

# **U.S. Army Corps of Engineers Navigation Fiscal Overview**

## **National Dredging Meeting**

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**US Army Corps of Engineers  
BUILDING STRONG®**

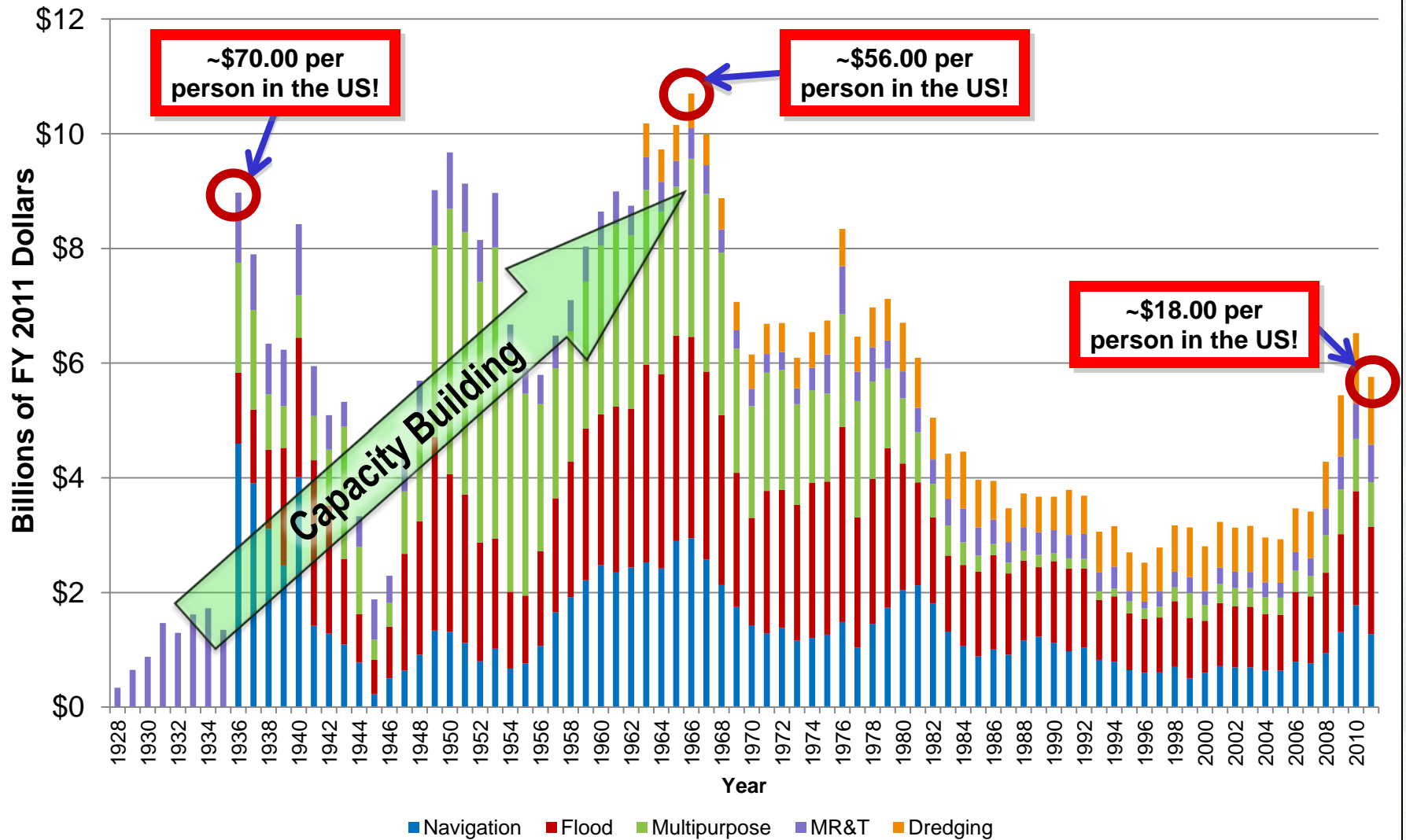


# Corps Navigation Mission

**Provide safe, reliable, efficient, effective and environmentally sustainable waterborne transportation systems for movement of commerce, national security needs, and recreation.**



