



Gulf Intercoastal Canal Association

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New Orleans, LA



IMTS: Capital Development Plan (CDP)

Consistent message since 2010:

- Prioritize navigation projects across the entire system
- Improve Corps' project management and processes to deliver projects on time and on budget
- Recommend an increased funding mechanism that is affordable to meet the needs of the entire system

Inland Marine Transportation Systems (IMTS)
Capital Projects Business Model

Final Report

Version 1

April 13, 2010



Prepared by:
IMTS Capital Assessment Strategy Team

The views and recommendations contained within this report reflect those of the
Inland Marine Transportation System Capital Investment Strategy Team and not necessarily
those of the Inland Waterways Users Board, the U.S. Army Corps of Engineers, or the Administration.

Version 1 includes minor formatting and grammatical changes, and incorporates the latest feedback. Users should approve all
updates and management forwarding of this report to the Assistant Secretary of the Army for Civil Works for consideration by the
Administration.



WCI Focus

- Implementing WRRDA
- Full Funding for Capital Investment supportable by IWTF revenues
- Increase O&M funding by \$700 M
- HMTF appropriations at WRRDA levels
- PED and restoration funding for NESF



Implementing WRRDA 14

Allocating Trust Fund Resources

Project Prioritization Scenarios

Section 2013 Cost Sharing

Closure of Upper St. Anthony Fall
Lock



Allocating IWTF Resources

- $Tr = Y_{iwtf} + GFM$
- Total Resources available are derived from Income into the Trust Fund from the diesel tax on commercial waterways, plus a match from the General Fund of the Treasury (adjusted for Olmsted Cost Sharing)


$$R = Y_{iwtf} + (GFM + OCF)$$

Fuel Tax @ 20 cpg = \$81.75 M in 2014

1cent = 4.09 M

April 1, 2015 fuel tax raised to 29 cpg with annual income generation estimated at \$118.5M

Olmsted, if funded @ \$200M, deducts \$30M from IWTF Resources and adds \$170 M to General Fund contribution

The background of the slide features a grayscale photograph of a large dam structure with multiple spillways, situated on a wide river or waterway. A bridge is visible in the distance on the right side. The image is partially obscured by a blue gradient overlay that covers the rest of the slide.

Total Capital Investment

Trust Fund $\$118.5 - \$30 = \$88.5$ M

$\$88.5 \times 2 = \177 M for capital investment for projects other than Olmsted

Olmsted receives $\$200$ M

Total program effort $\$377$ M



Project Prioritization FY 16 Opportunity

- Olmsted \$200
- Lower Mon \$ 52
- Kentucky \$ 50
- GIWW High Island to Brazos \$ 17
- Chickamauga \$ 29
- GIWW Brazos River to Port O'Conner
Matagorda Bay \$ 22
- NESP \$ 17



A Savings for the Nation!

Project Completion Dates (Pre-WRRDA, New Construction)

- Olmsted L/D Construction (2020)
- Lower Mon 2,3 & 4 Replacement, phase 1 (2027) NOW 2023
- Kentucky Lock Addition (2041) NOW 2023
- Chickamauga Replacement Lock (2051) NOW 2024
- Industrial Canal Lock**
- L/D 25 Upper MS 1200' Lock Addition (2064) NOW 2032
- High Island to Brazos River, TX (2053) NOW 2017
- GIWW Brazos River to Port O'Connor**
- Lagrange 1200' Lock Addition (2070) NOW 2028
- L/D 22 Upper MS 1200' Lock Addition (2083) NOW 2035
- L/D 24 Upper MS 1200' Lock Addition (2090) NOW 2036



Section 2013

The Secretary shall be responsible for the operation and maintenance...

The non-federal share of operation, maintenance, repair, rehabilitation or replacement shall be 35%



Upper St. Anthony's Falls Lock

WRRDA directed its closure within one year of date of enactment and on June 9, the lock was closed except for times of flooding.

Asian Carp migration occurs primarily during times of flood.

