

INLAND WATERWAYS USERS BOARD MEETING #89

St. Louis, Missouri

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USACE Headquarters
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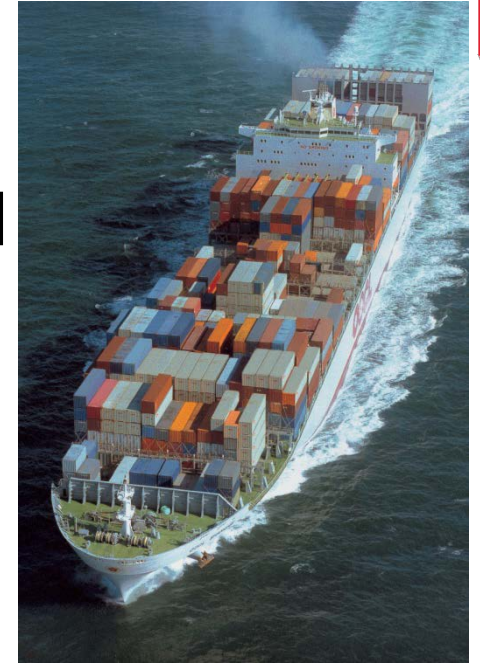
US Army Corps
of Engineers®





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



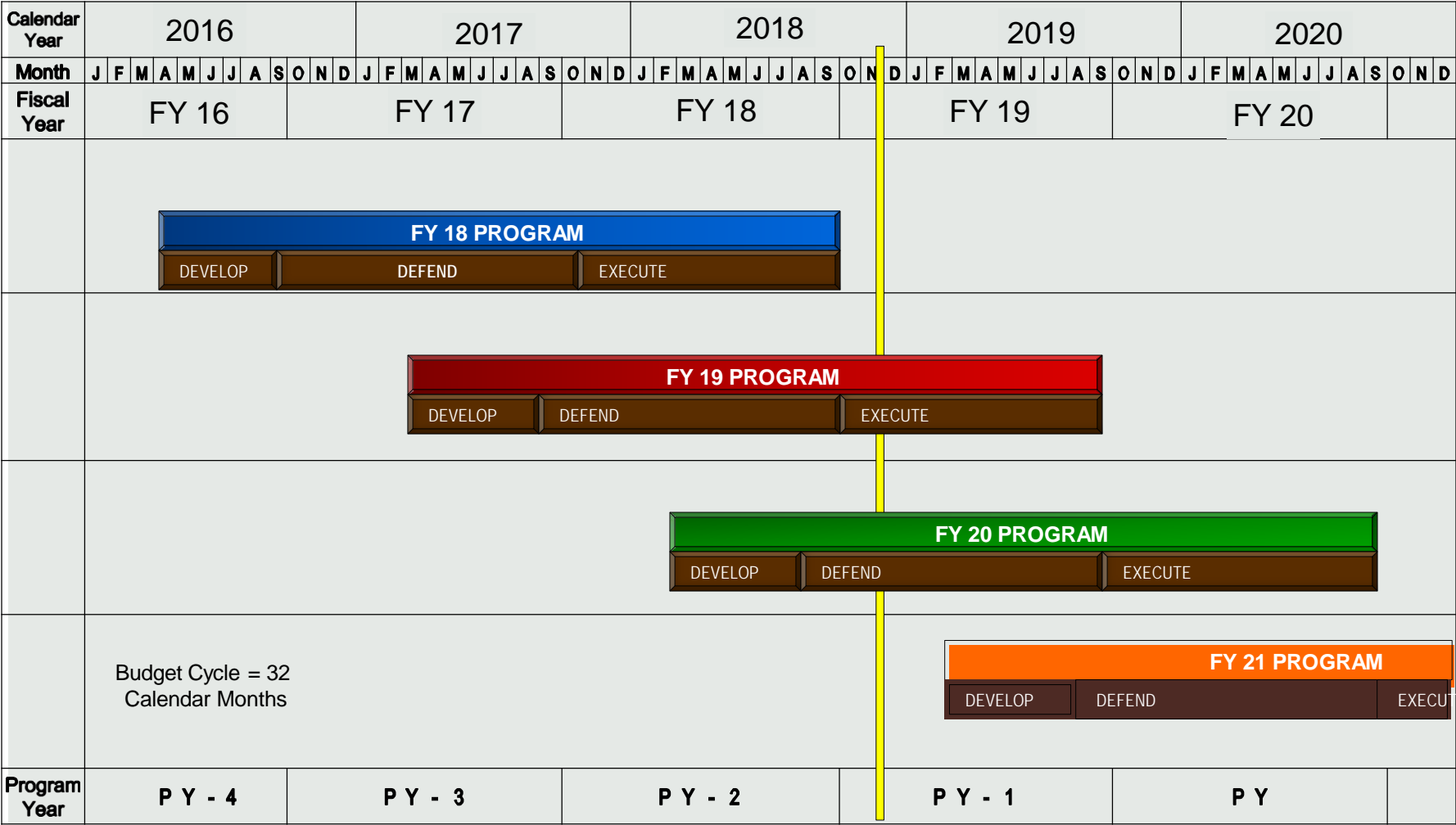
INLAND NAVIGATION

27 Inland River Systems
241 Lock chambers @ 195 lock sites
12,000 Miles of inland river channels





CW PROGRAM/BUDGET TIMELINE



PY = CFY + 2

NOW



NATIONAL PRIORITIES FOR BUDGETING



- Provide for National Defense
- Reduce the Deficit
- Create Jobs and Restore the Economy
- Improve Resiliency and Safety of Communities and Infrastructure
- Restore and Protect the Environment
- Maintain Global Competitiveness
- Increase Energy Independence and Renewable Energy
- Improve Quality of Life
- Support Research and Innovation that leads to American Jobs and Industries

Navigation has a key role in all of these!



NAVIGATION PRIORITIES FOR BUDGETING



- Budget is performance based.
- 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.
- 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 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 emerging harbors and Great Lakes.



PRESIDENT'S BUDGETS

(\$MILLIONS)

