

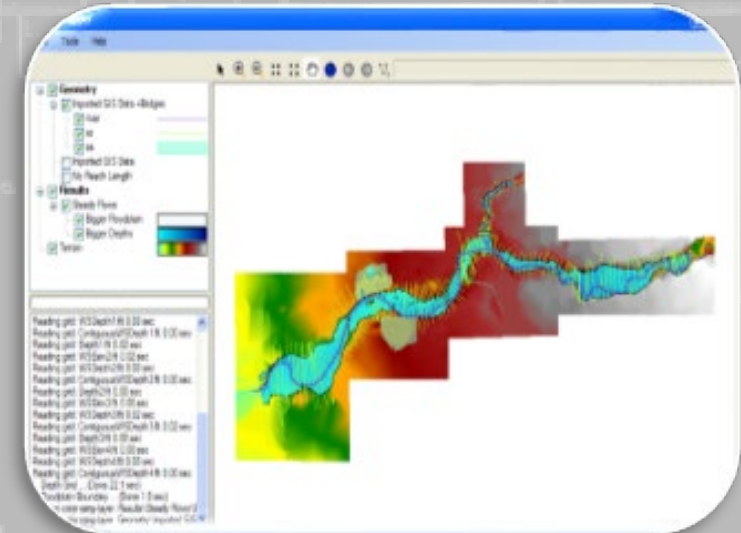
USACE LIAISON UPDATE

Kevin Knight

Economist

USACE, Institute for Water Resources

2 November 2022



US Army Corps
of Engineers®

Directorate of Civil Works



Deputy Commanding General,
Civil and Emergency Operations

MG William Graham
(3L94) 761-0099 (CECW-ZA)



Acting Director of Civil Works

Mr. Eddie Belk
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Executive Director

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**Operations and
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(CECW-CO)

**Great Lakes and Ohio
River Div. RIT (CECW-
LRD)**

North Atlantic Div. RIT
(CECW-NAD)



Mr. Eric Bush
Chief (3G92)
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**Planning and Policy
Division**
(CECW-P)

**Mississippi Valley Div.
RIT**
(CECW-MVD)

Southwestern Div. RIT
(CECW-SWD)



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**Office of Homeland
Security**
(CECW-HS)

**Director of
Contingency
Operations**

**Northwestern Div. &
Pacific Ocean Div. RIT**
(CECW-NWD/POD)



Mr. Pete Perez
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**Engineering and
Construction Division**
(CECW-EC)

South Atlantic Div. RIT
(CECW-SAD)

South Pacific Div. RIT
(CECW-SPD)



Mr. Tab Brown
Chief (3I92)
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**Programs Integration
Division (CECW-I)**

