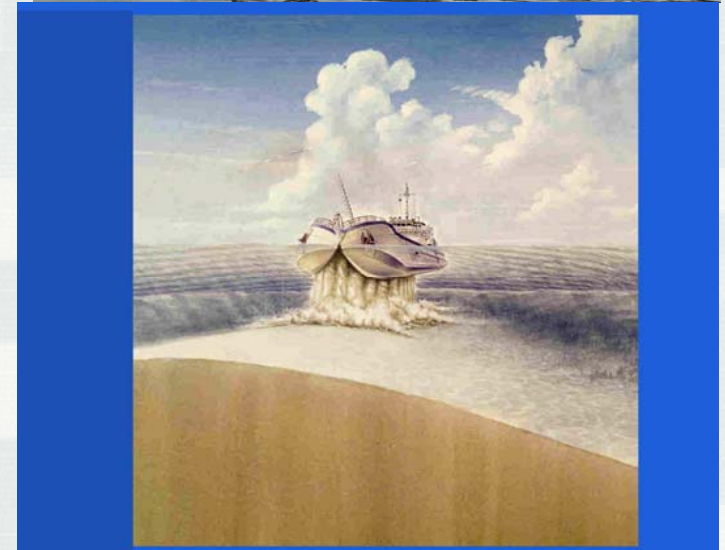
- Navigation funding increase in FY13 budget
- Congressionally added program funds
- Maintenance is an increased focus as the Corps has fewer new projects underway



Closing

What do we do?
Provide Navigation
infrastructure that is Reliable,
Efficient, Resilient and
Environmentally Sustainable.

Why is it important?
This infrastructure enables
American goods to compete in
the Global marketplace



Back-up Slides



FY12 Appropriation

- \$30M Small, Remote or Subsistence Navigation

The conferees direct that priority in allocating these funds be given to completing ongoing work maintaining authorized depths and widths of harbors and shipping channels, including where contaminated sediments are present, and for addressing critical maintenance backlog. Particular emphasis should be placed on projects where there is a **U.S. Coast Guard presence**; that will **enhance national, regional, or local economic development**; or that will **promote job growth or international competitiveness**.

- Provide projects list to Congress within 45 days
- What would you do?