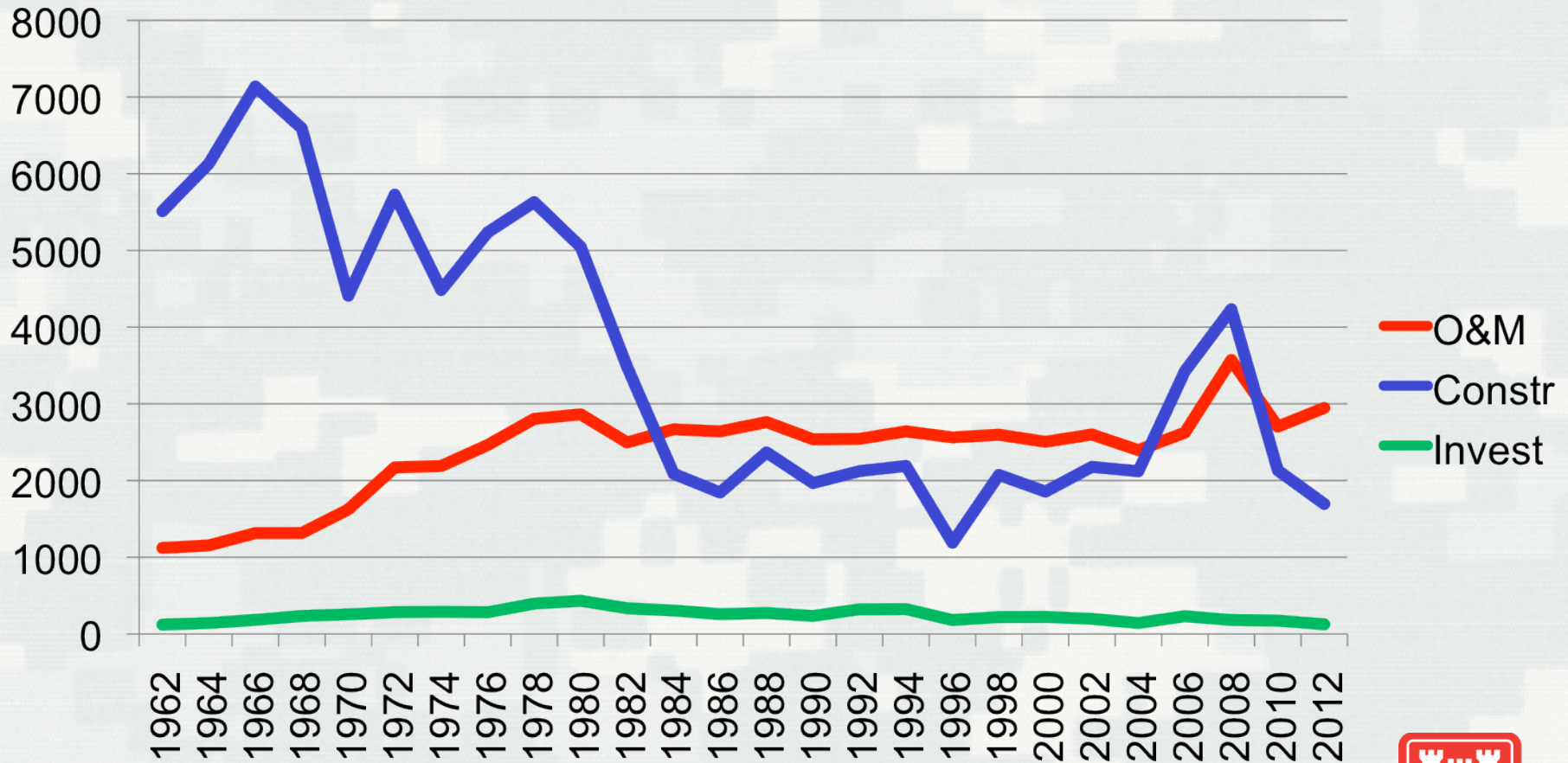
# Historical Investments by USACE Functional Category 1928 to 2011





# Long Term Civil Works Funding Trends

Appropriation (\$Million in 2012 \$)



