

# U.S. Army Corps of Engineers Navigation Program Update

## *Western Dredging Association Annual Gulf Chapter 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

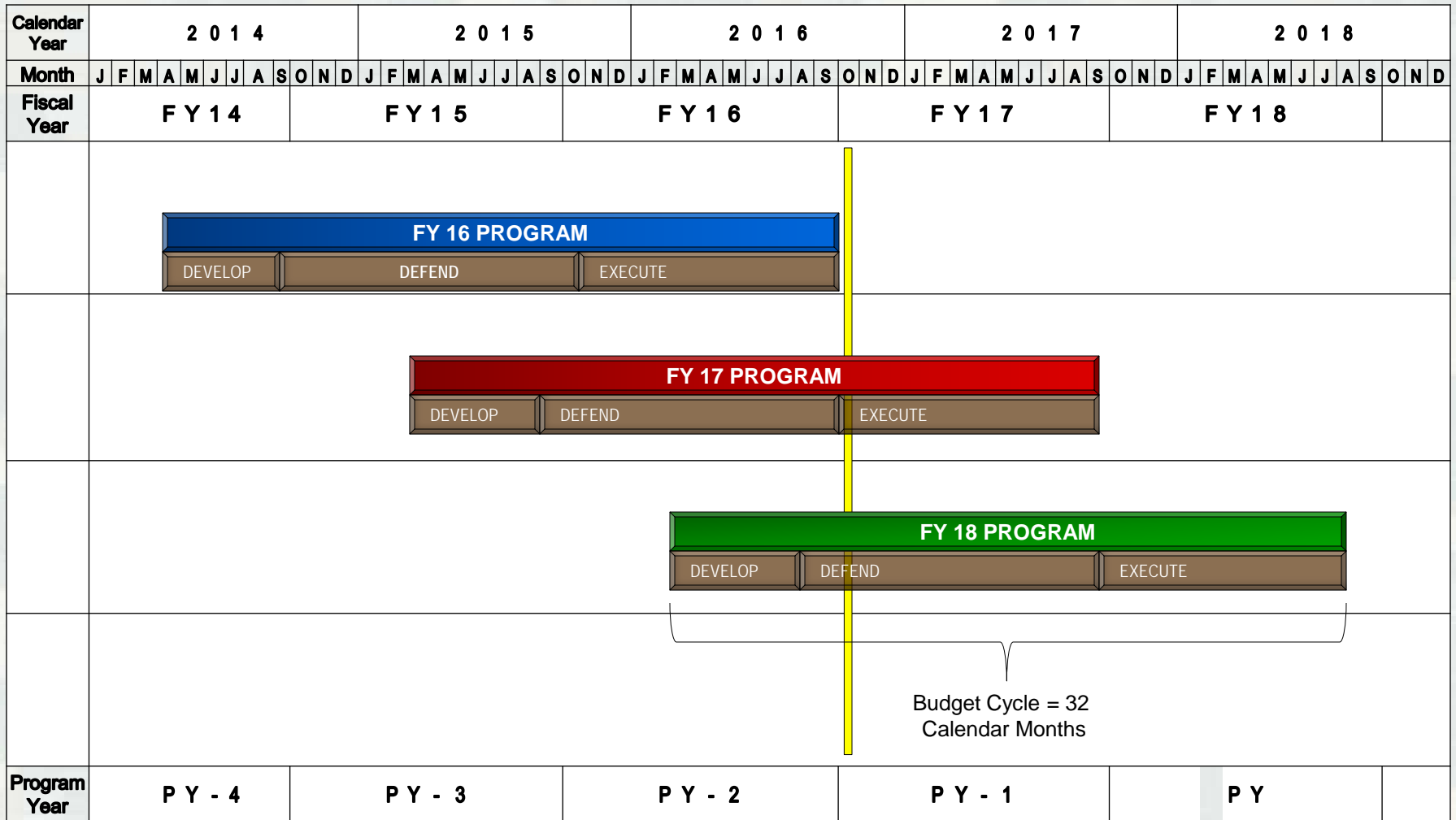


## INLAND NAVIGATION

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 10 % to emerging harbors.