Corps Civil Works Program Appropriations

	FY13 Post- Sequestration	FY14 Omnibus	FY15 Cromnibus
Investigations	118.5	125	122
Construction	1,586.60	1,656	1,639.49
Operations & Maintenance	2,286.10	2,861	2,908.51
Miss. River & Tribs.	238.8	307	302
General Expenses	175.3	182	178
Flood Control/Coastal Emerg.	25.6	28	28
Regulatory	182.9	200	200
Formerly Used Defense Sites	99.9	103.5	101.5
OASA (CW)	4.6	5	3
Total	4,718.30	5,467.50	5,482.5
Recission		-	28
Revised Total	4,718.30	5,467.50	5,454.5



FY '16 Funding (House)

- \$5.637 billion (+\$905 million to Administration request and increases the Corps' FY '15 appropriated amount by \$182 million)**
- Construction: + 40% to \$1.634 billion, with \$340 million for IWTF projects (full use)**
- O&M: \$3.094 billion (highest ever appropriated, third consecutive year of record-level O&M funding)**
- General Investigations: +\$13 million above Administration request**
- HMTF: \$1.25 billion, which is \$150 million or 14% + last year's \$1.1 billion, and well above the \$915 million than the Administration requested from the HMTF.**



FY '16 Funding (Senate)

--\$5.499 billion and + \$768 million to Administration request)

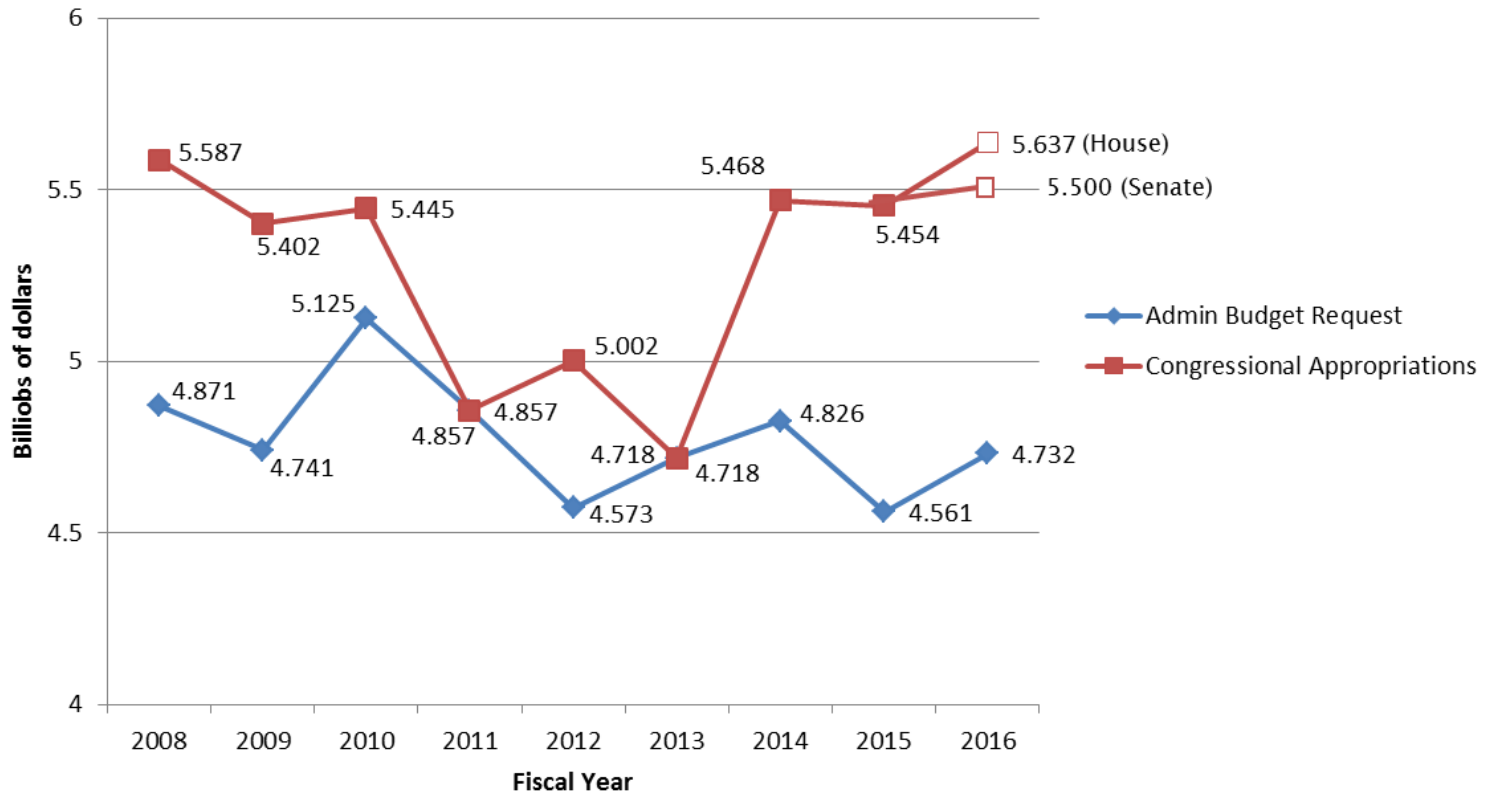
--Construction: +\$469 million to \$1.641 billion, and six new starts; \$340 million for IWTF projects (full use)

