Navigation Program Overview for RSM-EWN 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

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

Navigation Topics

1. National Goals/Objectives
2. Funding
3. Watershed Budget Initiative
4. Engineering with Nature
5. FY12/13 focus
6. Coastal Working Group and Navigation

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FY13 National Goals/Objectives

A. Reduce the Deficit[2]

B. Create Jobs and Restore the Economy[2]

C. Improve Resiliency and Safety of Infrastructure[2]

D. Restore and Protect the Environment[2]

E. Maintain Global Competitiveness[1,2]

F. Increase Energy Independence[1,2]

G. Improve Quality of Life[1,2]

[1]President's 2011 State of the Union Address
[2]2011 National Security Strategy

2. President's Budgets

($million)

Pres Bud	Coastal	Inland	Nav	CW total	Nav Percent
FY13	$967	$780	$1747	$4731	37
FY12	$832	$744	$1575	$4631	34
FY11	$873	$779	$1652	$4939	33
FY10	$971	$796	$1767	$5125	35
FY09	$969	$931	$1900	$4741	40
FY08	$957	$1052	$2009	$4900	41

2. Navigation Funding

Investigations: 1%, Constr: 21%, O&M: 78%

Anemic Capital Investments

	Feasibility	PED	Const
Coastal	5	2	2
Inland	3	1	4

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2. FY13 O&M Budget Coastal Navigation

Category	Inventory	Commerce	FY13 O&M Projects	FY13 O&M Funds	FY12 O&M Proj.	FY12 O&M Funds
High	59	90%	56	66%	54	62%
Moderate	100	9%	52	19%	61	25%
Low	908	1%	63	5%	41	6%
Other				10%		7%
Total	1067	100%	171	100%	156	100%

- 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.

2. FY12 Additional Funds

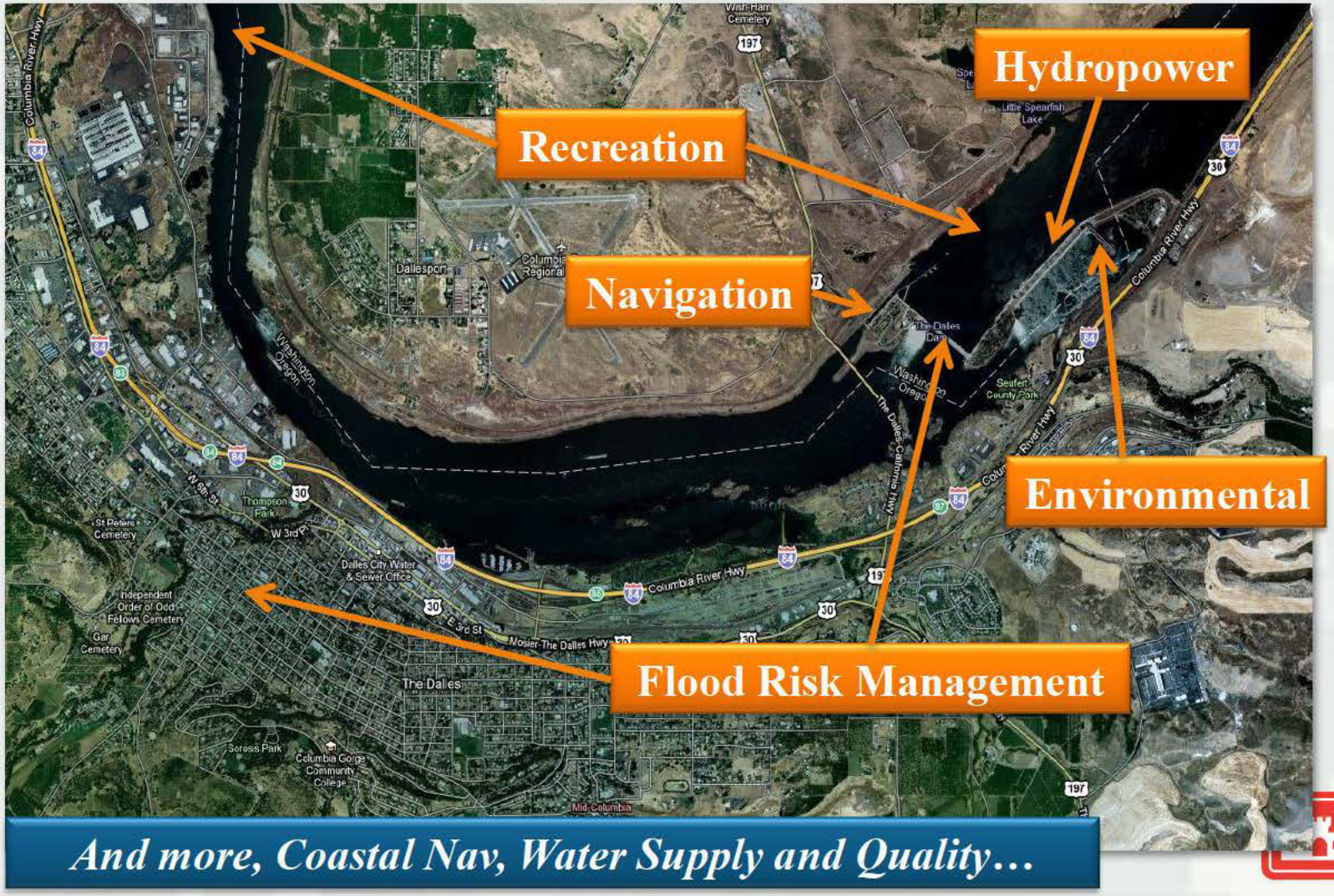
- Additional Navigation Funding Pots $245 M
  - Investigations $ 16.5 M
  - Construction $ 74.1 M
  - MR&T $ 5.0 M
  - O&M $149.0 M
    - Nav Maintenance $ 34M
    - Deep Draft Nav $ 55M
    - Inland Waterways $ 30M
    - Small, Remote & Subsistence $ 30M