**Program & Project
Management CoP**



Dr. Joe Manous, P.E.
Director
(703) 428-7074

**Institute for Water
Resources (CEIWR)**

Now Ta Brown



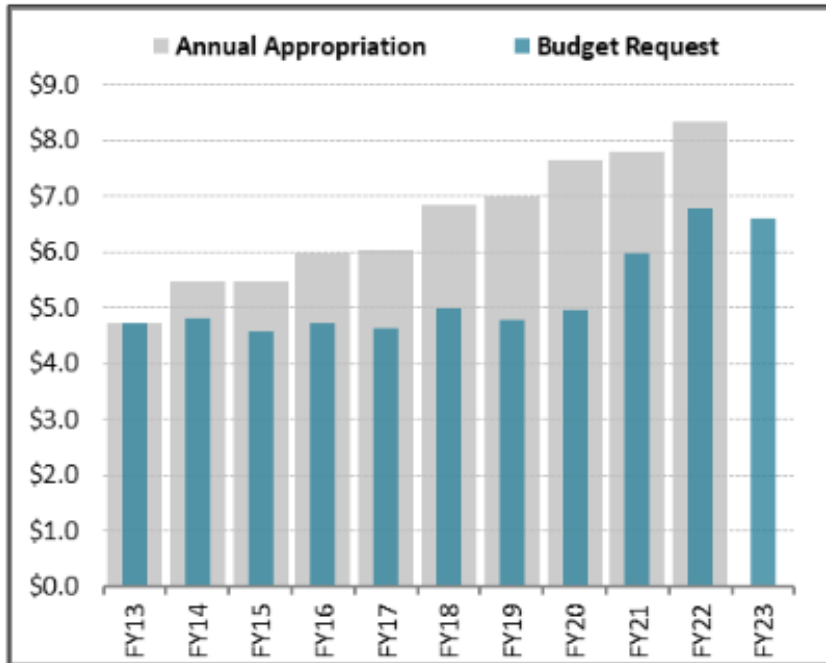
FY2023 BUDGET



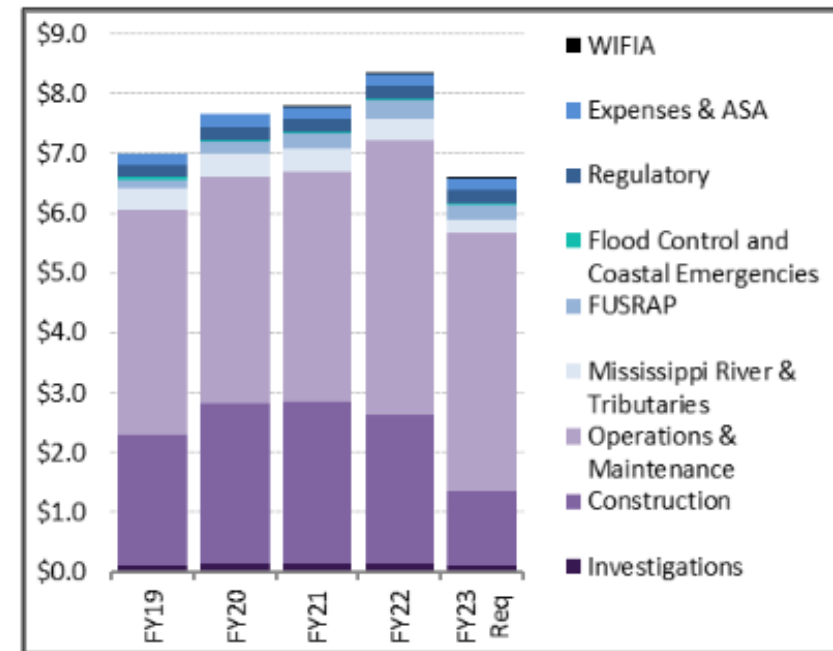
Continuing Resolution extended until 16 December 2022

President's FY23 Budget provides \$6.601 billion in discretionary funding for the Civil Works program, including \$3.03 billion for commercial navigation, \$1.543 billion for flood and storm damage reduction, and \$624 million for aquatic ecosystem restoration

Annual USACE Budget Requests and Appropriations, FY2013-FY2023
(nominal \$, in billions)



USACE FY2019-FY2022 Annual Appropriations and FY2023 Request, by Account
(nominal \$, in billions)





INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)



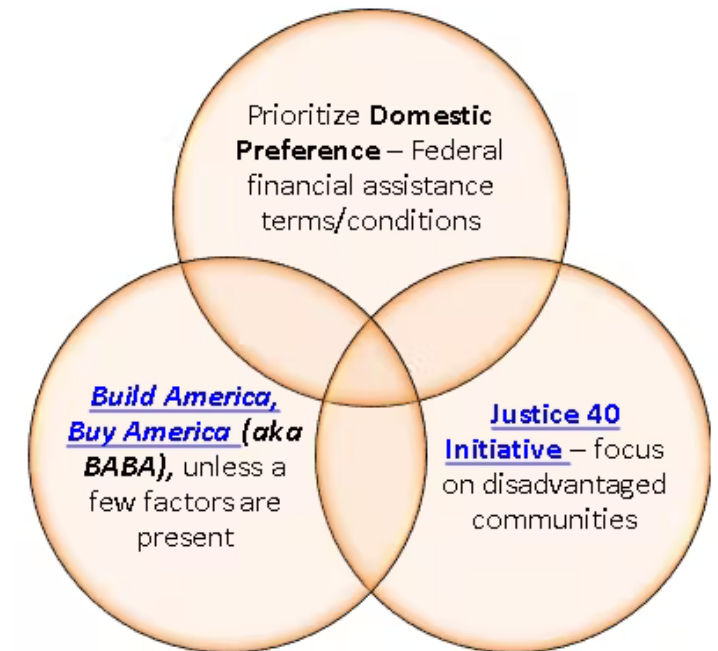
* Authorizes \$1.2 trillion for transportation and infrastructure spending with \$550 billion of that figure going toward “new” investments and programs