--O&M: \$3.094 billion (highest ever appropriated, third consecutive year of record-level O&M funding)

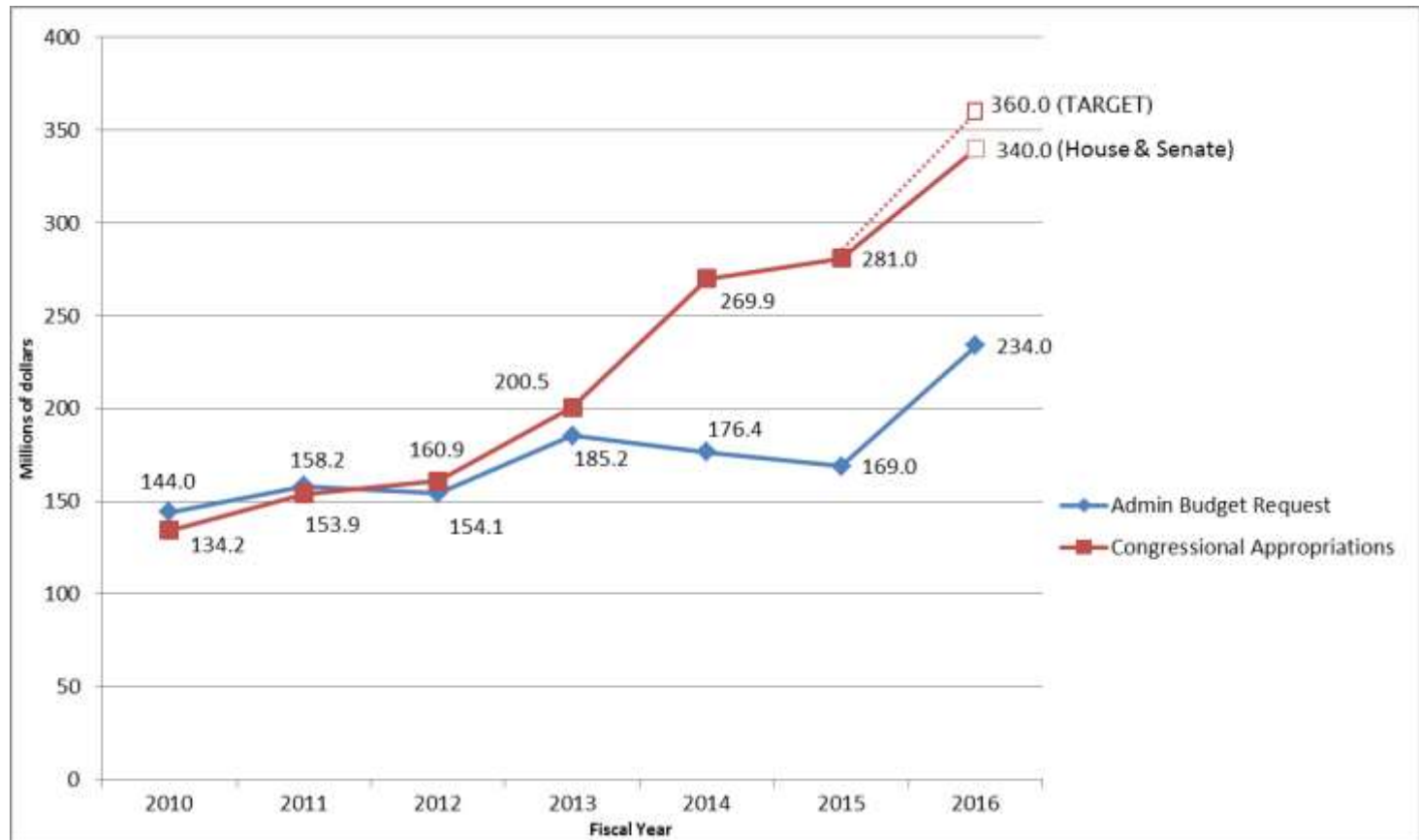
--General Investigations: \$2.909 billion, nearly \$199 million+ Administration request. Additional O&M money for deep draft harbors and channels (\$135 million), inland waterways (\$45 million), and small, remote or subsistent harbors and channels (\$50 million)