3. FY14 Budget Development

- Watershed Initiative
- Each MSC submits one
- Reviewed this fall – HQ, ASA, OMB(?)
- Possible use in developing FY15 budget
- Can visualize for inland, but coastal? RSM…

Integrated Watershed Management

Moving towards Risk-Informed Integrated Life-Cycle Portfolio Management

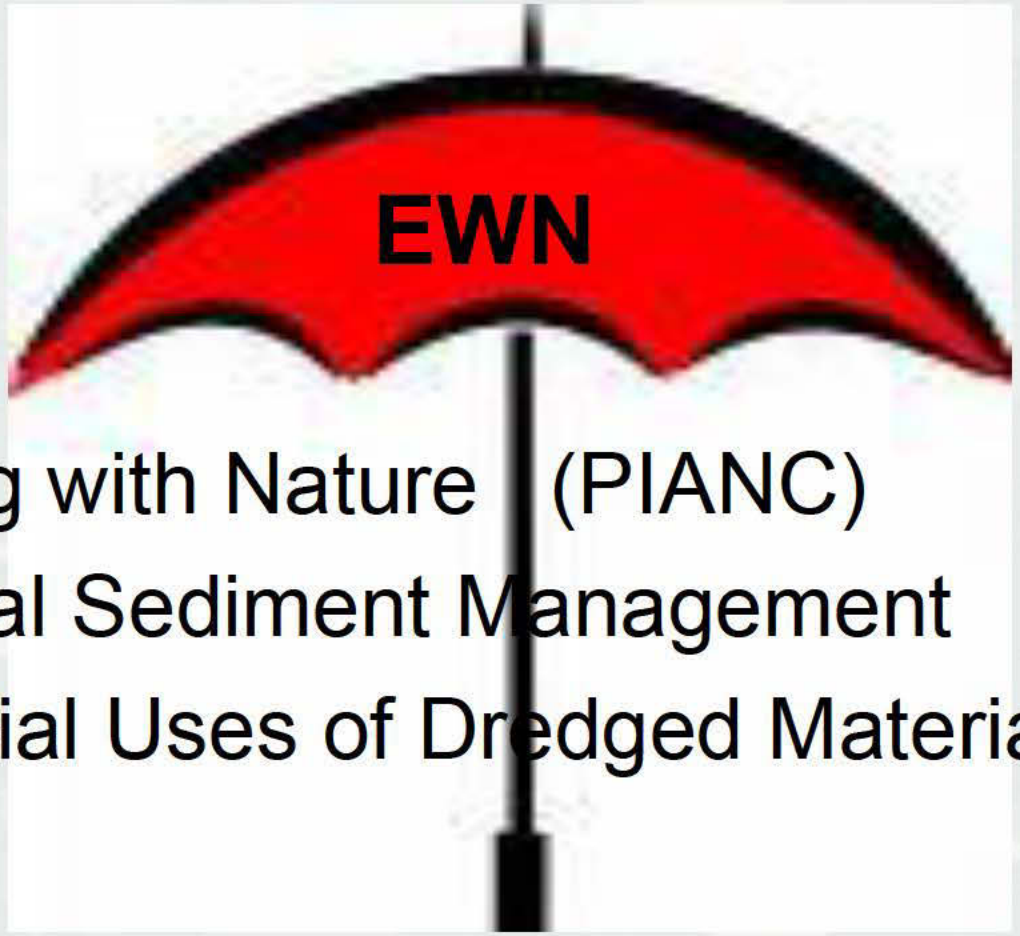


And more, Coastal Nav, Water Supply and Quality…

Watershed Initiatives

• LRD	Great Lakes Watershed	Nav
• MVD	Kaskaskia and Ouachita	Nav
• NAD	North Atlantic Coast	Nav
• NWD	Puget Sound	Nav
• POD	Cook Inlet Watershed	Nav
• SAD	North Carolina Basin	Nav
• SPD	Santa Ana Watershed	No Nav
• SWD	Texas Gulf Coast	Nav

4. Engineering with Nature



- Working with Nature (PIANC)
- Regional Sediment Management
- Beneficial Uses of Dredged Material

RSM Products/Efforts

- RSM efforts at 22 Districts, 2 MSC and IWR
- Optimize use of sediments at navigation projects in 9 Districts
- Online sediment budget calculator
- 3D lidar calculation tools
- Coastal Modeling System nodal point calculator
- All for $3M!