# President's Budgets

(\$millions)

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



# Navigation Budget by Account

(\$millions)

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



# Coastal Navigation Budget

(\$million)

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





# Inland Navigation Budget

(\$million)

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



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

	House	Senate
▪ <b>Investigations</b>	<b>\$ 13.5</b>	<b>\$ 15.0</b>
▪ Navigation	\$ 1.5	\$ 5.0
▪ Coastal and Deep Draft	\$ 6.0	\$ 5.0
▪ Inland	\$ 6.0	\$ 5.0
▪ Small, Remote, Subsistence	\$ -	\$ -
▪ Remaining Items	\$ ?	\$ ?
▪ <b>Construction</b>	<b>\$327.75</b>	<b>\$309.699</b>
▪ Navigation	\$245.0	\$227.374
▪ Inland Waterways TF	\$ 75.25	\$ 75.325
▪ Section 107	\$ 7.0	\$ 7.0
▪ Section 111	\$ 0.5	\$ -
▪ <b>MR&amp;T O&amp;M Dredging</b>	<b>\$ 9.5</b>	<b>\$ 8.09</b>



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

	House	Senate
▪ <b>O&amp;M</b>	<b>\$394.8</b>	<b>\$425.728</b>
▪ 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
▪ <b>Total Additional Funding</b>	<b>\$745.55</b>	<b>\$758.517</b>

- **Compared to ~ Additional \$684 M in FY 2016**
- **Continuing Resolution through Dec 9, 2016**
- **Likely to see another Continuing Resolution into early 2017 to allow the new Congress to pass an appropriations act.**



