

# Coastal Navigation Program Overview

*For Great Lakes Navigation  
Stakeholders Workshop*

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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

## 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
<b>FY13</b>	<b>\$967</b>	<b>\$780</b>	<b>\$1747</b>	<b>\$4731</b>	<b>37</b>
<b>FY12</b>	<b>\$832</b>	<b>\$744</b>	<b>\$1575</b>	<b>\$4631</b>	<b>34</b>
<b>FY11</b>	<b>\$873</b>	<b>\$779</b>	<b>\$1652</b>	<b>\$4939</b>	<b>33</b>
<b>FY10</b>	<b>\$971</b>	<b>\$796</b>	<b>\$1767</b>	<b>\$5125</b>	<b>35</b>
<b>FY09</b>	<b>\$969</b>	<b>\$931</b>	<b>\$1900</b>	<b>\$4741</b>	<b>40</b>
<b>FY08</b>	<b>\$957</b>	<b>\$1052</b>	<b>\$2009</b>	<b>\$4900</b>	<b>41</b>



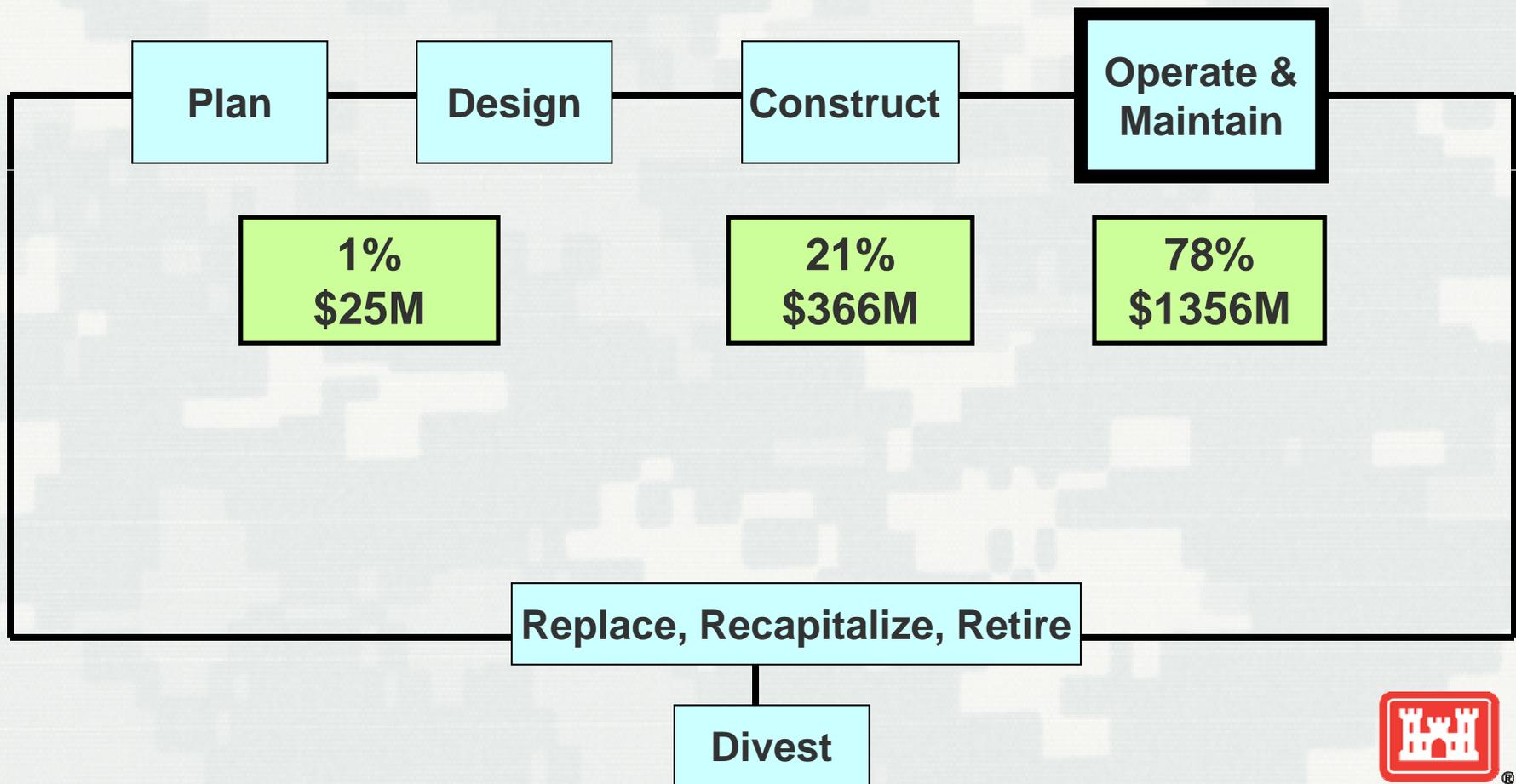
# FY12 Appropriation

(\$million)

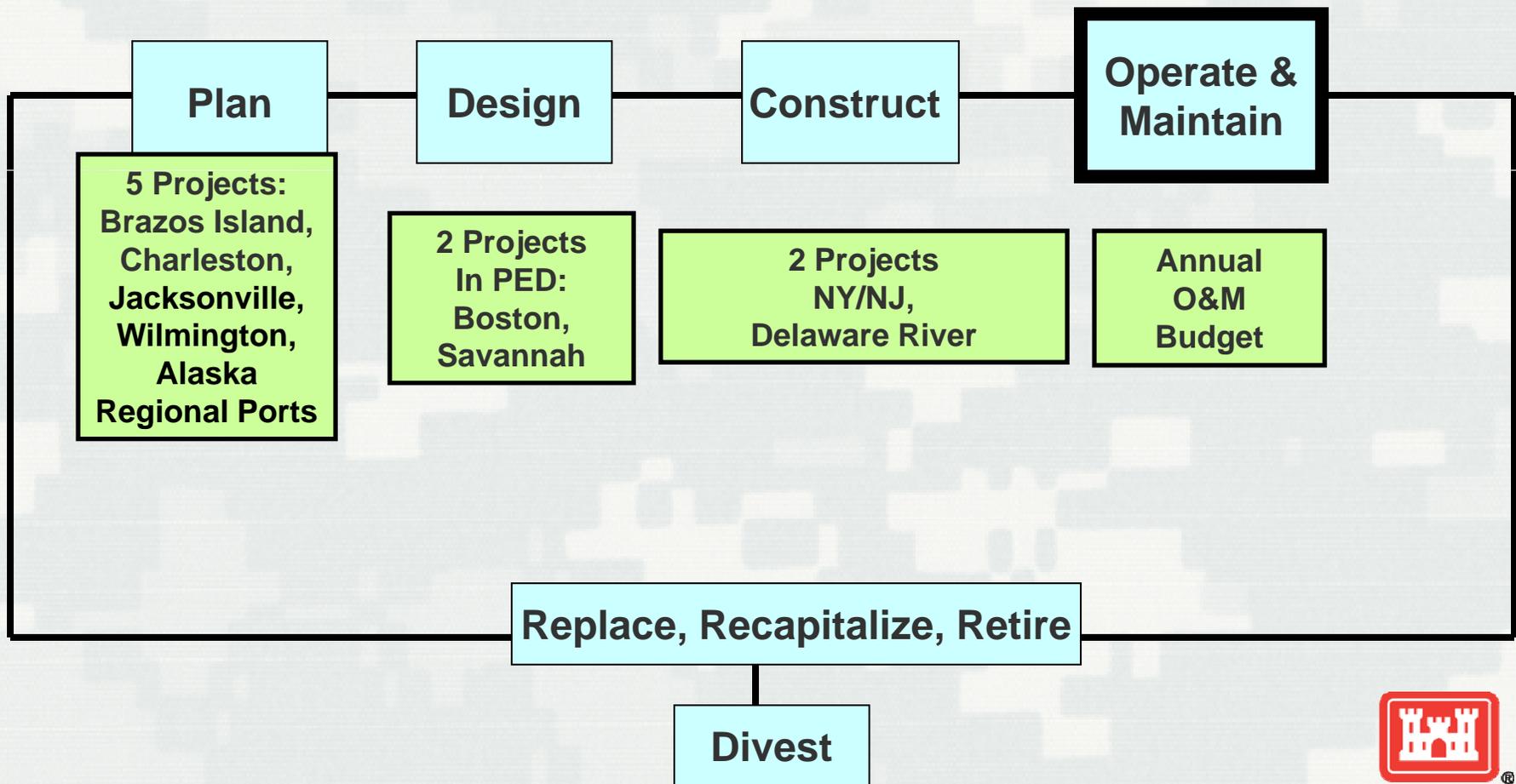
	Investigations	Construction	O&M	Other	Total
Pres Budget	\$105	\$1558	\$2524	\$523	\$4631
Approp	\$125	\$1694	\$2664	\$519	\$5002
PB Nav	\$18	\$296	\$1261	0	\$1575
Approp Nav	\$32	\$369	\$1491	0	\$1892



