# Case Neg – Army Corps Agent

### Link - ACE is normal means

#### The Army corps is responsible for civil work projects

DOT 11

U.S Department of Transportation April 6, 2011 http://www.fhwa.dot.gov/bridge/hscoebk.ht access date July 2, 2012

**The U.S. Army Corps of Engineers are responsible for the maintenance, operation, and repair of many hydraulic steel structures in its civil works projects.** Many of these steel structures have been in service for over fifty years. Many of these structures have suffered extensive deterioration and damage to them. Dents, racking, and yielding of steel members caused by impact, boat mishandling, and accidents are quite common in USACE hydraulic steel structures. Until recently, the only repair alternative open to USACE was to remove the damaged member and replacing it with a new one. Now there is a alternative method - Heat Straightening.

#### The Army Corps can repair ports

[**SMITH**](http://www.salon.com/writer/bruce_smith/) **12**

BRUCE, ASSOCIATED PRESS( June 21,2012)( <http://www.salon.com/2012/06/21/report_southeast_gulf_need_deeper_port_harbors/>) access date **july 2, 2012**

**Lawmakers asked the U.S. Army Corps of Engineers to examine improvement needs among the nation’s ports as local governments scramble for federal funds to deepen their harbors to make room for a growing fleet of giant commercial ships.** The East Coast only has three ports — New York, Baltimore and Norfolk, Va. — with waterways deep enough to accept the fully loaded ships regardless of tides. The Southeast, forecast for the nation’s heaviest growth in population and trade, remains too shallow from Virginia to south Florida and across the Gulf to Texas.

#### Army corps designs naval and water infrastructure projects

**U.S Army corps of engineers, No date** (http://www.usace.army.mil/About/CentersofExpertise.aspx)

**The**[**Marine Design Center**](http://www.nap.usace.army.mil/mdc/fs21.htm) **is the Corps of Engineers center of expertise and experience for the development and application of innovative strategies and technologies for naval architecture and marine engineering.** **They provide total project management including planning, engineering, and shipbuilding contract management in support of Corps, Army, and national water resource projects in peacetime, and augments the military construction capacity in time of national emergency or mobilization.**

#### The U.S Army Corps of Engineers is charge of all maritime transportation

**U.S Army Corps of Engineers, NO date** <http://www.mvp.usace.army.mil/docs/inlandwaterways.pdf>

**The Federal agencies most directly involved in the development and operation of the Nation’s navigation system** **are the U.S. Army Corps of Engineers** and the U.S Department of Transportation (DOT). **The responsibilities** **of both agencies are part of their broader jurisdictions that include both maritime and inland waterways transportation. The Dot, through the U.S Coast Guard, has responsibility for vessel and navigation safety and provides navigation aids and search and rescue services. The DOT’s Maritime Administration supports the development of U.S. ports, intermodal systems, and domestic shipping. The responsibility of the U.S Army Corps of Engineers (the Corps) is to facilitate the safe, reliable and economically efficient movement of vessels, and it does so by constructing and maintaining navigation channels and harbors, and regulating water levels on inland waterways.** **The system of harbor channels and waterways developed and maintained by the Corps is and integral link in the Nation’s intermodal transportation system.** The inland waterway system carries one-sixth of the Nation’s volume of intercity cargo. Meanwhile, on the coasts and Great Lakes, the importance of maintaining channel depths at more than 900 deep and shallow draft harbor projects is underscored by the estimate that nearly 25 percent of the nation’s economic activity depends on foreign trade handled by these ports. The MTS also provide critical national defense value by supporting the mobilization and sustainability of America’s military.

