

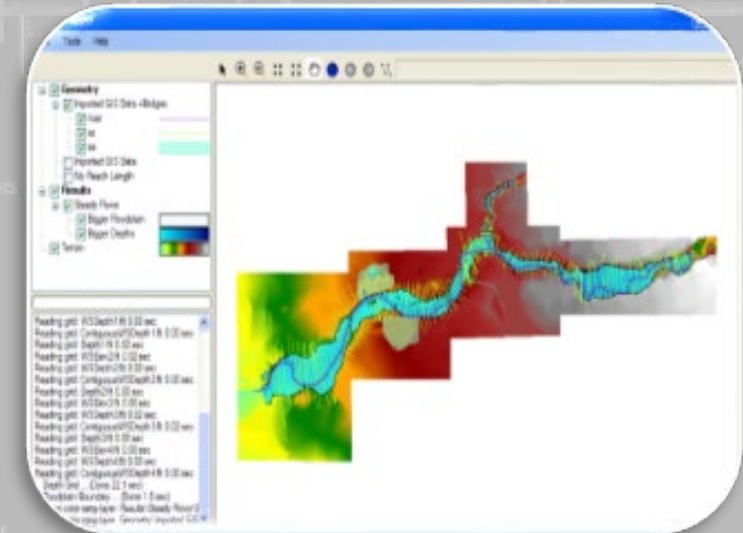
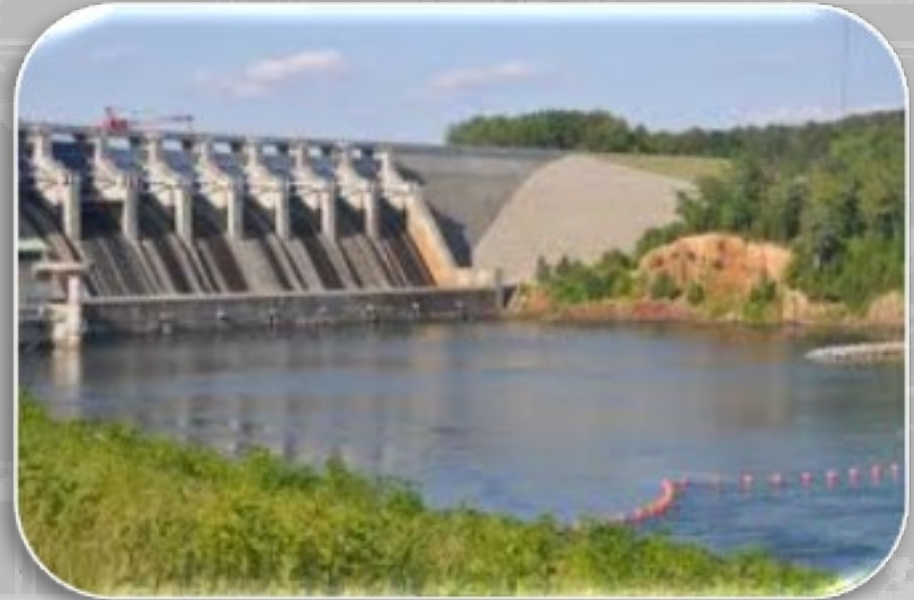
USACE LIAISON UPDATE

Kevin Knight

Economist

USACE, Institute for Water Resources

6 April 2022



**US Army Corps
of Engineers®**



Directorate of Civil Works



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Civil and Emergency Operations**

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River Div. RIT** (CECW-
LRD)

North Atlantic Div. RIT
(CECW-NAD)



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

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South Pacific Div. RIT
(CECW-SPD)



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**Program & Project
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Dr. Joe Manous, P.E.
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Resources** (CEIWR)



FY2023 PRESIDENT'S BUDGET



USACE held press conference to release details of President Biden's Fiscal 2023 Budget for the Army's Civil Works program on Monday, 28 March. The press conference was jointly conducted from locations at the **Port of Long Beach**, Long Beach, California, and the **Port of Baltimore**, Baltimore, Maryland.