# 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

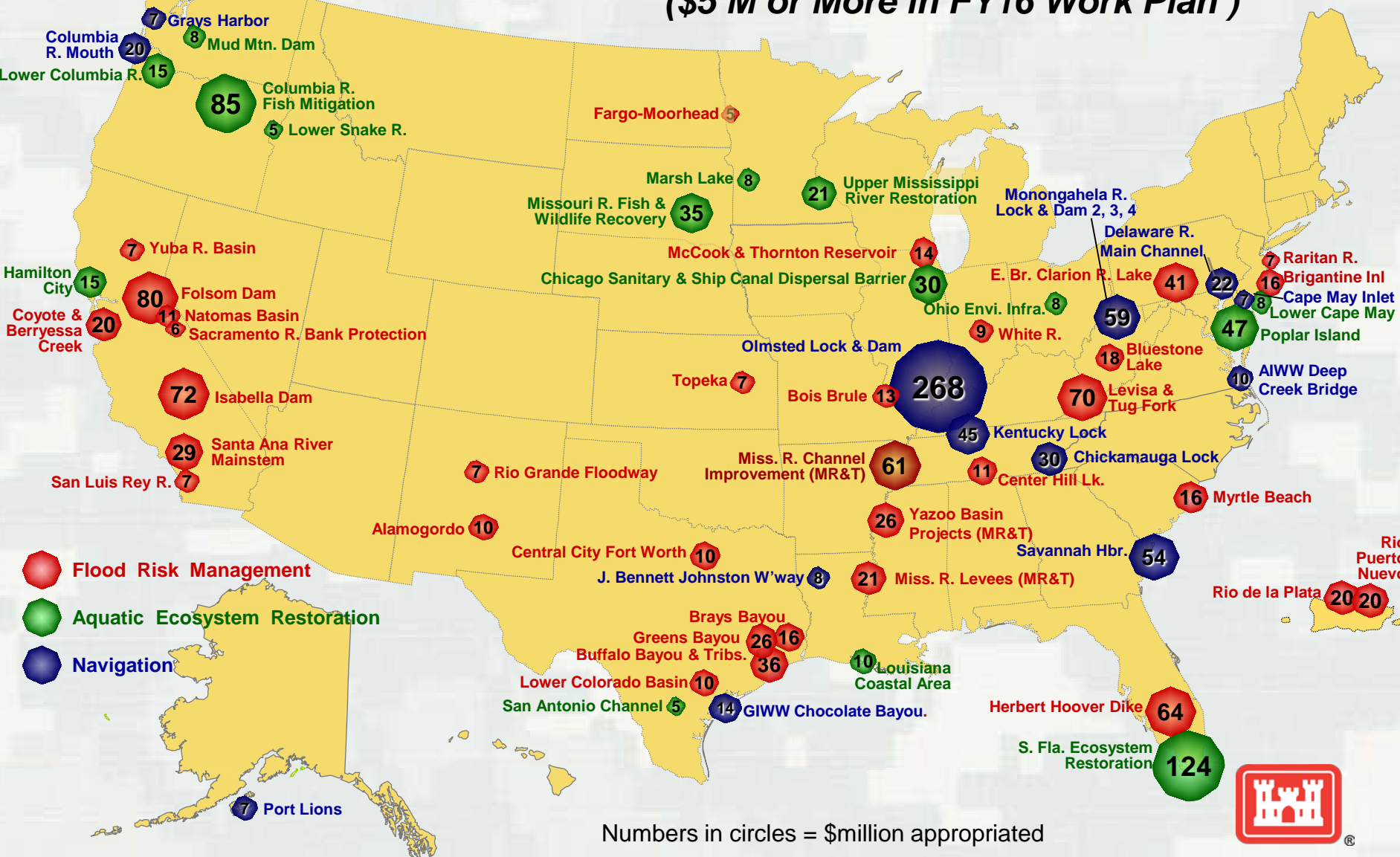
## ■ Senate

- ▶ 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 FY16 Work Plan)



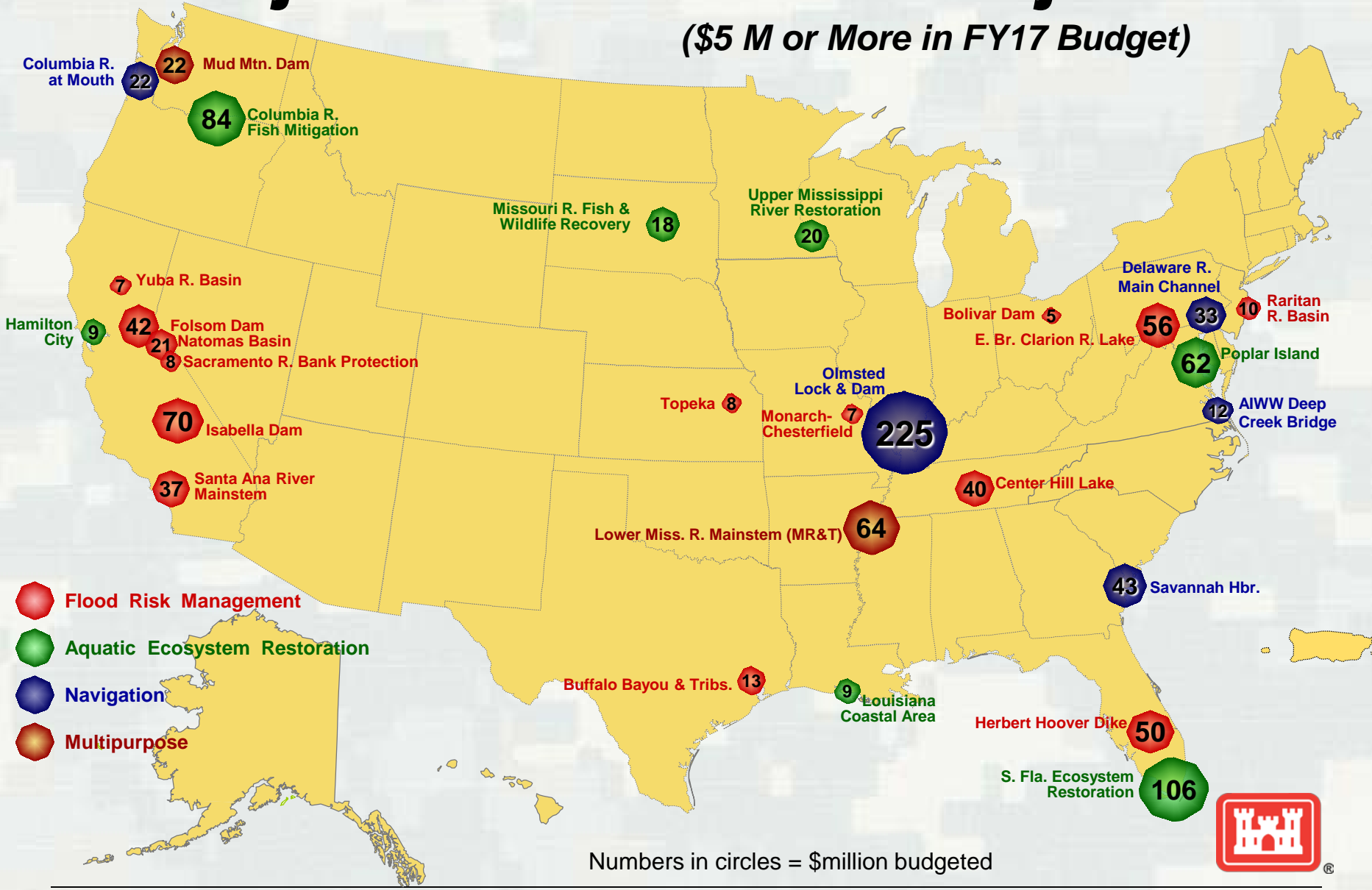
Numbers in circles = \$million appropriated