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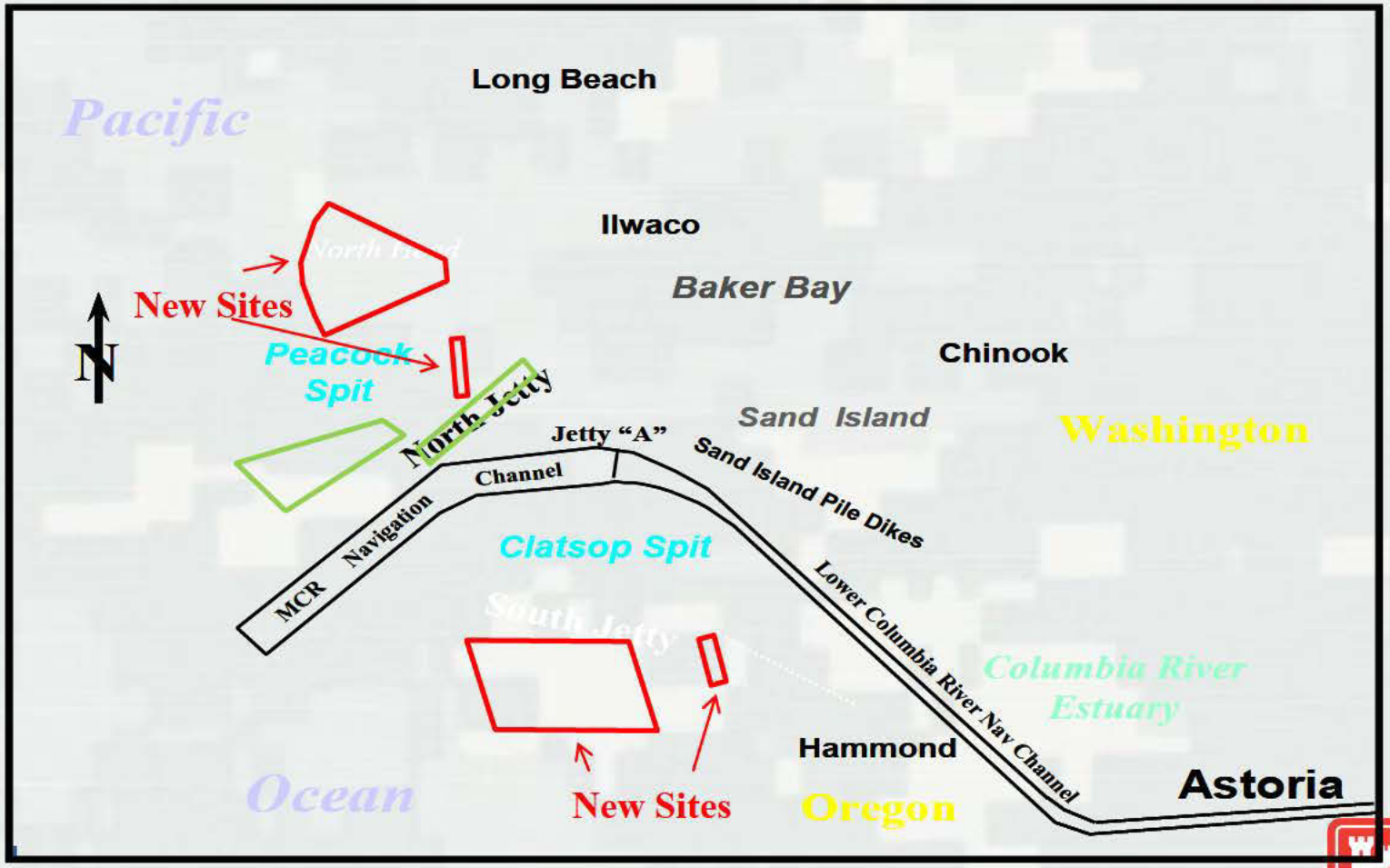