Fully Funded Inland Navigation Projects to Completion

TJ O’Brien Lock And Dam, Illinois Waterway; Upper Mississippi River-Illinois Waterway System (Lock & Dam 25); Upper Ohio (Montgomery Lock & Dam); Kentucky Lock & Dam; MKARNS – 3 Rivers

In addition: Arkansas River Navigation Study - McClellan-Kerr Arkansas River Navigation System (12-foot deepening)
Houston Ship Channel – Bayou’s Cut; New Haven Harbor Deepening
Savannah Harbor Expansion; Soo Locks; San Juan Harbor;
Norfolk Harbor Deepening; Brandon Road Invasive Species Barrier

Under consideration: Environmental Justice at Ports, Climate Change and its Impacts to Civil Works Infrastructure, Regional Economic Models (RECONS)
Collaboration Support to Speed Project Execution

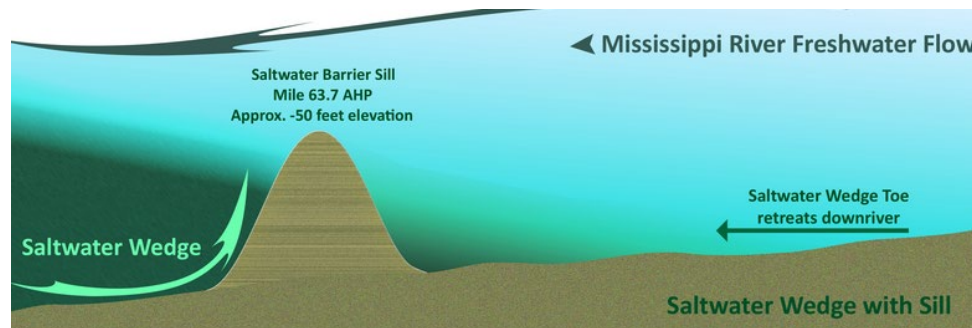
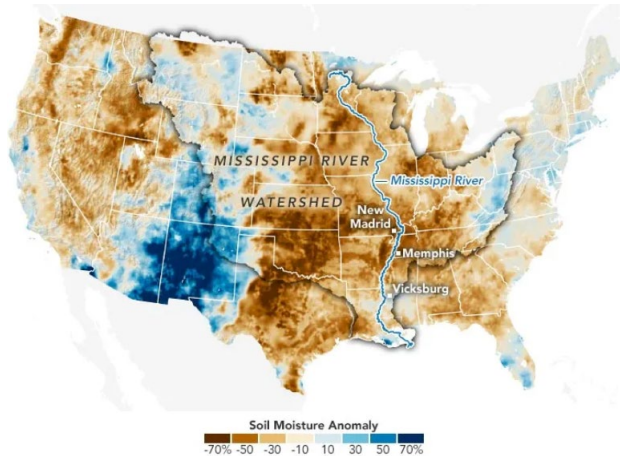




LOW WATER LEVELS IN MISSISSIPPI RIVER



- * USACE is currently dredging the hot spots
- * Tows are lightering and carrying less to maneuver safely
- * Peak of Harvest Season, Saltwater Intrusion
- * MG Graham will be meeting with Inland Navigation Industry to discuss solutions = mid-November timeframe





WATERBORNE COMMERCE STATISTICS ACTIVITIES

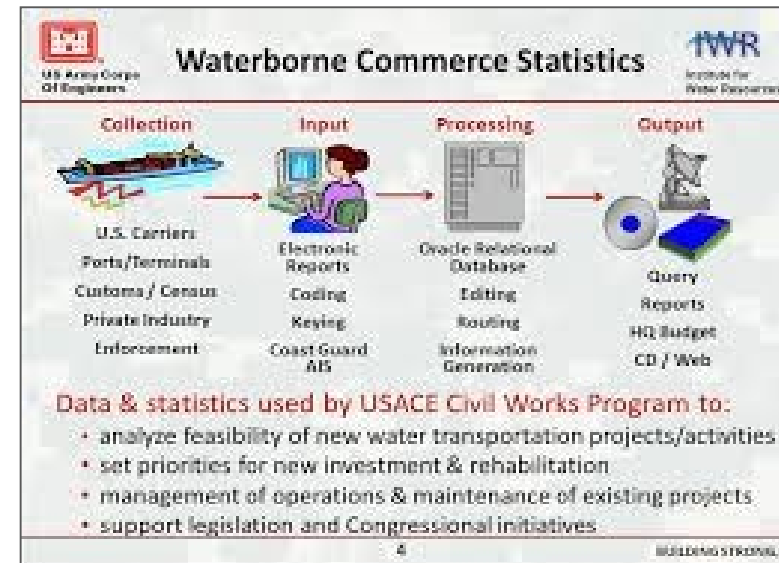


Phase 3 of 3 of the Transportation Operations and Waterborne Statistics system modernization effort was funded in Fiscal Year 2022 and remains ongoing. Delivery of the new system is expected during late 2023 and transition to the new system is expected to be completed by the end of 2024.