Mr. Michael L. Connor, Assistant Secretary of the Army (Civil Works), and Maj. Gen. William H. "Butch" Graham, USACE Deputy Commanding General for Civil and Emergency Operations, addressed the Budget from the Port of Long Beach.

Lt. Gen. Scott A. Spellmon, USACE Commanding General, Mr. Jaime A. Pinkham, Principal Deputy Assistant Secretary of the Army for Civil Works, Ms. Stacey E. Brown, Deputy Assistant Secretary of the Army (Management and Budget) in the Office of the ASA(CW), and Mr. Wesley E. Coleman, acting Chief of the USACE Civil Works Programs Integration Division, was at the Port of Baltimore.



President's Budget for Fiscal Year 2023: USACE Civil Works

100 views • Mar 28, 2022

2 DISLIKE SHARE CLIP SAVE ...

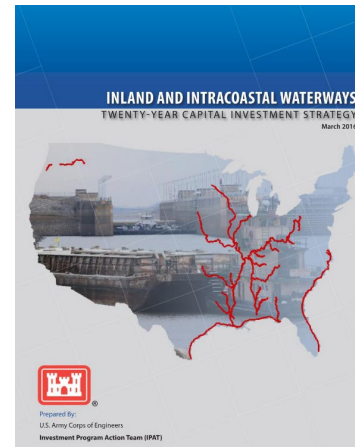




INLAND WATERWAYS USERS BOARD



- Sec Def approved recommendations for new Board membership and chairman, vice chairman effective 31 Jan 22
- Regular biennial Charter renewal for Users Board filed 19 Jan 22
- Next Inland Waterways Users Board meeting to be held in New Orleans F2F on 19-20 Apr22, with a tour of IHNC Lock and Bayou Sorrel Lock
- The 33rd Users Board Annual Report for 2020 was transmitted to Congress and Army on 5 February 2021
- Former ASA(CW) RD James transmitted the Inland & Intracoastal Waterways CIS report for 2020 on 4 January 2021. USACE updating projects/data from 2020 Capital Investment Strategy (CIS) considering recent funding allocations.

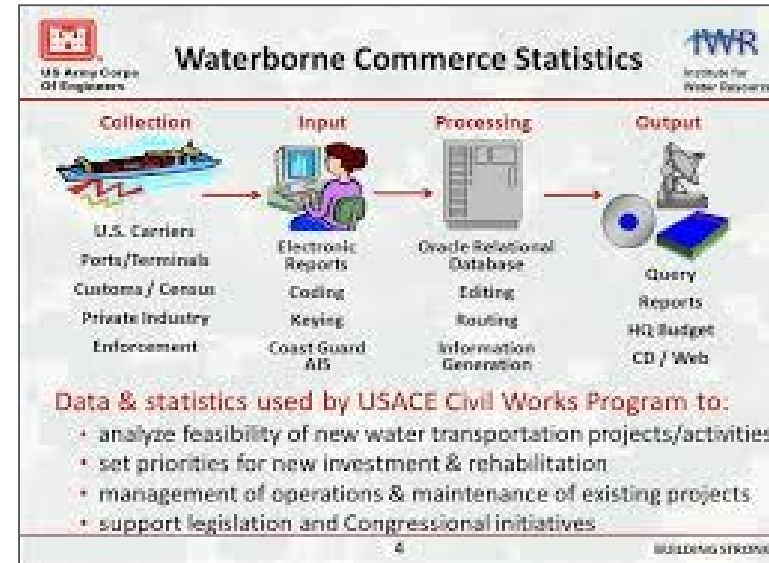




WATERBORNE COMMERCE STATISTICS ACTIVITIES



- Data System Modernization: Ongoing; Delayed due to lack of funding.
- Expectations: Pursuing opportunities to improve data interoperability and accessibility
- Growing Requirements: Cyber security requirements; Data dissemination and availability; data and system upkeep and maintenance.