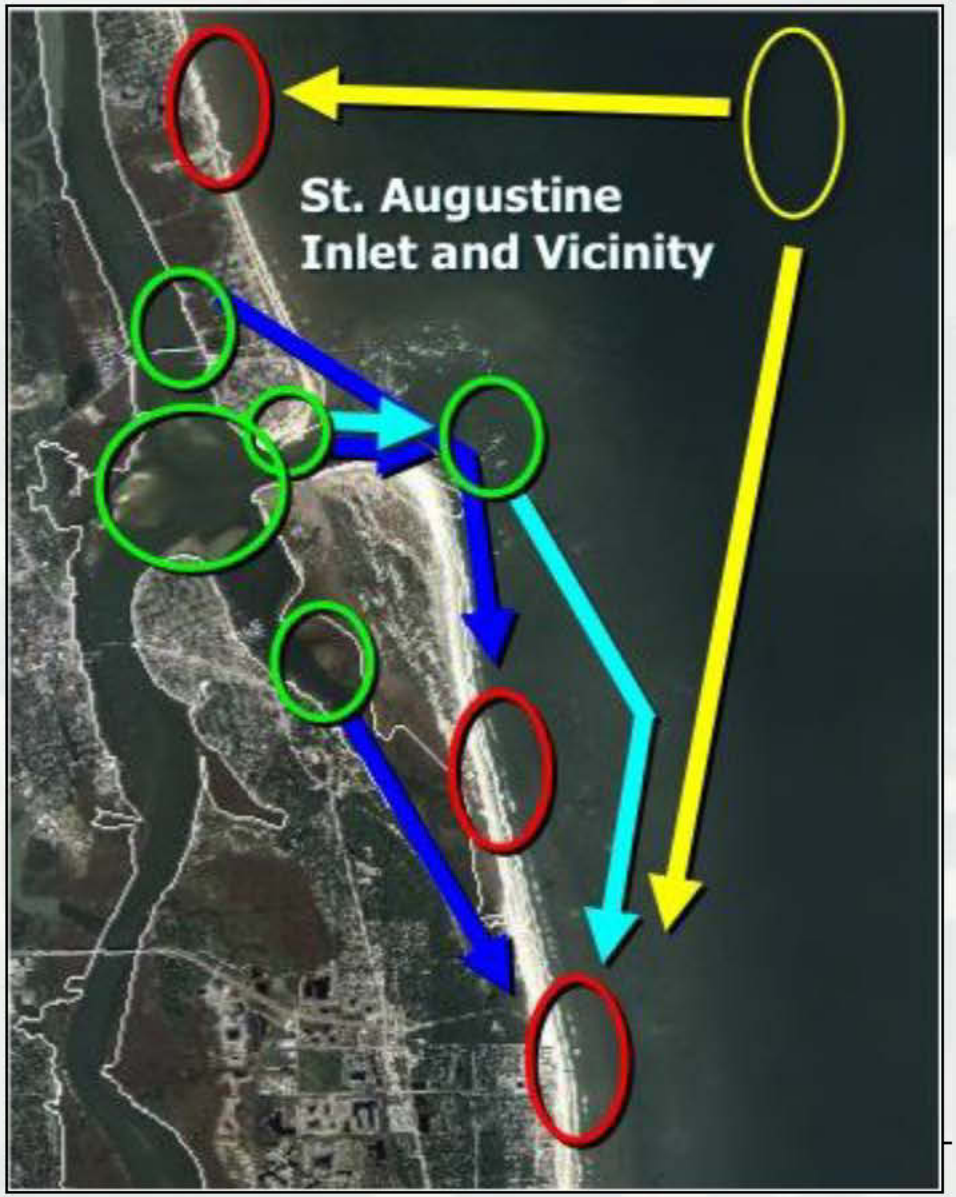
Mouth of Columbia River
RSM success



