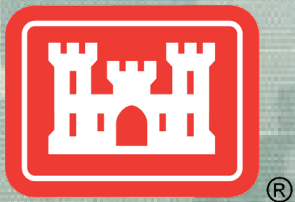


# Inland Waterways Users Board Meeting No. 94

July 22, 2020

## Follow-up Items from previous Users Board Meeting

Mr. Mark R. Pointon  
for USACE Headquarters



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



# Follow-up for Upper Ohio Funding

- Upper Ohio River PED
  - ▶ FY20 = \$7.7 million
  - ▶ FY21 Capability Funding = \$8.2 million
  - ▶ Total PED Funding needed = \$35 million



# Follow-up for NESP Funding

- Upper Miss-Illinois Waterway (NESP) PED
  - ▶ FY20 Allocation (for Nav) = \$3 million
  - ▶ FY21 Funding (only for Nav) = \$13.5 million
  - ▶ Future Funding Needs (for all NESP) = \$9 million



# Follow-up Items

## (Mississippi Valley Division)

- Calcasieu Lock
- Inner Harbor Navigation Canal (IHNC) Lock Replacement
- Bayou Sorrel Lock
- Illinois Waterway Closure



# Follow-up for Calcasieu Lock

- For Calcasieu Lock run simulation for west-bound traffic:
  - ▶ Initial modeling effort included numerous west-bound simulations in addition to east-bound. When issues arose with the west-bound vessels, adjustments were made to the design & operational assumptions, and additional model runs were conducted.



# Follow-up for Calcasieu Lock

- For Calcasieu Lock run simulation for west-bound traffic (continued):
  - ▶ Larger vessels were not modeled because those vessels were not having trouble navigating through the lock. Modeling for these larger vessels would not help inform the solution for problems incurred by the smaller vessels.



# Follow-up for Calcasieu Lock

- For Calcasieu Lock were helper boats evaluated?
  - ▶ Yes, use of helper boats was an alternative considered during the feasibility study. It was eliminated from consideration.
  - ▶ However, there is no restriction from the use of helper boats if a tow or other vessels wishes to use one.



# Follow-up for IHNC Lock

- Inner Harbor Navigation Canal (IHNC) Lock Replacement GRR completion Date:
  - ▶ New Orleans District is working on a proposal that will require approximately 2 ½ years of effort and \$2.2 million to conduct actions in the Study phase.
  - ▶ Thus, the date of the Director's Report is dependent on when a completed proposal is approved and funded.





# Follow-up for Bayou Sorrel Lock

- For Bayou Sorrel Lock, restudy via a LRR or GRR:
  - ▶ Proposal to conduct LRR or GRR needs to be prepared
  - ▶ Develop Schedule
  - ▶ Develop Funding requirements



# Illinois Waterway Closure

- LaGrange L&D (Maj Rehab): July 1-Oct 13
- Peoria L&D: July 6-Sept 30
- Starved Rock L&D: July 1-Oct 29
- Marseilles L&D: July 6-Oct 29
- Dresden Island L&D:
  - ▶ Partial Closures July 6-Oct 3 & Oct 25-Oct 28
  - ▶ Full Closure Oct 4-Oct 24



# Follow-up for Three Rivers, AR

## Main Construction Features

- Total Project 1<sup>st</sup> Costs with Contingency = \$181.4 million
- Current Budgetary Cost Estimate with Inflation & current Price Levels = \$221.4 million



# Follow-up for Three Rivers, AR

## Main Construction Features

- New Containment Structure at Elev 157 feet (2.5 miles) = \$58.5 million
- Historic Cutoff Opening at Elev 145 feet = \$89.4 million
- Melinda Structure = \$.3 million
- Opening Owens Lake Structure = \$1.3 million



# Follow-up for USACE

## Navigation Economic Benefits

- For a “shut down” when there are NO roads or railway to move the cargo.
  - ▶ Law defines the primary direct navigation benefit as “...savings to shippers using the waterway...” & defines saving to shippers.
  - ▶ The primary national economic benefit for inland navigation are those cost savings.



# Follow-up for USACE

## Navigation Economic Benefits

- For a “shut down” when there are NO roads or railway to move the cargo.
  - ▶ The cost of shut-down to a shipping firm is capped at the lost Transportation Rate Savings for the movement if no alternate delivery method is found.
  - ▶ Also, the benefits for a new shipper are capped at an estimated rate savings within the national economic development account.



# Follow-up for USACE

## Navigation Economic Benefits

- For a “shut down” when there are NO roads or railway to move the cargo.
  - ▶ Additional negative or positive effects of a shut-down are represented in the regional economic development, other social effects, or environmental quality accounts consistent with the Administration’s policy that defines those accounts.



# Follow-up for USACE

## Navigation Economic Benefits

- For other “real benefits” of the waterways, beyond transportation savings, for other users, such as Hydropower, Rec, water supply, etc.
  - ▶ Law determines primary benefits of Navigation projects.
  - ▶ Other direct benefits are incidental to the project purposes for which alternatives are formulated.





# Follow-up for USACE

## Navigation Economic Benefits

- For other “real benefits” of the waterways, beyond transportation savings, for other users.
  - ▶ Most inland waterways (IWTF) are single-purpose navigation and are formulated to increase transportation efficiency.
  - ▶ Projects can be authorized for multiple purposes and those benefits would be considered in plan formulation.



# Questions