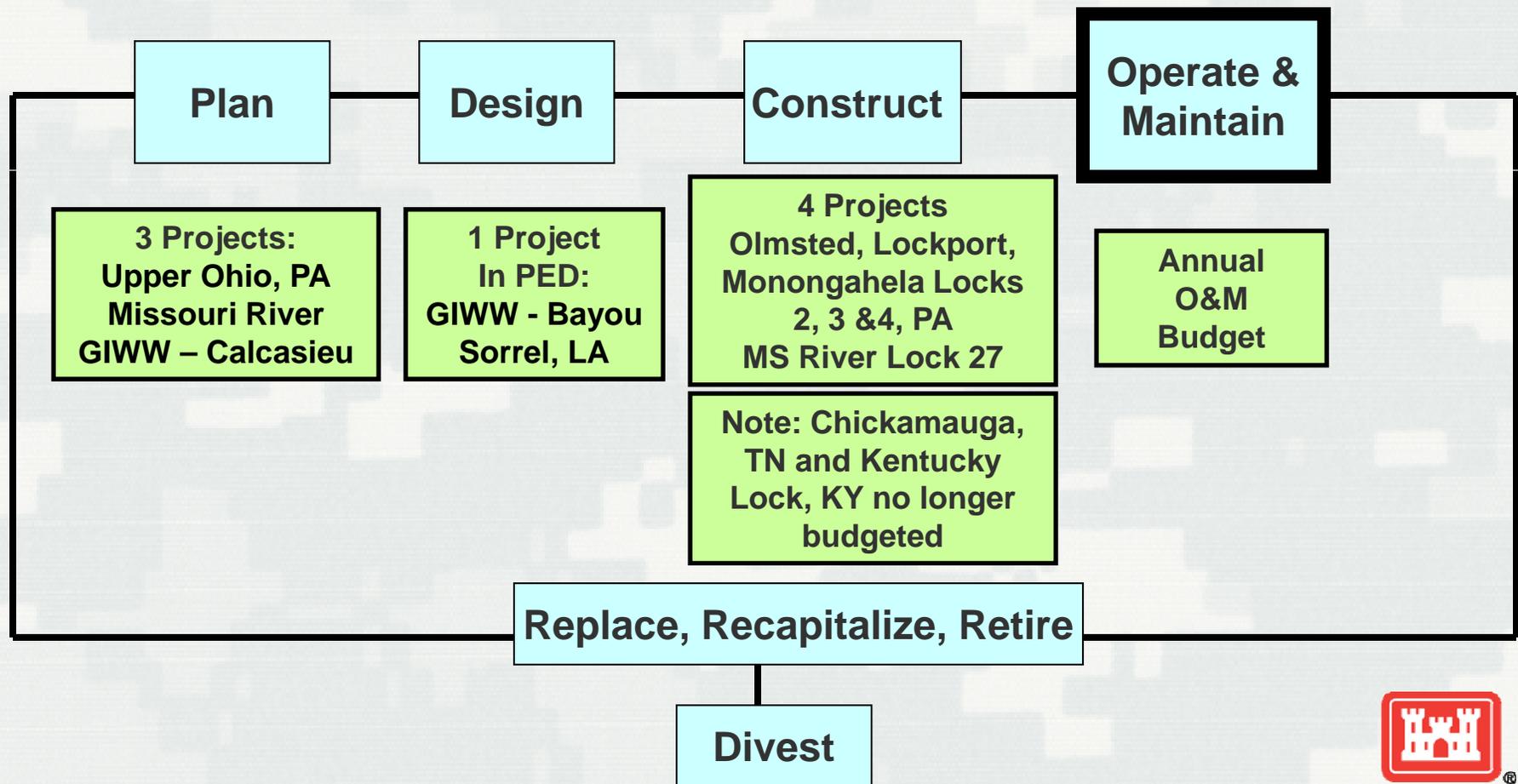
# Navigation Funding FY 13 Budget



# 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%
<b>Total</b>	<b>1067</b>	<b>100%</b>	<b>156</b>	<b>100%</b>	<b>244</b>	<b>100%</b>

- 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%
<b>Total</b>	<b>27</b>	<b>173</b>	<b>100%</b>			

- 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!