The modernized system is being designed to capitalize on cloud-native design and capabilities to support:

- Greater interoperability with other US Army Corps of Engineers data systems
- Automation of many data processing operations and procedures
- Flexibility and adaptability of reporting environments and options.

Due to a shortfall of roughly \$1.5M in Fiscal Year 2023 baseline operations funding, Calendar Year 2022 waterborne commerce data are projected to be available no sooner than March 2024.





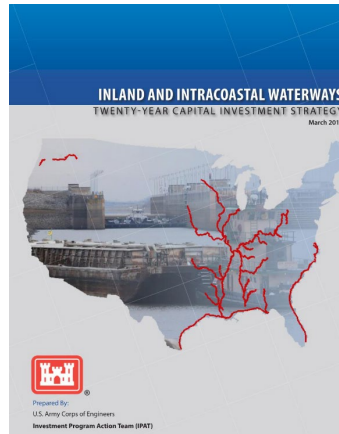
INLAND WATERWAYS USERS BOARD



- IWUB held meeting on 16-17 August in Walla Walla, WA and will reconvene 1 December in Galveston, TX

Topics: included the Inland Waterways Trust Fund (IWTF); update of funding for Navigation for Fiscal Year (FY) 2022 and the Infrastructure Investment and Jobs Act (IIJA); the status of the FY 2023 Budget for Navigation; the status of the inland waterways Capital Investment Strategy activities; the value of the Snake River Locks and Dams; an overview of future inland waterways projects for: *the Upper Ohio River Navigation (Montgomery Lock), Mississippi River-Illinois Waterway Navigation and Ecosystem Sustainability Program (NESP), McClellan-Kerr Arkansas River Navigation System (MKARNS) Three Rivers, Arkansas, and 12-foot Channel Deepening Project, and the Gulf Intracoastal Waterway; the status of the ongoing construction activities for the Monongahela River Locks and Dams 2, 3, and 4, Chickamauga Lock Project and the Kentucky Lock Project; and the status of Inner Harbor Navigation Canal Lock and Bayou Sorrel Lock*

- On 31-AUG-2022, the Inland Waterways Users Board transmitted to Congress its Advice and Recommendations on the FY2023 President's Budget.





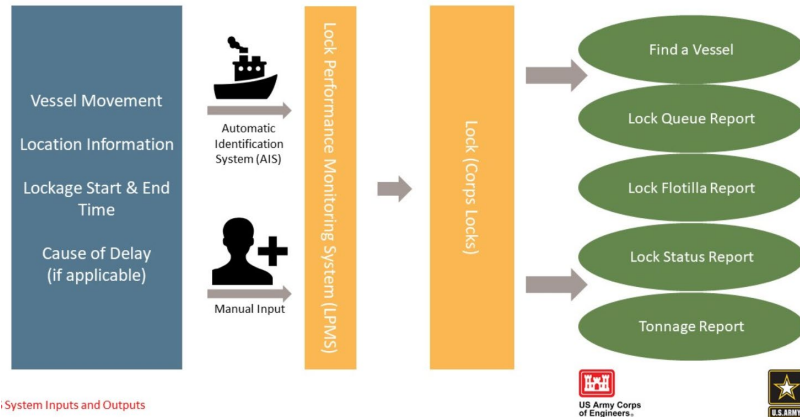
DREDGING DATA AND LOCK PERFORMANCE MONITORING SYSTEM



