Great Lakes Navigation System

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Great Lakes Navigation Team

Great Lakes Dredging Team Meeting
May 19, 2011
Federal Harbors on the Great Lakes

- A non-linear navigation system with 63 federal commercial harbors dependent on each other for the efficiency and health of the system.
- 24 of the Nation’s top 100 harbors linked in trade with each other in a complex pattern of interdependency.
- Shallow-draft (recreational) harbors are critically important to the regional economy; not high administration priority.
Federal Budget Process

• The Corps submits budget requests for all federal harbors with operation & maintenance needs

• With the limited funding available, operations and maintenance funding for deep draft navigation projects takes priority over shallow draft harbors

• Subsistence harbors and harbors that support commercial transportation and fishing are budgetable but come at a lower priority than commercial harbors
Congressional Budget Process

- President’s Budget released in Feb (FY12 President’s Budget was released the week of Feb 14)
- Congress works its Adds typically in the Feb-March time frame
- The Corps provides information on project requirements
- Senate and House work together to produce Conference Bill ideally to have funding in place by October
FY11 Corps Funding Status

• Congress did not pass an appropriations bill for FY11; they passed a year-long Continuing Resolution.

• Funding levels on Corps projects were just approved this week.

• Projects that did not receive funding in FY10 are not eligible for funding under the CRA rules.

• No new dredging projects were added over the FY11 President’s Budget amount.
Major System Requirements

- Reducing/eliminating dredging backlog
- Soo Locks Reliability
- Dredged material management
- Maintaining system infrastructure
  - Breakwater risk communication
Great Lakes Dredging

- 139 Federal Projects - 63 Commercial, 76 Recreational; over 600 miles of maintained navigation channels
- Some harbors require annual dredging, some every 2 years and most require dredging less frequently
- 3.3 million cubic yards must be dredged annually from 25-35 projects; 10,000 – 500,000 CY per harbor.
- Annual total varies: 5.3M CY dredged in 2009, 2.8M CY in 2010
Sources of Sediment

- Sediment is delivered by rivers – transported from runoff through the river and deposits in channels and harbors
- Sediment can also come from long-shore transport in the lake – especially following storms
Backlog Growth Under Constrained Dredging Funding 2012-2017

Dredging Backlog Grows to over 26M CY by 2017

Assume FY12-FY17 Ann. Dredging Equal to FY12 PB Level of 1.65M CY

Growth Under Constrained Dredging Funding 2012-2017

Assume FY12-FY17 Ann. Dredging Equal to FY12 PB Level of 1.65M CY

Annual Great Lakes Dredging 1986-2009  Average Annual Need  Dredging Backlog
FY10 Dredging Contracts

Lake Superior

Lake Michigan

Lake Huron

Lake Erie

Lake Ontario

Canadian Waters

Commercial
Recreational
President’s Budget
Omnibus Bill Adds
$6M MI Regional Dredging Fund
ARRA Funding
Green Bay Dredging
## Harbors Eligible for $6M Regional Dredging Fund FY10

- ALPENA, MI
- ARCADIA, MI
- AU SABLE, MI
- BAY PORT, MI
- BIG BAY, MI
- BLACK RIVER (GOGBIC), MI
- BOLLES HARBOR, MI
- CLINTON RIVER, MI
- EAGLE HARBOR, MI
- FRANKFORT, MI
- GRAND MARAIS, MI
- INLAND ROUTE, MI
- LAC LA BELLE, MI
- LELAND, MI
- LES CHENEAUX ISLAND CHANNELS, MI
- LEXINGTON, MI
- LITTLE LAKE, MI
- LUDINGTON, MI
- MANISTEE, MI
- MANISTIQUE, MI
- MARQUETTE, MI
- MENOMINEE, MI
- NEW BUFFALO, MI
- PENTWATER, MI
- POINT LOOKOUT, MI
- PORT AUSTIN, MI
- PORT SANILAC, MI
- PORTAGE LAKE, MI
- ROUGE RIVER, MI
- SAUGATUCK, MI
- SOUTH HAVEN, MI
- WHITE LAKE, MI
- WHITEFISH POINT, MI
Omnibus Bill
Regional Dredging Provisions

FY08 Commercial Dredging ($6.544M)
  • Transportation Cost Savings
  • Relationship Among Harbors
  • Coordinate with Stakeholders
FY08 Lake Superior Small Harbor Dredging ($1.564M)
FY08 Michigan Reprogramming Provision

FY09 $5M Michigan Provision (30 Eligible Harbors)

FY10 $6M Michigan Provision (32 Eligible Harbors)
FY10 Lake Superior Small Harbor O&M ($1.9M)
Great Lakes Navigation System
Historical Funding FY07-FY12 – All Appropriations
Impacts of Dredging Budget

- Lightloading, groundings, harbor closings
- Funding $21M in dredging has a return on investment of $201M; the next $9M in dredging that is not funded will cost carriers an additional $172M.
Initiatives to Combat Funding Challenges

Initiatives underway to reduce requirements/increase efficiencies:

- Dredge sediment traps to remove material more efficiently before it gets to harbor
- Work regional sediment management initiatives to reduce sediment load off the watershed
- Leverage EPA funding from **Legacy Act and GLRI** (both dredging and dredged material management)
Communication

- New Great Lakes Brochure
- Regional Provisions Paper

Web Site:  
www.lre.usace.army.mil/greatlakes/navigation

- Fact Sheets
- Presentations

- Mailing Lists – send information to glnavigation @usace.army.mil
Key Great Lakes Contacts

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Questions