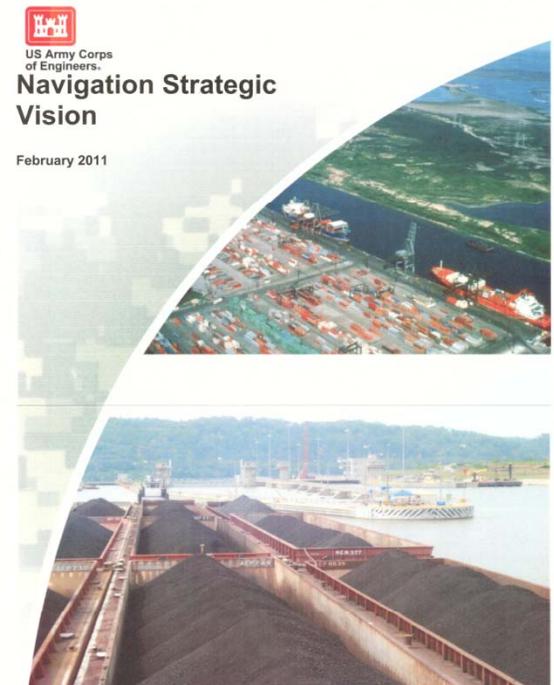
# Supplemental

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

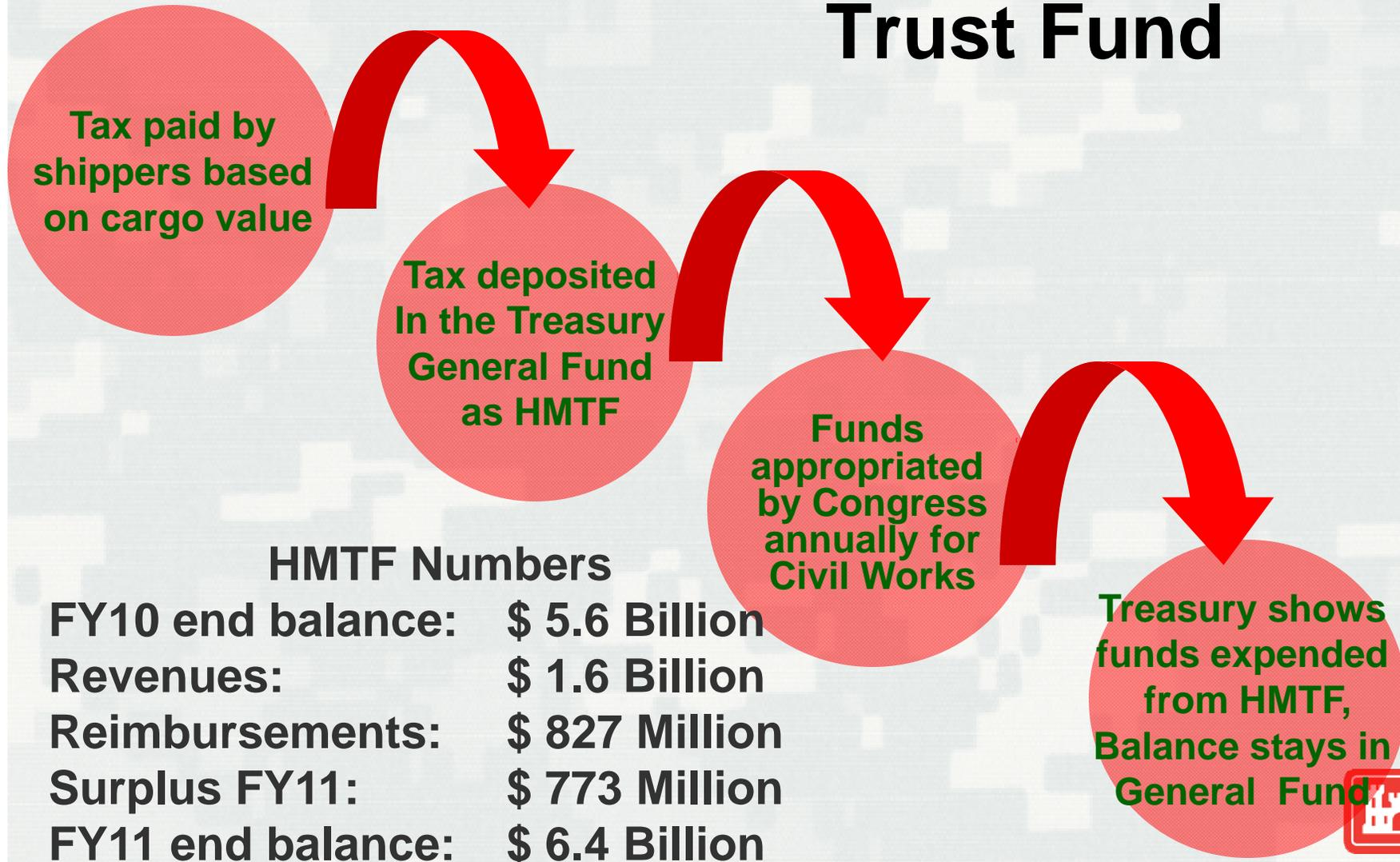


# Navigation Program Issues

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



# Harbor Maintenance Trust Fund



## HMTF Numbers

**FY10 end balance: \$ 5.6 Billion**  
**Revenues: \$ 1.6 Billion**  
**Reimbursements: \$ 827 Million**  
**Surplus FY11: \$ 773 Million**  
**FY11 end balance: \$ 6.4 Billion**



# 