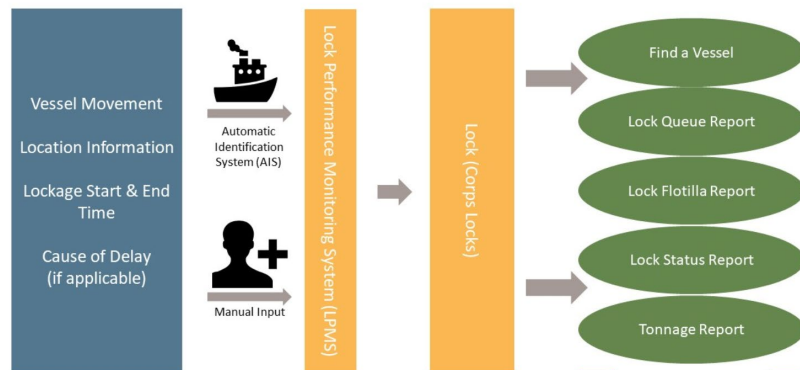
DREDGING DATA AND LOCK PERFORMANCE MONITORING SYSTEM



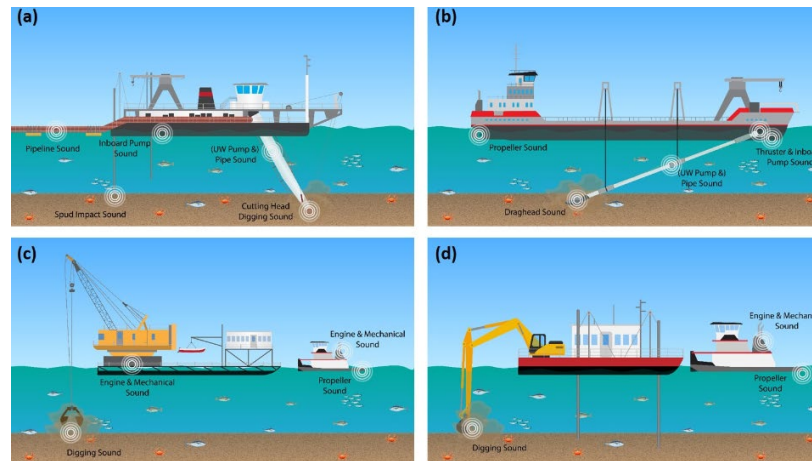
Planned Milestones and Deliverables for Present year:

- DIS 2.0 cloud deployment – April 2022
- LPMS and NTNI cloud deployment – April 2022
- DIS and LPMS AI/ML prototypes – to be delivered by April 2022
- Deployment of LPMS 2.0 – July 2022
- Incorporation of S-124, the National Waterway Network, and the USCG/CMTS Waterway Harmonization Project into NTNI
- Further automation of recurring reports and publications
- 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
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NASHVILLE TN 37203-3852
[HTTP://WWW.LRN.USACE.ARMYMIL/](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

Data explorer

Network

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
 - 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: Map of Tampa Bay area showing various channels and cuts. A network diagram is overlaid on the map, connecting various points. A yellow arrow points from the 'Data explorer' label to the 'Tampa Channel Cut D(12)' item in the Navigation Pane. Another yellow arrow points from the 'Network' label to the network diagram on the map. A third yellow arrow points from the 'Data entry tables' label to the 'Transit Rule' tab in the table below.

Desc	Reach	Active	Type	Application Condition	Vessel Passing Ty	Parameter 1	Parameter 2	Parameter 3	
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