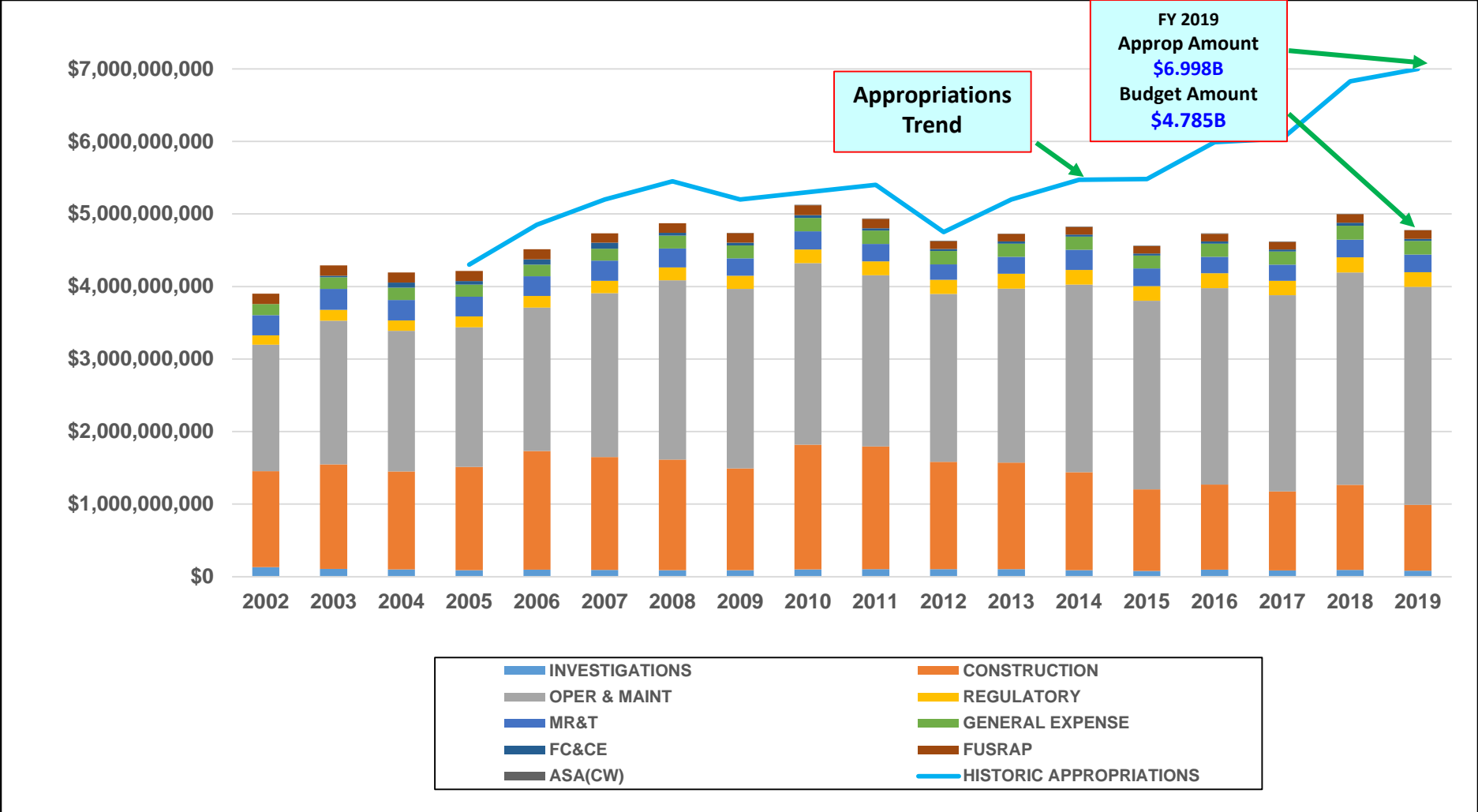


Fiscal Year	Coastal	Inland	Nav	CW total	% Nav
FY 19	\$1,080	\$850	\$1,930	\$4,785	40%
FY 18	\$1,079	\$1,019	\$2,098	\$5,002	42%
FY 17	\$1,017	\$917	\$1,934	\$4,620	42%
FY 16	\$973	\$974	\$1,947	\$4,732	41%
FY 15	\$991	\$834	\$1,825	\$4,561	40%
FY 14	\$980	\$904	\$1,884	\$4,826	39%
FY 13	\$967	\$780	\$1,747	\$4,731	37%
FY 12	\$832	\$744	\$1,575	\$4,631	34%
FY 11	\$873	\$779	\$1,652	\$4,939	33%



CIVIL WORKS INVESTMENT TRENDS

(EXCLUDES SUPPLEMENTAL FUNDING)





NAVIGATION BUDGET BY ACCOUNT

(\$MILLIONS)



Fiscal Yr	Investigations	Construction	O&M	MR&T	Total Nav
FY 19	\$14	\$176	\$1,712	\$28	\$1,930
FY 18	\$19	\$310	\$1,717	\$52	\$2,098
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



INLAND NAVIGATION BUDGET

(\$MILLIONS)

Pres Bud	Investigations	Construction	O&M	MR&T	Total Inland
FY 19	\$7	\$ 37	\$778	\$28	\$850
FY 18	\$8	\$177	\$784	\$50	\$1,019
FY 17	\$8	\$243	\$631	\$35	\$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



COASTAL NAVIGATION BUDGET

(\$MILLIONS)



Pres Bud	Investigations	Construction	O&M	MR&T	Total Coastal
FY 19	\$7	\$139	\$934	\$0	\$1,080
FY 18	\$11	\$133	\$933	\$2	\$1,079
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



FY 19 Appropriation for Navigation (\$millions)