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
- 2011 Corps and DoT collaboration on Tiger Grant evaluations



# 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

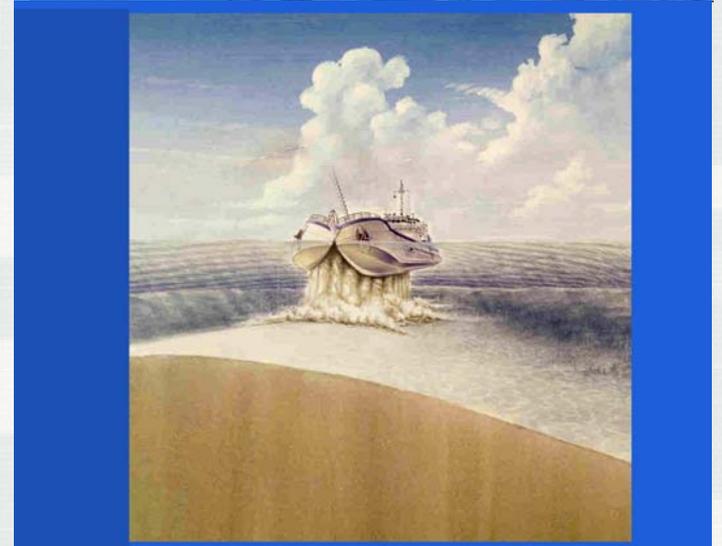
- Navigation funding increase in FY13 budget
- Congressionally added program funds
- Maintenance is an increased focus as the Corps has fewer new projects underway



# 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



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