



Atlantic Intracoastal Waterway Association Fiscal Year 2018 Federal Funding Priorities

The Atlantic Intracoastal Waterway (AIWW) extends over 1,100 miles from Norfolk, Virginia to Miami, Florida. Some lengths consist of natural inlets, saltwater rivers, bays, and sounds; others are man-made canals. Congress authorized the creation of the AIWW in 1919 with construction of the entire waterway completed in 1940. Current estimates are that unmet maintenance needs of the waterway are approximately \$125 million with an annual maintenance need of approximately \$50 million (see back for details).

- The USACE is authorized to maintain the waterway at a depth of 12 feet for most of its length, but inadequate funding has prevented this level of maintenance. Shoaling has created hazardous conditions for waterway users with several sections having reduced depths ranging less than five feet.
- The AIWW is a U.S. DOT-designated Marine Highway that parallels Interstate 95. In the recent report titled "Beyond Traffic 2045," the U.S. Department of Transportation estimated that freight movement throughout the nation will increase by 45% during the next 25 years. Increased maintenance of the inland waterway system needs to be funded to support its' portion of this increased freight movement.
- Waterway maintenance projects are critical to our national infrastructure system and are ripe for investments. These projects lead directly to more American jobs since all dredging is done by our U.S.-flagged fleet. In addition, shipping products via the waterway is more cost effective than transporting products by other modes. Greater waterway depths would increase the opportunities for more waterway shipping and job creation as the nation taps into increased economic development opportunities. Also, some items are so large that they can only be shipped along the AIWW.
- The AIWW has a good deal of commercial activity. Products shipped include fuel oil, gasoline, asphalt, fertilizers, chemicals, wood chips, wood, limestone, sand, gravel, iron, steel, slag, lime, fabricated metal products, soybeans, vegetables, produce, and electrical machinery.
- As post-Panamax ports are developed, the need to ship materials between ports along the AIWW will increase, and new, water-dependent industries will likely be developed on the waterway. Investing in our waterways now will ensure future economic development opportunities for our rapidly growing coastal communities.
- As many as 13,000 recreational boaters make the annual migration from the northeast to Florida spending an average of \$300 per day supporting small business jobs in local communities.
- In some areas of the AIWW, water depths are too shallow to allow passage except at high tide. Shallow depths create a dangerous safety issue as smaller boats are forced to use the Atlantic Ocean and encounter rough seas, they often require Coast Guard assistance.
- Shipping on the Nation's Intracoastal Highway leaves a lower carbon footprint than transporting by truck or train. In comparing fuel usage between shipping and trucking, shipping has an almost 400% increase in hauling capability. Also, the standard cargo capacity of a truck peaks at approximately 25 tons while the capacity of a barge hauling cargo can exceed 1,700 tons.

In Fiscal Year 2017, the AAIWA respectfully requests Congress continue the practice of establishing individual allocations for operations and maintenance of navigation projects. The AIWA requests that Congress allocate \$50 million each for Additional Dredging Needs for Navigation, Inland Waterways, and Small, Remote, or Subsistence Navigation within the Corps' Operating and Maintenance Budget.

Summary of Financial Needs for the Atlantic Intracoastal Waterway (AIWW) and Intracoastal Waterway (IWW) provided by U.S. Army Corps of Engineers

The anticipated cost to return the project to the authorized dimensions because of backlog maintenance.

Responsible District	Amount to return to authorized dimensions
Norfolk	\$17,500,000
Wilmington	\$11,000,000
Charleston	\$69,000,000
Savannah	\$28,591,000
Jacksonville	\$0

The annual cost of Operation and Maintenance of the AIWW assuming the channel has been fully dredged in the past to the authorized length, width and depth.

Responsible District	Amount to annually achieve authorized dimensions
Norfolk	\$4,200,000
Wilmington	\$8,000,000
Charleston	\$18,000,000
Savannah	\$10,000,000
Jacksonville	\$10,000,000

The annual Operation and Maintenance funding requested in the President's FY 2016 Budget by District.

Responsible District	Amount REQUESTED in the FY 2016 President's Budget
Norfolk	\$7,599,000
Wilmington	\$11,100,000
Charleston	\$14,163,100
Savannah	\$6,589,000
Jacksonville	\$14,050,000

Responsible District	Amount RECEIVED in the FY 2016 President's Budget / +Workplan / Total
Norfolk	\$3,655,000 / \$1,074,750 / \$4,729,750
Wilmington	\$2,600,000 / \$3,000,000 / \$5,600,000
Charleston	\$100,000 / \$0 / \$100,000
Savannah	\$176,000 / \$0 / \$176,000
Jacksonville	\$700,000 / \$2,600,000 / \$3,300,000

It is estimated that in order achieve the authorized dimension of the waterway it would cost approximately \$126,000,000, with most of the funding needed within the Charleston District boundary. In addition, if we assume a fully constructed waterway at authorized dimensions, it is estimated that approximately \$50,000,000 in funding would be required annually to provide for operation and maintenance activities compared to the just under \$14,000,000 that was received in FY 2016.