Description	Funding Increase
Navigation O&M:	
General	\$ 24
Deep Draft Harbors & Channels	\$ 475
Inland Waterways	\$ 40
Small Remote & Subsistence	\$ 54
Donor & Energy Transfer Ports	\$ 50
Other Authorized Purposes*	\$ 50
Navigation Investigations	\$ 25
Navigation Construction	\$ 509
From IWTF	\$ 111
Navigation MR&T:	
Dredging	\$ 5
Other Authorized Purposes*	\$ 40
Total Navigation Increases in 2019 Omnibus Act	\$1,293

*Funding will be split between multiple Business Lines



FY 19 Work Plan for Navigation (\$millions)



Construction/IWTF

Illinois Waterway LaGrange Lock	\$28.8M – (\$28.8M – TF)
Olmsted L&D (New Motor Vessel)	\$12.8M – (\$2.3M – TF)
Kentucky L&D	\$21.8M – (\$21.8M – TF)
Mon River 2,3 & 4	\$44.5M – (\$44.5M – TF)
Chickamauga Lock	\$76.2M – (\$13.5M – TF)



FY 19 Work Plan for Navigation (\$millions)



Inland Navigation (Major Components Funded)

Illinois Waterway (Various)	\$11M
Ohio River JT Myers (Electrical System)	\$2.5M
Mississippi River (Work at Lock 2, 4 & 5)	\$1.5M
McClellan-Kerr (Dam 16 Tainter Gate Rehab)	\$5.1M
Allegheny River (L&D 2 Concrete Repair)	\$1.6M
Ohio River (New Cumberland Aux Miter Gates)	\$6.6M
Tennessee River (KY Lock Stoplog Slots)	\$1.7M
Gulf Intercoastal WW (Surveys and Dredging)	\$5.2M
Ohio River (Greenup & RC Byrd)	\$2.5M