VESSEL EMISSION MODEL



Operational Phase	Emissions Control Area	Engine Type	Air Pollutant Emissions (kg)										
			CO	CO2	NOx	SOx	CH4	NH3	ROG	PM10	PM2.5	BC	O2
At Sea	Outside ECA	Main	1,262.26	567,101.90	13,171.40	13,445.80	73.17	2.74	631.13	1,372.02	1,335.43	8.39	1,596,454.33
		Auxiliary	149.61	98,200.51	1,958.57	2,113.62	122.41	0.41	62.57	204.02	198.58	0.77	200,501.09
	In ECA	Main	1,262.26	567,101.90	13,171.40	19.21	73.17	2.74	631.13	343.01	333.86	2.10	1,596,454.33
		Auxiliary	160.02	105,029.03	364.24	3.23	130.92	0.44	66.92	54.55	53.10	0.17	211,986.79
	Subtotal		2,834.15	1,337,433.33	28,665.60	15,581.86	399.68	6.33	1,391.74	1,973.59	1,920.97	11.43	3,605,396.54
Maneuvering with Thrusters	Outside ECA	Main	157.87	26,173.75	747.70	912.26	1.32	0.05	147.61	117.03	113.91	5.36	402,715.42
		Auxiliary	58.72	38,542.11	768.71	829.56	48.04	0.16	24.56	80.07	77.94	0.27	78,072.53
	In ECA	Main	157.87	26,173.75	747.70	1.32	1.32	0.05	147.61	29.26	28.48	1.34	402,715.42
		Auxiliary	59.21	38,863.05	134.78	1.19	48.44	0.16	24.76	20.19	19.65	0.07	78,613.24
	Subtotal		433.66	129,752.67	2,398.88	1,744.34	99.12	0.42	344.55	246.54	239.97	7.03	962,116.61
Maneuvering without Thrusters	Outside ECA	Main	157.87	26,173.75	747.70	912.26	1.32	0.05	147.61	117.03	113.91	5.36	402,715.42
		Auxiliary	37.21	24,426.55	487.18	525.75	30.45	0.10	15.56	50.75	49.39	0.19	49,918.22
	In ECA	Main	157.87	26,173.75	747.70	1.32	1.32	0.05	147.61	29.26	28.48	1.34	402,715.42
		Auxiliary	37.54	24,641.75	85.46	0.76	30.72	0.10	15.70	12.80	12.46	0.05	50,278.87
	Subtotal		390.49	101,415.81	2,068.03	1,440.08	63.80	0.30	326.49	209.83	204.23	6.94	905,627.93
At Anchor / In Port	Outside ECA	Main	-	-	-	-	-	-	-	-	-	-	-
		Auxiliary	26.10	17,132.65	341.70	368.76	21.36	0.07	10.92	35.59	34.64	0.19	35,930.50
	In ECA	Main	-	-	-	-	-	-	-	-	-	-	-
		Auxiliary	26.29	17,254.69	59.84	0.53	21.51	0.07	10.99	8.96	8.72	0.05	36,131.74
	Subtotal		52.39	34,387.34	401.54	369.29	42.87	0.14	21.91	44.56	43.37	0.23	72,062.23
Loading / Discharging Cargo	Outside ECA	Main	-	-	-	-	-	-	-	-	-	-	-
		Auxiliary	26.10	17,132.65	341.70	368.76	21.36	0.07	10.92	35.59	34.64	0.19	35,930.50
	In ECA	Main	-	-	-	-	-	-	-	-	-	-	-
		Auxiliary	26.29	17,254.69	59.84	0.53	21.51	0.07	10.99	8.96	8.72	0.05	36,131.74
	Subtotal		52.39	34,387.34	401.54	369.29	42.87	0.14	21.91	44.56	43.37	0.23	72,062.23
TOTAL EMISSIONS			3,763.08	1,637,376.49	33,935.60	19,504.85	648.33	7.34	2,106.59	2,519.08	2,451.90	25.86	5,617,265.54



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.



IMPLEMENTATION OF ENVIRONMENTAL JUSTICE AND THE JUSTICE40 INITIATIVE



Tackling the Climate Crisis at Home and Abroad, President Biden directed the Council on Environmental Quality (CEQ) to create a **Climate and Economic Justice Screening Tool**. The purpose of the tool is to help Federal agencies identify disadvantaged communities that are marginalized, underserved, and overburdened by pollution. The current version of the tool provides socioeconomic, environmental, and climate information to inform decisions that may affect these communities. The tool identifies disadvantaged communities through publicly-available, nationally-consistent datasets.

The current version of the tool is in a public beta form and will be updated based on feedback and research.