#### ACE does non-transportation infrastructure

House Transportation and Infrastructure Committee NoDate

Chairman John L. Mica, “Jurisdiction: Transportation and Infrastructure Committee,” http://transportation.house.gov/singlepages.aspx/764

The Transportation and Infrastructure Committee currently has jurisdiction over all modes of transportation: aviation, maritime and waterborne transportation, roads, bridges, mass transit, and railroads.  But the Committee has jurisdiction over other aspects of our national infrastructure, such as clean water and waste water management, the transport of resources by pipeline, flood damage reduction, the economic development of depressed rural and urban areas, disaster preparedness and response, activities of the Army Corps of Engineers and the various missions of the Coast Guard.

### Impact – No solvency

#### Army Corps can't finish projects on time

Spillane 2011

Jack Spillane, Jack Spillane is the executive news editor of The Standard-Times and southcoasttoday.com and a political and human interest columnist for the paper. “South Coast Today” February 12, 2011 <http://blogs.southcoasttoday.com/new-bedford-politics/author/spillanej/> Date assessed 7/2/2012

The most under-played story of the week may have been the South Coast Rail Project manager’s acknowledgement that The army Corps of Engineers is now two years behind Gov. Deval Patrick’s schedule for bringing a commuter rail line to New Bedford and Fall River. Egan, in coordination with the governor’s office and legislative delegation,has shrewdly begun to proceed with other aspects of the rail project — such as smaller construction projects and funding applications, in order to be ready when the Army Corps is finally ready. The latest news is that the Corps will have a preliminary environmental report issued in March, even further behind what Egan had understood. That would delay the required public comment and review process that would subsequently take place and a final environmental report wouldn’t be ready until late 2011 or spring 2012. Egan said the good news is that by conducting a painstaking process, the Army Corps is more likely to have an environmental report that can’t be sued easily. NIMBY (not in my backyard) forces in Easton, Stoughton and Raynham who are against the most likely route (the Stoughton roue) are expected to sue the project on environmental grounds. The danger is that it’s far from certain that President Obama will be re-elected in 2012. And Democrats are not expected to retain control of the Senate. Republicans are far more skeptical about investing money in high-speed rail (even though Europe and China are both putting tons of money into it). So if the Army Corps takes long enough, the project begins to be more endangered again. Mayor Scott Lang, caught on his way out of Sen. Brown’s address to the fishing industry,said he believes there is still sufficient time to get the permitting finished and project underway before the 2012 election. He expressed frustration with the Army Corps though. “I don’t like the idea that it’s taken two years. Its’ well more time than it needed to be,” he said. Lang also said it would take both federal and state money to fund commuter rail. One important development, he said, is that state Rep. Bill Straus of Mattapoisett has now been appointed chairman of the state Transportation Committee. Strauswill play a lead role in pushing the project forward, he said.

#### ACE can’t solve pollution

National Wildlife 12

"Keeping All U.S. Waters Healthy." National Wildlife (World Edition) 50.4 (2012): 44. Academic Search Complete. Web. 2 July 2012.

Then in a 2006 ruling intended to clarify the court's previous ruling, four of nine justices favored broad protection while four others wanted to narrow the law's scope to waterways that are navigable, "relatively permanent" or closely connected to such waters. Justice Anthony Kennedy, the ninth judge, was inclined toward broad protection in cases where a "significant nexus" existed between the wetlands at issue and downstream navigable waters. The split ruling "created a big mess," says Jan Goldman-Carter, NWF water resources counsel, putting at risk many of the streams from which some 117 million U.S. citizens get at least part of their drinking water. One result: The U.S. Environmental Protection Agency (EPA) and the U.S. Army Corps of Engineers, the agencies charged with CWA enforcement, now often decline to take action against irresponsible polluters because officials are uncertain about which waters are protected. NWF has sought to bring certainty to CWA enforcement, urging the Corps and EPA to draft revised regulations designed to clarify and restore protections for affected waters. In April 2011, the agencies released draft Clean Water Act guidance, a first step toward restoring the law's protections. In February, NWF helped rally more than 250 state and local sportsmen organizations, watershed groups and outdoor businesses from 11 Great Lakes, southern and western states to spur quick adoption.