--HMTF: \$1.254 billion, an 11.96% + above FY 2015 appropriated levels

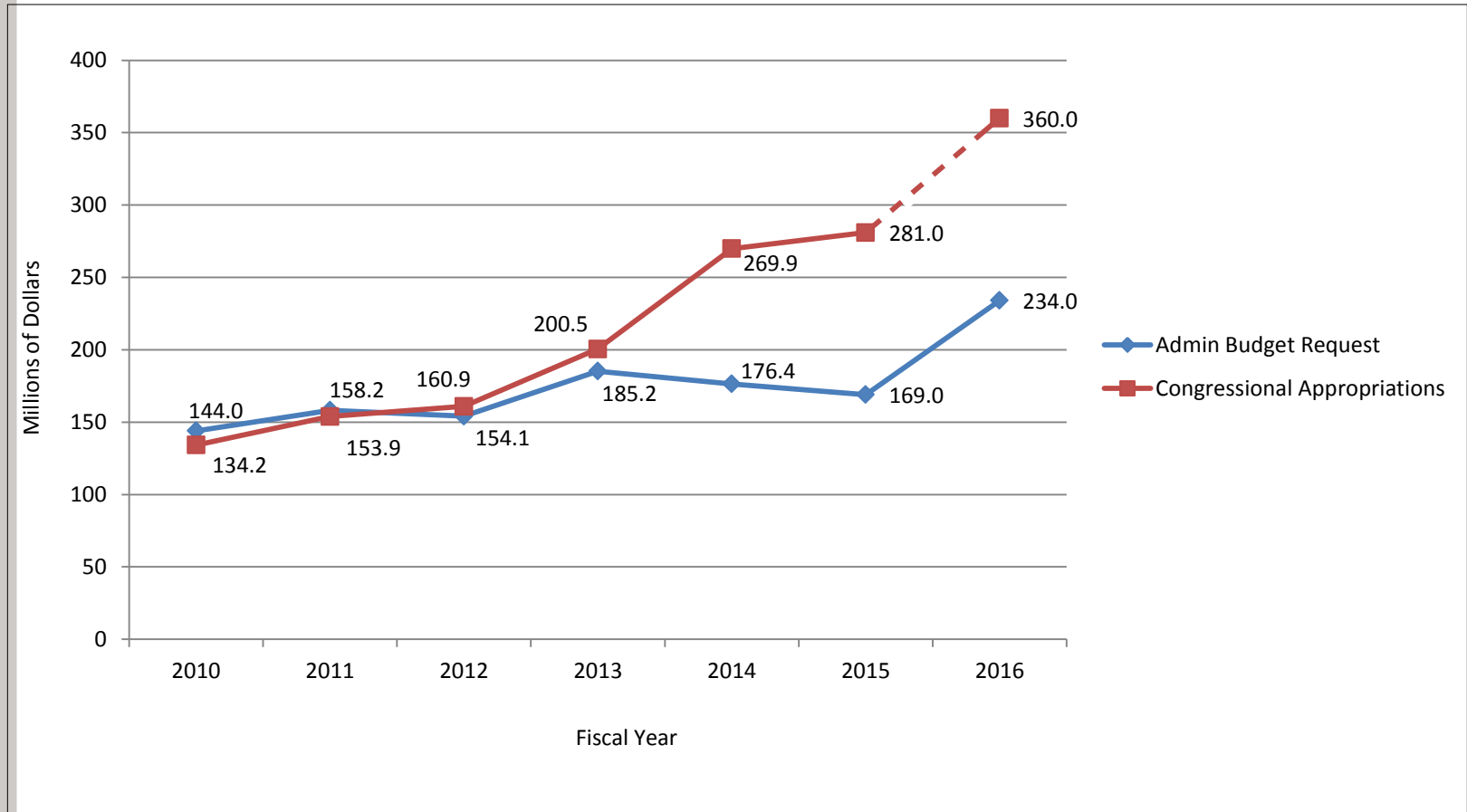
Base Program Annual Funding: Civil Works Program Corps of Engineers



