National Waterways Conference

The Trend Toward Declining Federal Investment in Water Resources and What It Means for States, Local Governments and the Nation’s Prosperity in the Future

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4 Goals, 12 Words –
USACE Campaign Plan

Support the Warfighter

Prepare for Tomorrow

Water Resources Management

Transform Civil Works

Reduce Disaster Risks

Prepare for Tomorrow

Water Resources Management

Support the Warfighter

Transform Civil Works

Reduce Disaster Risks
“America’s history is, in large part, a story of infrastructure.”
Global Infrastructure Investment

Infrastructure Investment as Percentage of GDP

Total Public Spending on Infrastructure
(1956-2007, in 2009 Dollars)

Source: CBO Study, “Public Spending on Transportation and Water Infrastructure”, November 2010
Total Public Spending for Water Transportation and Resources Infrastructure

(1956-2007, in 2009 Dollars)

Water Resources Capital Spending

Water Resources O&M Spending

Source: CBO Study, “Public Spending on Transportation and Water Infrastructure”, November 2010
Sequestration Impact on DoD Budget

$52B/Year

Sequestration is Norm Until the Nation Regains Control of its Budget

USACE Impacts (FY13)
Mil Missions: ~$163 M
CW: ~$255 M
Sandy: ~$268 M

FY12 FY13 FY14 FY15 FY16 FY17 FY18 FY19 FY20 FY21

PB12 DoD
PB13 DoD (includes BCA $487 B)
Impact of sequestration on DoD (~$472B)
USACE Civil Works Backlog

Backlog Projects by Business Line

- Environmental Infrastructure, 5%
- Environmental, 20%
- Shore Protection, 10%
- Flood Damage Reduction, 35%
- Navigation - Ports, 20%
- Navigation - Inland, 5%

Construction Funds (annual)

USACE Backlog

$60B

$1.5B
"We are literally studying infrastructure projects to death, but this is not solely the fault of the Corps of Engineers. Congress needs to change the way the Corps of Engineers carries out its business. It is no longer acceptable that these studies take dozens of years to complete. Ultimately, the federal tax payer is on the hook for these studies and for the length of time it takes to carry them out, delaying the benefits these projects are ultimately supposed to provide."

- Chairman Bob Gibbs (R-OH), Subcommittee on Water Resources and Environment Hearing, June 5, 2013
POTUS on Infrastructure

“Roads and Bridges, Schools and Runways…”
-Democratic National Convention, August 2012

“Modern **ports** to move our goods…”
-State of the Union, January 2013

“Businesses are not going to set up shop in places where roads and bridges and **ports** and schools are falling apart.”
-National Governors Association, February 2013

“Whether or not we can continue to use **barges** to move a lot of product out of the American heartland to **ports** around the world, that's going to depend on our infrastructure.“
-President’s Export Council, March 2013

“Let’s find a financing mechanism and let’s go ahead and fix our bridges, fix our roads, sewer systems, our ports. The Panama [Canal] is being widened…if we don't deepen our **ports**…those ships are going to go someplace else. And we’ll lose jobs. Businesses won’t locate here.”
-Late Night with Jay Leno, August 2013
NWC Issues of Concern

• Water Supply Rulemaking
• Inland Waterway Trust Fund
• IMTS Levels of Service
The Future

• **Desired End State:** Nation has resilient, reliable and sustainable infrastructure that assures our national and economic security.

• **Transparency, Communication and Shared Responsibility** are keys to ensuring that we can meet the Nation’s infrastructure challenges.
Partnering to advance our Nation’s Waterways

• Tell the Story
• Help us transform the Civil Works process
• Continue to partner with stakeholders, industry and beneficiaries of the system
• Facilitate a Watershed approach
• Help the Nation prioritize efforts and projects