# Global Navigation & Inland Waterway Investments

- **China** plans to invest **\$32 Billion in Yangtze** River port & navigation development, 2011-15
- **Brazil** is investing **\$27 Billion in ports** over the next 4-5 years
- The **Army Corps** of Engineers' 2015 Navigation budget is **\$1.8 Billion**

Map of the United States showing the proposed rail route for the San Juan Line. The route is marked with a blue line and yellow dots, connecting major cities from Seattle in the northwest to Miami in the southeast. The route includes branches to the West Coast, the Midwest, and the South. A legend at the bottom right shows a yellow dot next to the text "San Juan". A red logo with a white castle icon is in the bottom right corner.

**Legend:** ● San Juan

**Major Cities on the Route:**

- Seattle
- Tacoma
- Kalama
- Vancouver
- Portland
- Pasco
- Lewiston
- Clarkston
- Umatilla
- Sacramento
- Stockton
- Oakland
- Los Angeles
- Long Beach
- San Diego
- Anchorage
- Honolulu
- Duluth-Superior
- St. Paul
- La Crosse
- Milwaukee
- Chicago
- Toledo
- Pittsburgh
- Albany
- Boston
- New York / New Jersey
- Philadelphia
- Baltimore
- Norfolk
- Morehead City
- Wilmington
- Charleston
- Savannah
- Jacksonville
- Panama City
- Tampa
- Port Everglades
- Miami
- S. Louisiana
- New Orleans
- Plaquemines
- Gulfport
- Mobile
- Pascagoula
- Baton Rouge
- Vicksburg
- Decatur
- Chattanooga
- Knoxville
- Nashville
- Louisville
- Huntington
- Parkersburg
- Indiana Hbr
- Cincinnati
- Mt. Vernon
- St. Louis
- Paducah
- Memphis
- Tulsa
- Little Rock
- Shreveport
- Lake Charles
- Houston
- Texas City
- Freeport
- Port Arthur
- Beaumont
- Matagorda
- Corpus Christi
- Brownsville



# 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



# ***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 Global Competitiveness**
- 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 15 Budget

- Budget is performance based.
- Focuses on highest performing projects and programs with high economic, environmental, and public safety returns to the nation.
- Emphasizes operation and maintenance of infrastructure to address critical infrastructure 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 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.



# President's Budgets

(\$millions)

Pres Bud	Coastal	Inland	Nav	CW total	Nav Percent
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	\$4,741	40
FY 08	\$957	\$1,052	\$2,009	\$4,900	41



# Navigation Budget by Appropriation (\$millions)

Pres Bud Fiscal Year	Investigations	Construction	O&M	MR&T	Total Nav
<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>
<b>FY 08</b>	<b>\$19</b>	<b>\$572</b>	<b>\$1,383</b>	<b>\$35</b>	<b>\$2,009</b>
<b>FY 07</b>	<b>\$23</b>	<b>\$596</b>	<b>\$1,270</b>	<b>\$37</b>	<b>\$1,926</b>



# Current Infrastructure Situation

- Channels and harbors are not maintained to authorized dimensions
- Much of our economic and physical security and quality of life depends on infrastructure that is wearing out faster than it is being replaced or rehabilitated.
- Decreasing reliability of locks and other navigation infrastructure impedes transportation of goods.
- A direct relationship exists between increasing age and increasing needs for maintenance, rehabilitation, replacement and repurposing.
- 21st Century needs are different or greater than those of the last century.



# Navigation Coastal O&M Funding Needs

- Estimated \$1.5 B needed annually over 5 years to restore authorized dimensions for high and moderate commercial use coastal channels and harbors
- Additional \$500 M needed annually for low commercial use projects
- Estimated \$1.2 B needed annually after that to maintain authorized dimensions for high and moderate commercial use coastal channels and harbors
- Additional \$300 M needed annually for low commercial use projects



# Summary

- Navigation funding is an essential component for the Nation's Global trade
- HMTF revenues needed to maintain channels
- Additional IWTF revenues needed for future infrastructure investment
- 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
- Current business model is not sustainable – need public/private investment and/or divestiture
- Navigation funding is key to Economy, Jobs, and Exports!

