

# ST. PAUL DISTRICT OPERATIONS PERSPECTIVE

## MISSISSIPPI RIVER MANAGERS MEETING

2 Feb 2021  
Tamara Cameron



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# INLAND NAVIGATION - WHERE DO WE GO FROM HERE?

- CURRENT STATE
- O&M backlog/deferred maintenance
- LISTENING SESSION RESULTS
- STRATEGIC INITIATIVES
- FUTURE STATE



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# CURRENT STATE OF INLAND NAVIGATION

- 766.3M of goods valued at \$507.3 billion moved on the U.S. inland waterways system (2018).
- Mississippi River supports 500M tons of exports and imports valued at \$60B
- Moves 47% of US inland waterborne commerce
- Upper Mississippi System moves 52% of the Nation's corn and 41% of the Nation's soybean exports



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# CURRENT STATE – NATION & REGION

## National Issues:

- System reliability under a Constrained Budget
- 70% of America's locks have exceeded their intended design life.
- Increasing project costs & incremental project funding approach
- Inland Waterway Trust Fund availability & Backlog of Nav projects
- Execution of Harbor Maintenance Trust Fund revenue
- Environmental Issues: Threatened, endangered, and invasive species;

## Upper Mississippi Issues:

- Consistency/Predictability of NESP funding
- Increased frequency and duration of high water
- Maintenance backlog
- Increased dredging requirements
- Dredged material management challenges
- Environmental Constraints; Asian Carp migration



*Motor Vessel 'The Colonel'  
at LD 2 Nov. 30*



*Motor Vessel Richard E. Waugh, LD 10 Dec.12*



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# O&M BACKLOG/DEFERRED MAINTENANCE - MVP

<u>Select Backlog/Deferred Item</u>	<u>FY 19 Estimate</u>
Dam Gate and Bridge Painting	123,800,000
Bulkhead Repair	3,135,000
Dam Gate Repair	2,725,000
Guidewall Repair	13,600,000
Lock Repair (dewatering)	1,175,500
Spillway Rehab/Repair	4,250,000
Machinery/Equip Repair	488,000
Building/Grounds Repair	1,701,500
Auxiliary Lock Closure	30,000,000
Miter Gate Anchorage replacement	55,000,000
Miter Gate replacement	52,100,000
Other repairs	8,687,500
Tainter valve replacement	4,000,000
<b>Total</b>	<b>300,662,500</b>

**MVP received (rough avg) \$20M in the last 3 out of 4 FYs that was applied toward backlog items.**

**300,662,500**



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# CURRENT STATE – LISTENING SESSION RESULTS

- Invest in infrastructure through enhanced maintenance and dredging, modernization and new construction
  - Reduce the O&M backlog
  - Rethink our approach to channel maintenance
  - Use our resources in the most efficient and effective ways possible
  - Invest through NESF
- Pursue Alternative Funding Options
  - Continuous and predictable
  - Non-federal construction/operation
  - IWTF Revenue Studies
  - Look at what US DOT does
  - Public-Private Partnerships (P3)

Sep 2020 Report: Partner Perspective  
on the Importance of our Nation's  
**Waterways and Ports**



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# NAVIGATION PARTNER LISTENING SESSION RESULTS

- **Leverage Non-Federal Partner Capabilities**
- **Data and Innovation:**
  - **Accurate, up to date information**
  - Real-time information systems
  - Automated systems
- **Communication and Coordination:**
  - **educate/inform re: the value of ports/waterways to the Nation**

Sep 2020 Report: Partner Perspective  
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# STRATEGIC INITIATIVES

## CURRENT STATE

- Project Delivery:
  - Improved Project Scoping and Estimating
  - Ready to Execute projects

## FUTURE STATE

- Resilient Navigation:
  - Open Pass
  - River to Reuse



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# STRATEGIC ENGAGEMENT INITIATIVE

- ERDC supported effort
- Define current and future state of inland navigation
- Multi-modal and Inter-modal context
- Future focus
- Information gathering includes Industry input
- Establish a strategic outreach framework around the commercial, hydrologic, political, financial, and regional landscape



## OUTCOME:

- We understand the big picture and how we fit into it
- We know what we need to do now to be ready for the future



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# FUTURE STATE

- Navigation investment is essential for the Nation's global trade and international competitiveness
- America's Marine Transportation System infrastructure must be a National priority
- Addressing the Nation's infrastructure investment gap must be a shared federal, state and local responsibility.
  
- None of this can be done alone – we need our partners and stakeholders.



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# WHAT IS THE FUTURE OF INLAND NAVIGATION?



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