The Justice40 Initiative

The tool will provide important information for the Justice40 Initiative. The goal of the Justice40 Initiative is to provide 40 percent of the overall benefits of certain Federal investments in seven key areas to disadvantaged communities. These seven key areas are: climate change, clean energy and energy efficiency, clean transit, affordable and sustainable housing, training and workforce development, the remediation and reduction of legacy pollution, and the development of critical clean water infrastructure.

Read more about the Justice40 Initiative in President Biden's [Executive Order 14008](#) on *Tackling the Climate Crisis at Home and Abroad*.

74,135 census tracks categorized by population, education, pollution, hazard risk, traffic and other metrics



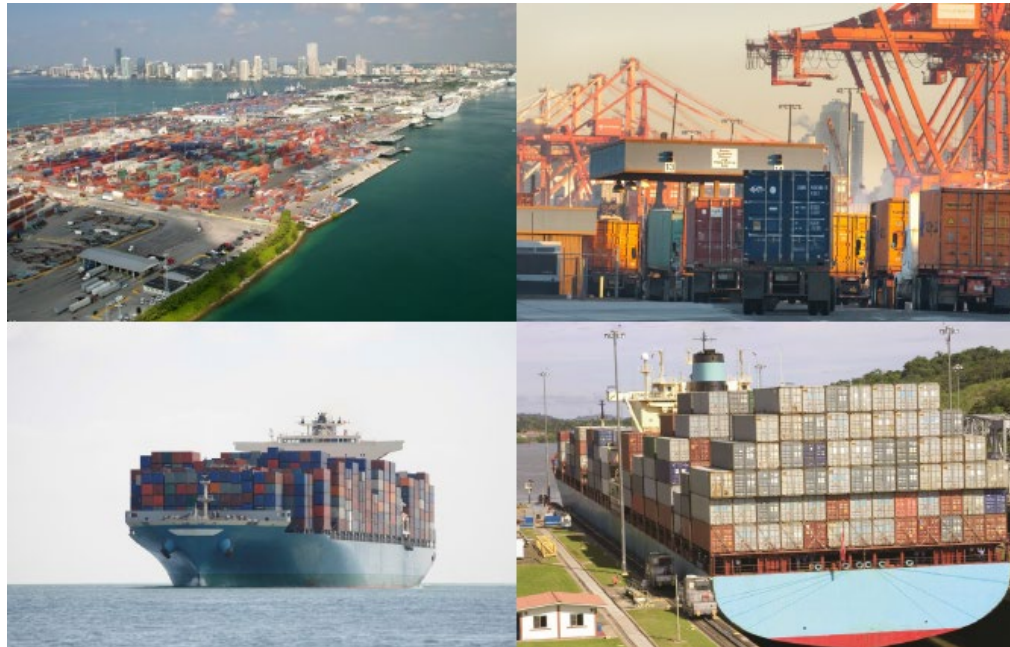
DISADVANTAGED COMMUNITIES - METRICS



Climate Change	Clean Energy & Energy Efficiency	Clean Transit	Affordable & Sustainable Housing
Reduction & Remediation of Legacy Pollution	Critical Clean Water & Waste Infrastructure	Health Burdens	Training and Workforce Development
Low Income	Higher Education Enrollment Rate	Expected Agricultural Loss Rate	Low Life Expectancy
Expected Building Loss Rate	Energy Burden	PM 2.5 in the Air	Diesel Particulate Matter Exposure
Traffic Proximity and Volume	Housing Cost Burden	Lead Paint	Median Home Value
Proximity to Hazardous Waste Facilities	Proximity to National Priorities List (NPL) Sites	Wastewater Discharge	Asthma
Diabetes	Low Median Income	Linguistic Isolation Unemployment	Poverty/High School Degree Attainment Rate

ONGOING NAVIGATION CHALLENGES

- Forecasting sailing drafts since the number of container slots, design draft, the weight of the cargo, and other factors vary significantly by port and trade route
- Quantifying benefits for Cruise Ships (per WRDA 1996, benefits to commercial navigation are claimable as several projects in Florida are reemerging)
- Potential Research: What are the strongest predictors of project benefits (Deepened/Widened channels? Landside Development? Tax/Financial Incentives? Population & Economic Trends?)





QUESTIONS?



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