NAVIGATION CHALLENGES



- Constrained funding - can't maintain authorized/constructed channel dimensions and challenges maintaining 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 window
- Execution



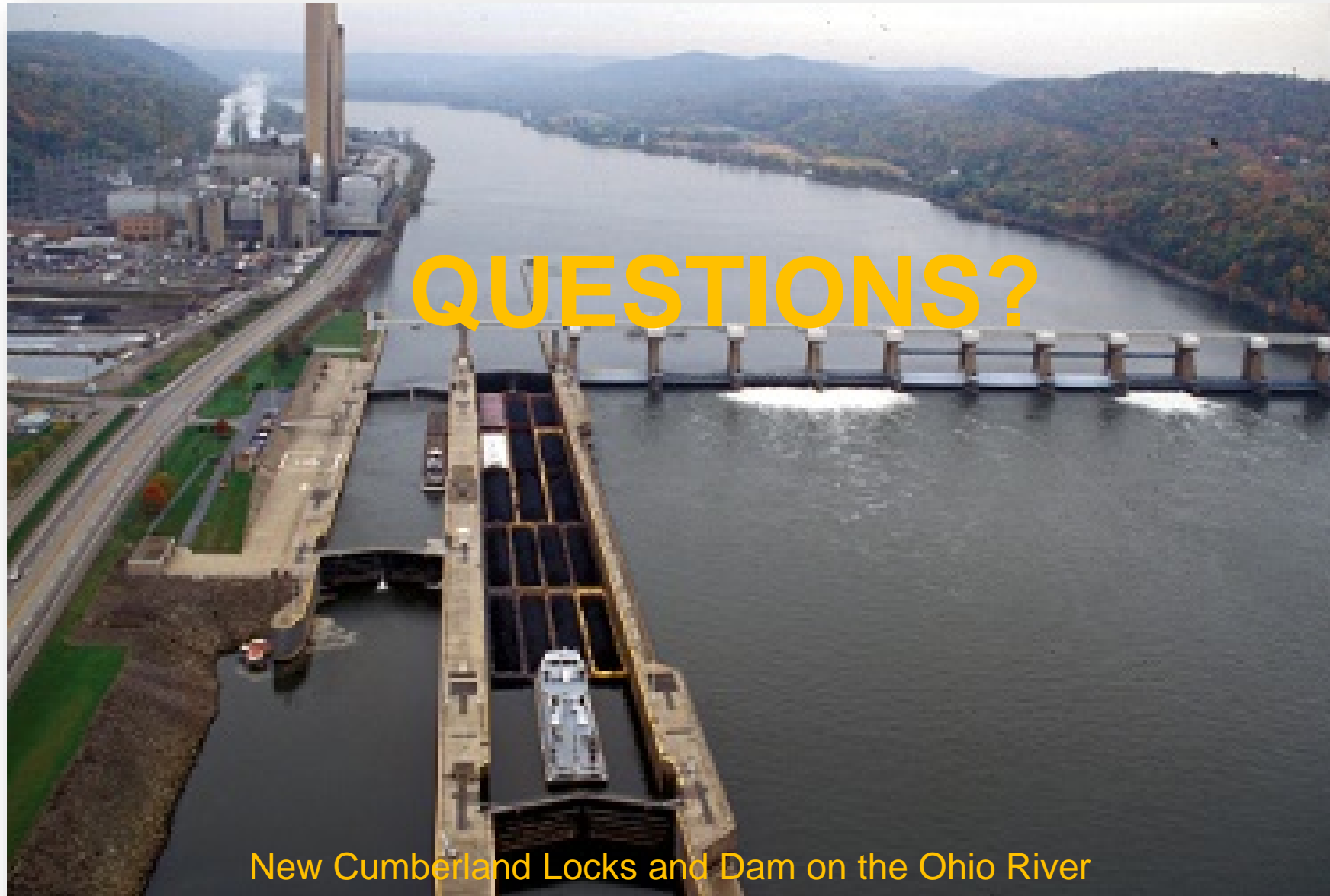
NAVIGATION MESSAGE



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.

Need national commitment to shipping, global trade and navigation infrastructure.

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



New Cumberland Locks and Dam on the Ohio River

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