Outline

- Federal Funding Process
- Importance of Coastal Louisiana
- USACE Programs
- National Infrastructure Portfolio
- Key Takeaways
Federal Budget Process

Authorization

- Authorizing bills are used to set limits on funding for individual programs
- Does not provide actual funds
- Funds are made available through an appropriations bill
- Congress is not required to support authorized programs, and neither is the Administration
Federal Budget Process

Appropriations

- Appropriation bills allocate funding for specific federal programs
- Appropriations bills must be passed every year
- Three types of appropriation bills:
  - Regular appropriations bills
  - Continuing resolutions bills
  - Supplemental appropriations bills
- Work Plans (FY11-FY16)
Federal Budget Process

1) OMB Provides Budget Guidance (Jan)
2) HQ Provides Program Guidance (Mar)
3) Field Offices Develop Program Requirements (Apr-May)
4) HQ Review & Approval (May-Jun)
5) Program Presented to Secretary of the Army (Jul-Aug)
6) Program Submitted to OMB (Sep)
7) OMB Passback (Nov-Dec)
8) President’s Budget to Congress (Feb)
9) Congressional Hearings (Mar-Apr)
10) Appropriations Bill (Jul-Sep)
11) President Signs Appropriations Bill (Sep-Oct)
12) Funding Allocations to Field Offices (Oct-Dec)
13) District Executes Current FY Program (Oct-Sep)

The Program Cycle

FY17 Develop the Budget
FY18 Defend the Budget
FY19 Execute the Budget

BUILDING STRONG®
Coastal Louisiana’s Importance to the Nation

- Coastal Louisiana is a vital economic resource for the Nation
- Produces $67 billion in oil & gas annually
- Ranks 1st in the country in crude oil
- Ranks 2nd in the country in natural gas production
- Commercial fishing comprises about 1/4 of the Nation’s total fishing industry
- Resources are threatened by disappearance of Louisiana’s coastal ecosystems
- Loss of wetlands increases storm surge risk
- Above all, protecting coastal Louisiana is about protecting the people, the culture, and a way of life that is uniquely Louisiana
Ports of Louisiana

- Port of South Louisiana
  - 54 miles along the River
  - Largest tonnage port in Western Hemisphere
  - 267 million tons of cargo in 2014

<table>
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<tr>
<th>Port</th>
<th>Ranking in 2014</th>
<th>Total Tonnage</th>
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<tr>
<td>Port of South Louisiana</td>
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<td>267,392,170</td>
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<td>Port of New Orleans</td>
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<td>Port of Plaquemines</td>
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What is the US Army Corps of Engineers?

“Self-leveling” workforce based on workload
USACE Programs

- Coastal Wetlands Planning, Protection and Restoration Act Program
- O&M Program Beneficial Use of Dredge Material
- Louisiana Coastal Area (LCA)
- MRGO Ecosystem Restoration
- Southwest Coastal Louisiana
Authorized Federal Projects

Ecosystem Restoration Projects

- Louisiana Coastal Area (LCA) Program
  - Medium Diversion at White Ditch
  - Terrebonne Basin Barrier Shoreline Restoration
  - Barataria Basin Barrier Shoreline Restoration
  - Atchafalaya River to Terrebonne Marshes
  - Convent/Blind River Diversion
  - Beneficial Use of Dredge Material (BUDMAT)

- CWPPRA Program
- Atchafalaya Basin Floodway System
- MRGO Ecosystem Restoration

Flood Risk Management/Navigation Projects

- Mississippi River Levees (MRL)
- Morganza to the Gulf
- Comite River Diversion
- Larose to Golden Meadow
- Mississippi River Deepening
- IHNC Lock Replacement
- Calcasieu DMMP
- Port of Iberia
- Atchafalaya Basin Construction
- Southeast Louisiana (SELA) Urban Flood Control
In 1990, Congress passed the Coastal Wetlands Planning, Protection and Restoration Act (CWPPRA).

Often referred to as the Breaux Act after its initial sponsor, Senator John Breaux and architect of the bill.

Funding for CWPPRA is provided by the transfer of small engine fuel taxes from the Highway Trust Fund to the Sport Fish Restoration Account.

Over time, the annual appropriation has grown from $30M to approximately $80M a year.

The Transportation Bill was reauthorized in 2015 through 2022. (Transportation Bill’s are typically funded by Congress)
Coastal Wetlands Planning, Protection and Restoration Act (CWPPRA)

CWPPRA Projects - Louisiana Coastal Area
National Infrastructure Portfolio

Assets:
- 4,000,000 miles of roads
- 600,000 bridges
- 300 commercial ports
- 12,000 miles of inland waterways
- 240 lock chambers
- 84,000 dams
- 100,000 miles of levees

Condition:
- Nation’s Roads graded D+
- Nation’s bridges graded C+
- Nation’s inland waterway infrastructure graded D-
- Nation’s dams graded D
- Nation’s levees graded D-
Public Spending on Transportation and Infrastructure

Source: Congressional Budget Office based on data from the Office of Management and Budget, the Census Bureau, and the Bureau of Economic Analysis.

a. Dollar amounts are adjusted to remove the effects of inflation using price indexes for government spending that measure the prices of materials and other inputs used to build transportation and water infrastructure.

b. Dollar amounts are adjusted to remove the effects of inflation using price indexes for government spending that measure the prices of goods and services consumed by governments, including materials and other inputs used to operate and maintain transportation and water infrastructure.
Key Takeaways

- Authorization is available
- Appropriations are challenging
- Minimal ecosystem funding outside of CWPPRA
- It is difficult to quantify ecosystem benefits
- Infrastructure investment demand exceed available funding
- Investment often in response to catastrophic failures
- Ecosystem failure is typically incremental
- What will the new Administration support?