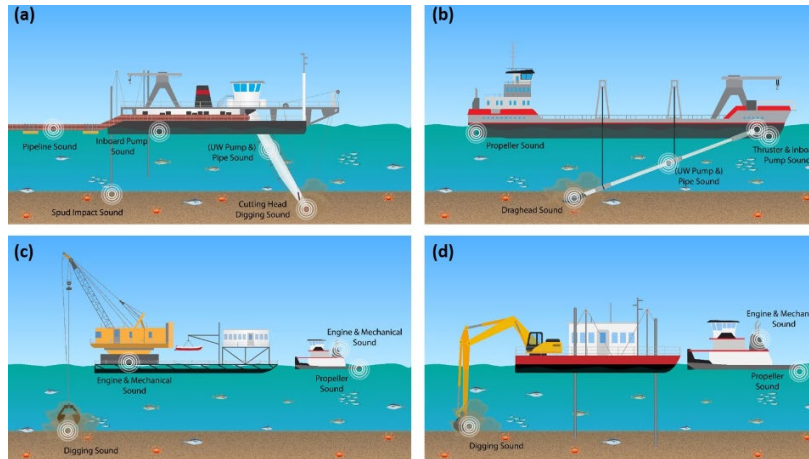
Planned Milestones and Deliverables for Present year:

- Incorporation of S-124, the National Waterway Network, and the USCG/CMTS Waterway Harmonization Project into NTNI
- System integration and exploration of Machine Learning and AI which enables systems to automatically feed data updates and more advanced uses (modeling, forecasting, identify data quality for new uses)

Lock Performance Monitoring System Inputs & Outputs



System Inputs and Outputs



US Army Corps of Engineers

NASHVILLE DISTRICT

USACE ATTN: DISTRICT ENGINEER
110 9TH AVE SOUTH, ROOM A405
NASHVILLE TN 37203-3852
[HTTP://WWW.LRN.USACE.ARMY.MIL/](http://www.lrn.usace.army.mil/)

NOTICE TO NAVIGATION INTERESTS

DATE: 03/29/2022

POC: Christopher Dean
Cheatham Lock
Master
615-792-4349

NOTICE NUMBER: 19246

LOCAL NUMBER: 22-11

WATERWAY: CUMBERLAND RIVER

EFFECTIVE: 05/16/2022 10:04 thru 08/05/2022 10:04 CDT

Cheatham Lock 2022 Lock Closure Schedule There will be no restrictions during the temporary openings

Cheatham Lock 2022 Lock Closure Schedule

There will be no restrictions during the temporary openings

Cheatham Lock at Cumberland River Mile 148.7 will be closed to navigation beginning at 0600 16 May 2022 and continuing through 05 August 2022 due to repairs on upper gates and culvert valves. There will be temporary openings to allow navigation passage during the listed phases posted below. During these temporary openings there will not be any restriction.



HARBORSYM MODERNIZATION

Network builder

Complete Network

Data explorer

Data entry tables

Navigation Pane: Port, Existing Condition 2004, Vessel Info, Commodity Info, Port Structures, Topologic, Entry/Exit, Turning Basin, Anchorage, Docks, Reaches, Egmont Bar(1), Mullet Key 1(2), Mullet Key 2(3), Tampa Channel Cut B1, Tampa Channel Cut B2(7), Manatee Channel 2(9), Manatee Channel 3(10), Tampa Channel Cut C(11), Tampa Channel Cut D(12), Speed In Reach, Reach Transit Rules, Tampa Channel Cut E(13), Tampa Channel Cut F1(14), Tampa Channel Cut F2(15), Gadsden Pointe Cut 1(16), Gadsden Pointe Cut 2(17), Hillsborough Cut A(18), Big Bend1(19), Big Bend2(20), Hillsborough Cut c1(21), Alafia 1(22), Alafia 2(23), Hillsborough Cut c2(24), Port Sutton Entrance Channel(25)

Graphics Pane: Reach, Speed In Reach, Transit Rule

Desc	Reach	Active	Type	Application Condition	Vessel Passing	Parameter 1	Parameter 2	Parameter 3	Parameter 4
Tampa Chan		✓	Combined Beam Width	Always	No Meeting	0.424	0	0	0
Tampa Chan		✓	Draft Plus Tide To Max Draft	Always	Not Applicable	0	40	0	0
Tampa Chan		✓	Vessel Class V1 Protocol Vessel V2	Always	No Meeting	0	0	0	S
Tampa Chan		✓	Vessel Class V1 Protocol Vessel V2	Always	No Meeting	0	0	0	M
Tampa Chan		✓	Vessel Class V1 Protocol Vessel V2	Always	No Meeting	0	0	0	L
Tampa Chan		✓	Vessel Class V1 Protocol Vessel V2	Always	No Meeting	0	0	0	S
Tampa Chan		✓	Vessel Class V1 Protocol Vessel V2	Always	No Meeting	0	0	0	M
Tampa Chan		✓	Vessel Class V1 Protocol Vessel V2	Always	No Meeting	0	0	0	L



