

Budget Metrics

Three Levels of Projects

- a. High-Use Projects – those deep and shallow draft coastal navigation projects with 10 million tons or greater, based on the latest five-year average waterborne commerce statistics.
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- b. Moderate-Use Projects – those deep and shallow draft coastal navigation projects with one to 10 million tons, and those waterways with one to three billion ton-miles, based on the latest five-year average waterborne commerce statistics.
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- c. Low-Use Projects – those deep and shallow draft coastal navigation projects with less than one million tons, based on the latest five-year average waterborne commerce statistics.

High & Medium Rating

- LATEST COM TON: The commercial tons for the latest available year.
- 5-YR AVG COM TON: The last five-year average annual commercial tons.
- 5-YR AVG O&M \$/TON: Five-year average total O&M costs divided by five-year average annual commercial tons for the same period.
- TOTAL VALUE OF FOREIGN CARGO: Total dollar value of the foreign cargo for the project at current price levels.
- VALUE OF EXPORT CARGO: Dollar value of the export cargo for the project at current price levels.

Low-Use Harbor Channels Minimum

- Supports public transportation (ferries, tour boats);
- Ensures boater safety (inlet dredging to reduce breaking wave hazards);
- Project costs yield outputs/benefits exceeding costs;
- Purpose should reflect results of investment (the “So what?”).
- Supports some commercial fishery output;

Some Definitions

- Subsistence Harbors – those harbors that are dependent upon the navigation project as their principal means of receiving goods and services, and for which alternative means of delivery are not practicable. An example would be Tangier Island off the coast of Virginia or the Channel Islands off the California coast. This does not include point of origin harbors.
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- Critical Harbors of Refuge – those harbors that offer safe haven to boaters that represent the sole site for protection based on a public safety based regional distance criteria. Authorization or designation as a Harbor of Refuge does not automatically make a harbor critical

Additional Criteria

- US COAST GUARD STATION Indicate Yes or No for whether a US Coast Guard Station is located on the channel reach. A brief explanation should be provided in the Remarks Column.
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- NATIONAL SECURITY (Y/N): Indicate Yes or No for National Security. A brief explanation should be provided in the Remarks Column.
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- PUBLIC Indicate Yes or No for Ferry (Public) Transportation. A brief explanation should be provided in the Remarks Column.

Thoughts from the Senate

- economic impact that these projects provide to local and regional economies;
- completing ongoing work maintaining harbors and shipping channels;
- U.S. Coast Guard presence;
- that will enhance national, regional, or local economic development;
- promote job growth;
- international competitiveness;
- critical backlog maintenance activities

Other Ideas

- Support for other Federal Agencies, such as National Park Service
- Your Thoughts?