St. Augustine Inlet, FL and Vicinity

Combining multiple projects



Erosion

Shoaling (maintenance)

Borrow (beach nourishment)

inlet bypassing

beneficial use

beach nourishment

$5-7M mob/demob savings
Reduced dredging/environmental impact
Combined permit
Emergency sand sources

Manage Stakeholder Expectations

- Building trust based relationships takes time (years)
- Stakeholders getting to collaboration takes time
- Demonstration projects – be willing to try
- Be transparent
- Deliver on commitments
- Communicate, communicate, communicate

5. FY12/13 Focus

- Collaboration - constrained funding necessitates it
  - Within USACE – Nav, Coastal Storm Damage Reduction, Aquatic Ecosystem Restoration
  - Cross agency – USACE and DoT
  - Stakeholder centric
- Dredged material as a resource
- Improve process to accept contributed funds

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6. Coastal Working Group & Nav

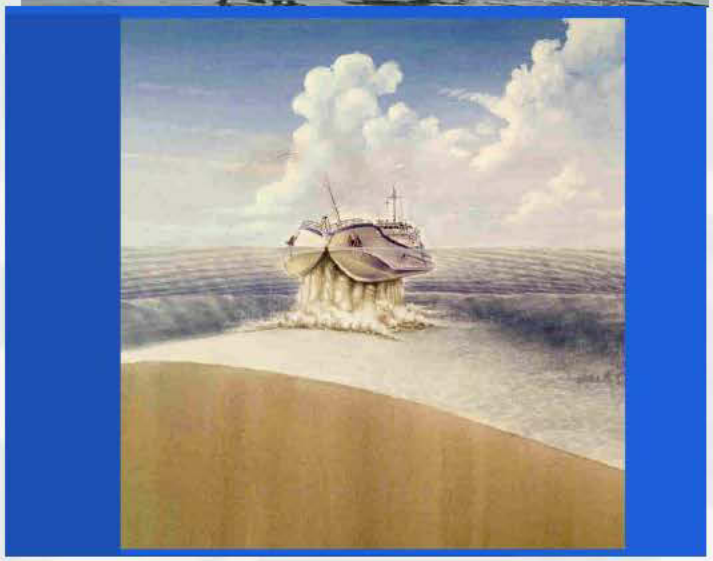
- Coastal structures
  - Operational Condition Assessment
  - Operational Risk Assessment
- Modeling
  - Focus on high and moderate use projects
  - Smaller $ efforts/No Congressional Adds
- Engineering with Nature
  - Understand natural processes and what navigation resources (dredged material) can bring to the effort;
  - Dredge less

Framework for Success

- A pattern has emerged:
- Stakeholder active participation is essential
- USACE facilitates discussions but listens more than they talk
- Active participation by all 3 Corps offices is critical
- Rooting for your success!

Closing

What do we do?
Provide Navigation infrastructure that is Reliable, Efficient and Resilient.



Why is it important?
This infrastructure enables American goods to compete in the Global marketplace

QUESTIONS?