IMPLEMENTATION OF ENVIRONMENTAL JUSTICE AND THE JUSTICE40 INITIATIVE



Implementation of Environmental Justice and the Justice40 Initiative ASA(CW) Memo – 15 MAR 2022

ACTION PLAN – DRAFT 16 MAR 2022

BLUF: “USACE Civil Works will focus environmental justice activities into three broad areas:

1. Improving outreach and access to USACE Civil Works information and resources
2. Improving access to USACE Civil Works technical service programs (e.g., Planning Assistance to States and Floodplain Management Services programs) and maximizing the reach of Civil Works projects to benefit the disadvantaged communities, in particular as it relates to climate resiliency
3. Ensuring any updates to USACE Civil Works policies and guidance will not result in a disproportionate impact on disadvantaged communities.”

METRICS: For purposes of implementation of the Civil Works Program to assist the Administration in the Justice40 Initiative goals, USACE will use **investments** as the metric to measure benefits, essentially providing that 40% of USACE investments in climate and critical clean water and waste infrastructure must benefit disadvantaged communities. USACE will strive to achieve the 40% goal under Justice40 Initiative for specific programs such as Planning Assistance to States, Floodplain Management Services, and the Tribal Partnership Program, as well as in a more general sense for areas such as construction investments.



IMPROVED UNDERSTANDING OF RELATIONSHIP BETWEEN CAPITAL STOCK VALUE, INNOVATION, AND IMPACT OF THE CIVIL WORKS PROGRAM



1. Relating the USACE Capital Stock Value to the impact / benefits of the USACE Civil Works program to the Nation over time and projected into the future.
2. Analyze current and future return on investment for the USACE Civil Works Program and broader impacts on the Nation provided by Research & Development and the implementation of innovative technologies.

Current Estimates (2020 for VTN, 2021 for CS)

Category	NED Benefits	Revenues
Flood Risk Management Benefits	\$257,913,373,000	\$75,195,132,051
Coastal Navigation Benefits	\$10,569,261,855	\$3,791,869,387
Inland Navigation Benefits	\$13,678,561,000	\$3,139,777,404
Water Supply Benefits	\$7,165,979,142	\$51,889,709
Hydropower Benefits	\$2,751,770,280	\$1,937,643,619
Recreation Benefits	\$2,173,449,861	\$430,966,853
Other Programs (leases)	-	\$26,008,660
Total	\$294,252,395,138	\$84,573,287,684
Capital Stock	\$206,431,236,396	

PIANC USA

U.S. Section of the World Association for Waterborne Transport Infrastructure



Ports '22

Honolulu, HI | 18-21 SEP 2022

Knowledge Sharing for a Better Tomorrow

- Triennial conference hosted by ASCE COPRI and co-sponsored by PIANC USA
- 790 attendees from 16 countries made up the international audience of port, harbor, waterway, and marine professionals
- 50+ PIANC USA leaders, members, and partners in attendance, including 15 Commissioners and Officers
- *Maritime Perspectives Across the Pacific* panel convened leaders from PIANC International, US, Canada, Australia & New Zealand, Japan, and Korea
- PIANC track showcased findings from five recent or upcoming technical reports, showcasing PIANC's global stature as standard bearer within the field



PIANC America 2023

Fort Lauderdale, FL | 24-27 APR 2023

Early Bird Registration open until 15 November

Sustaining Ports, Waterways, and Marinas through a Changing Climate

CONFERENCE

PIANC USA is spearheading efforts to drive action and foster collaboration between countries in North America, South America, and the Caribbean to build a stronger, more resilient waterborne transport system in the Western Hemisphere.

piancamerica2023.org

TECHNICAL VISIT

Visits to maritime and waterborne transport infrastructure take place alongside the conference for Young Professionals (under 40).

This is a highly lauded professional growth opportunity for younger members and principal component to PIANC's Young Professionals initiative.

SESSION TOPICS

- Maritime Ports
- Inland Waterways
- Recreational Marinas
- Environmental Sustainability
- Dredging Challenges & Opportunities
- Navigation Locks
- Waterborne Transportation in the American Continent
- Alternative Energy in Maritime Transport
- Climate Change



QUESTIONS?



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