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# Major Construction Projects

(\$5 M or More in FY17 Budget)



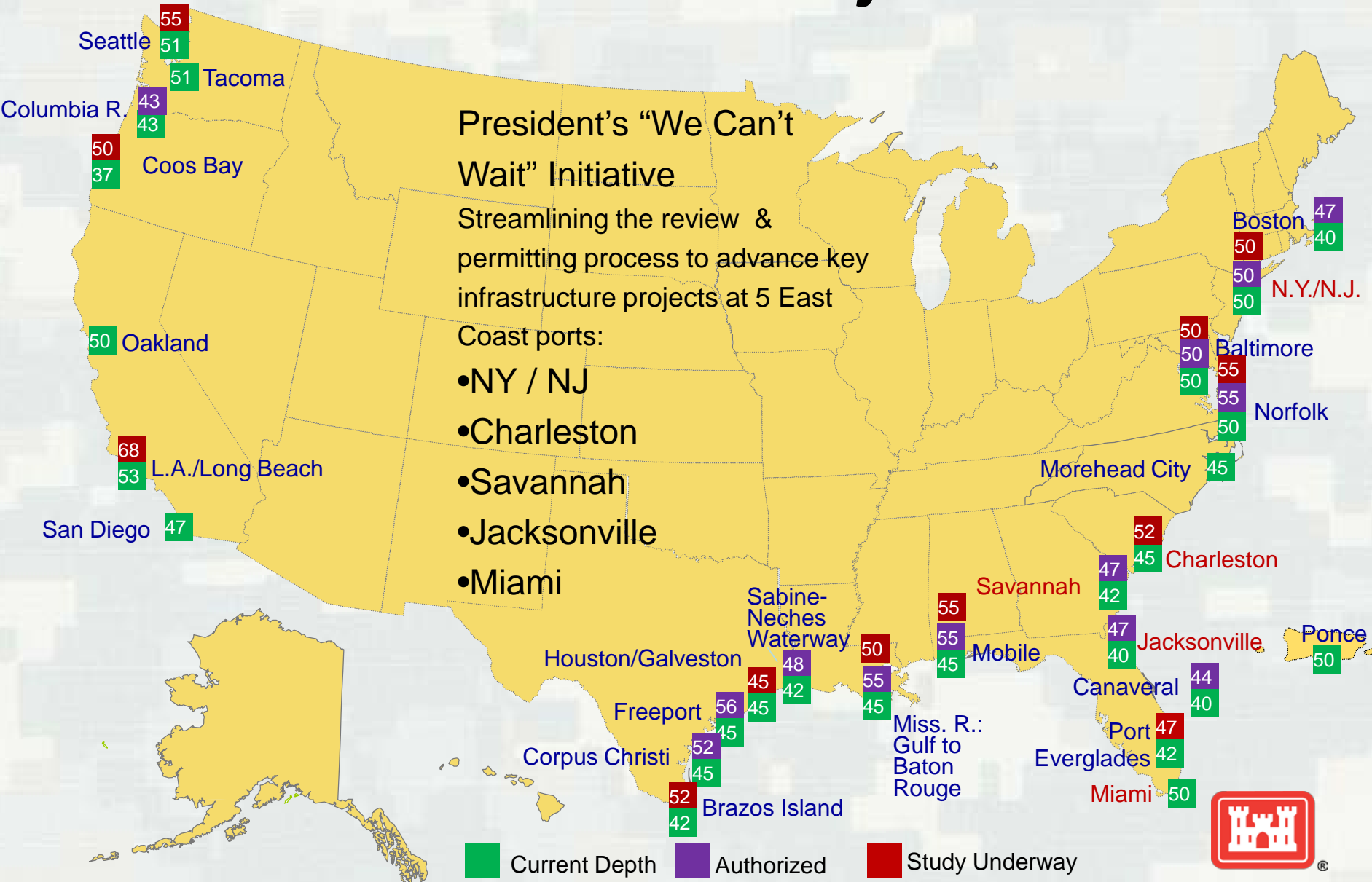
Numbers in circles = \$million budgeted



# 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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