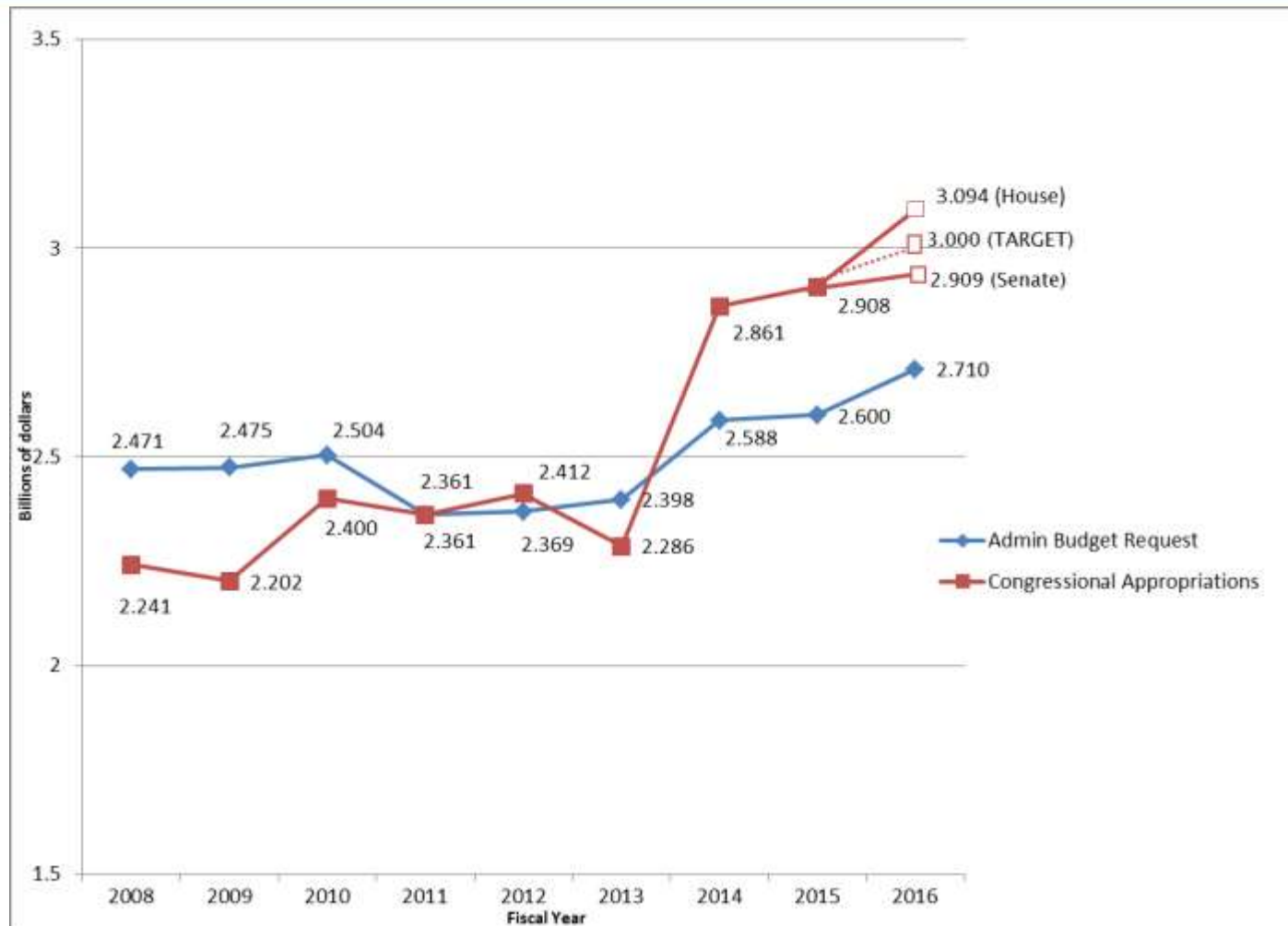
Annual Funding for IWTF Modernization Projects



Annual Funding for IWTF Modernization Projects



Operation & Maintenance Account Civil Works Program, Corps of Engineers





www.waterwayscouncil.org