



Developing Navigation Performance Measures

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Corps Navigation Mission

Provide safe, reliable, efficient, effective and environmentally sustainable waterborne transportation systems for movement of commerce, national security needs, and recreation.



Civil Works Program FY 2002-2005 (\$ Millions)

	FY02	FY03	FY04	FY05	FY05
	Approp*	Approp	Approp	Request	Approp
Construction, Gen	1,713	1,745	1,722	1,422	1,796
Oper & Maint., Gen.	2,014	1,967	1,968	1,926	1,959
Gen. Investigations	154	134	117	91	144
Mississippi R. & Trib	346	342	324	270	324
Regulatory	127	138	140	140	145
Flood & Coastal Emrgncy	-25	75*	0*	50	0
FUSRAP	140	145	140	140	165
Gen. Expenses	<u>153</u>	<u>154</u>	<u>160</u>	<u>167</u>	<u>167</u>
Total Appropriation	4,623	4,698	4,571	4,215	4,881*

*FY02 amounts include supplemental appropriations

*FC&C Emergencies includes \$60M FY03 supplemental, partially carried over into FY04.

* Plus \$4M for ASA(CW)

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Navigation Objectives and Performance Measures

Program Objectives	Performance Measures
Obj.1: Invest in navigation infrastructure when the benefits exceed the costs.	- Remaining BCR - Annual net benefits
Obj. 2: Support sustainable regional, basin-wide, or watershed planning and activities in partnership with others.	- % of projects recommended in Chief's reports that apply watershed principles
Obj. 3: Fund high-priority O&M.	% change in \$ amount of essential backlog at key facilities.
Obj. 4: Operate and manage the navigation infrastructure so as to maintain justified levels of service in terms of the availability to commercial traffic of high-use navigation infrastructure (waterways, harbors, channels).	- % of time navigation infrastructure with high levels of commercial traffic sustains its functional purpose.

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Performance Metrics - PART

Annual	Efficiency	Effectiveness of cost management	Measures effectiveness of management controls for design and construction
Annual/Long-term	Outcome	Percent of time navigation infrastructure with high levels of commercial traffic is available to current commercial users, weighted by commercial tonnage	Measures expresses long-term goal and assesses availability of high-commercial use harbors, channels, and locks for current commercial usage.
Annual/Long-term	Output	Percent of Chiefs reports recommending projects for authorization that meet criteria for reflecting watershed principles in the recommended plan	Measure expresses long-term goal and assesses progress in watershed-based planning

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Performance Metrics - PART

Annual	Outcome	Annual tonnage affected by potential projects identified in reconnaissance phase reports completed in FY	Measure assesses effectiveness of reconnaissance phase in identifying opportunities for transportation savings
Annual	Outcome	Total net benefits (PV) attributable to projects recommended in feasibility reports completed in FY	Measure assesses of feasibility phase in identifying potential national economic development benefits
Annual	Outcome	Total net benefits (PV) attributable to PEDs completed in FY	Measure assesses effectiveness of PED in enabling transportation savings
Annual	Outcome	Total benefits (PV) realized by construction projects completed in FY	Measure assesses effectiveness of construction program in realizing transportation savings

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Performance Metrics - PART

Annual/Long-term	Outcome	Percent of time low use navigation infrastructure is available to all current users, unweighted.	Measure expresses long-term goal and assesses availability of low-commercial use channels, harbors, and locks to all current users.
Annual	Outcome	Percent change in constant dollar balance to complete programmed work on all ongoing, budgetable construction projects	Measure assesses progress in reducing backlog of ongoing, budgetable construction projects

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Performance Metrics

- **BCR** - the benefit cost ratio for project
- **Commercial tonnage** - commercial tonnage impacted
- **Percent reduction in delay costs** - % reduction in delay costs (inland only)
- **Sys Ton-miles** - the total tons X the total distance from origin to destination



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Performance Metrics (cont)

- **Percent Available** - Percentage of time project is available to perform as designed without limits from deferred maintenance, etc.
- **Public Health/Safety** - critical hazardous situation, imminent failure resulting in severe consequences to public.
- **Other proj. purpose** - list other purposes (outputs) associated with this project (study)



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Performance Metrics (cont)

- **Consequences** - budget request needed to comply with safety, settlements, etc - what is penalty if not funded this PY
- **Purpose** - what the budget amount accomplishes (initiate, continue, complete recon, feas, PED, contract) to ensure justified level of service
- **Remarks** - additional information to support budget request that is not in the other fields



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Increment Ranking

Construction

- Continue construction by last year, then RBCR
- New contract on project u/c then RBCR
- Continue construction then by RBCR
- New start construction on new project
- R.I. ,Dredged Material Disposal

Funding

- Last year PED then by BCR
- Continue PED then by BCR
- Last year feasibility
- Continue feasibility
- Continue recon
- New feasibility
- New recon
- New PED then by BCR *
- New Feasibility *
- New Recon *

O&M

- Compliance items SNW, subsist., safety
- "Normal" O by 1/% of time & consequences
- "Normal" M by 1/% of time & consequences
- R.I. – R&D, Waterborne, Data

*For increments 2 and above

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FY 06 Budget Development

- Culture Change to Field
- Data Not Consistent
- Trends Needed
- Additional Vessel Draft Metric Needed
- O&M Benefits Lacking
- Better Increment Development

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Low-Use Waterway Segments

- Segments with <1 million tons on waterways with < 1 billion system ton-miles
- Multipurpose benefits
- Investment benefits
- Growth trend
- Other values
- Caretaker costs

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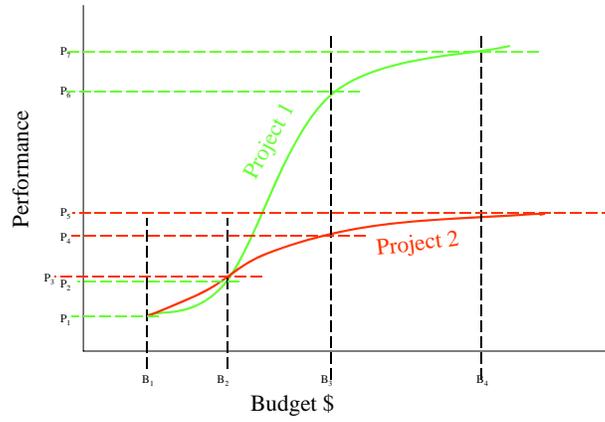
Low-use Shallow Harbors

- < 1 million tons
- Supports some fisheries output
- Investment Benefits
- Public transportation (Channel Islands)
- Boater safety (hazardous inlet)
- Subsistence Harbors
- Harbors of Refuge

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Performance Based Budgeting

Considerations in Developing
Budget Increments



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