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As the December 20 continuing resolution deadline approaches, we are pleased to see headway being made to pass the Fiscal Year 2020 appropriations bills. The funding for the U.S. Army Corps of Engineers is contained in the Energy and Water Development portion of H.R.1865, the domestic priorities and international assistance appropriations “minibus” bill. The

bipartisan agreement includes spending priorities for eight appropriations bills: Labor, Health and Human Services, and Education; Agriculture; Energy and Water Development; Interior and Environment; Legislative Branch; Military Construction and Veterans Affairs; State and Foreign Operations; and Transportation, Housing and Urban Development. The House has passed the bill, and now the Senate needs to follow suit so the President can sign it into law.

Here is an overview of issues and projects important to PNWA membership:

“Funding pots” – We have reviewed the [appropriations legislation](#) and updated our [Supported Corps Projects](#) list. The minibus bill also includes additional funding pots the Corps will be able to pull from as their FY2020 work plan is developed. The funding pots include:

- Navigation maintenance \$40,156,000
- Deep draft harbor and channel \$532,500,000
- Inland waterways \$55,000,000
- Small, remote, or subsistence navigation \$65,000,000
- Other authorized project purposes \$85,000,000

PNWA SUPPORTED CORPS PROJECTS - FY2019/FY2020 AT A GLANCE



The Pacific Northwest Waterways Association (PNWA) is a regional, multi-industry association focusing in trade, navigation and economic development policy. We represent public and private sector interests in Washington, Oregon, and Idaho including ports, towboat companies, steamship operators, river and bar pilots, agricultural producers, forest products manufacturers, labor groups and others.

PNWA's request numbers are a reflection of estimated capabilities from the Portland, Walla Walla, and Seattle Corps Districts. The capability level is the Corps estimate for the most that it could obligate efficiently during that fiscal year. Our numbers reflect the most critical needs at the projects; however, the Corps may have additional capabilities available.

With the release of H.R.1865 on December 16, 2019, PNWA will now advocate for the highest possible funding levels as the Corps creates a workplan to utilize additional appropriations.

Construction (CG)	Total FY2019 Funding	President's FY2020 Budget	Additional Needs	Total PNWA FY2020 Request	H.R.1865
Columbia River Fish Mitigation Columbia River - FCRRS requirements, Willamette Valley projects, Lemmy Passage	46,000,000	21,602,000	8,218,000	29,820,000	21,602,000
Columbia River (MCR) Jetties Rehabilitation	28,000,000	36,000,000	0	36,000,000	36,000,000
General Investigations (GI - studies)	Total FY2019 Funding	President's FY2020 Budget	Additional Needs	Total PNWA FY2020 Request	H.R.1865
Seattle Harbor channel deepening study Planning, engineering & design (PE&D) funding (\$1M)	0	0	1,000,000	1,000,000	0
Tacoma Harbor channel deepening study	1,000,000	**	**	**	**
Mill Creek Channel, WA (Port of Walla Walla) Flood damage reduction study	0	**	**	**	**

** No funding needed at this time.

We coordinated closely with the Corps' Seattle, Portland, and Walla Walla districts to understand their project capabilities for our members' priorities. We were in Washington, DC, just last week, advocating for Northwest navigation infrastructure with Corps Headquarters, Office of Management and Budget, and Congressional staff. We will now ramp up our second phase of advocacy and work closely with the Corps districts and Congress as the Corps' work plan is formulated. With earmarks out of the picture, this work planning process is the only chance many of our Northwest projects will have to receive critical federal funding to maintain channels and jetties.

The Corps of Engineers will have 60 days to create the work plan, once this bill is signed into law.

Harbor Maintenance Trust Fund – The Water Resources Development Act of 2014 aimed at ensuring full use of Harbor Maintenance Taxes by 2025. According to the American Association of Port Authorities, Harbor Maintenance Trust Fund spending in the FY2020 bill is at \$1.63 billion, which exceeds the target set in WRDA 2014. The bill included level funding of \$50 million for the Donor and Energy Transfer Port Program. This funding is great news for the coastal port community, and a reflection of our collective efforts to advocate for full spending of annual HMT receipts. The HMTF funds federal coastal navigation infrastructure operations and maintenance, like dredging and jetty repairs.

Inland Waterways Trust Fund – In addition to meeting the target for HMTF, for the sixth consecutive year the bill also makes full use of the estimated annual revenues from the Inland Waterways Trust Fund. According to the joint House and Senate explanatory statement, the agreement makes use of all estimated annual revenues and some additional prior year IWTF revenues for ongoing projects. The agreement includes a total appropriation of \$131,075,000 from the IWTF, against fund revenues for this year of \$75,575,000. The IWTF funds 50% of inland construction and major rehab projects, whereas inland O&M is 100% federally appropriated.

New Starts – New starts are limited to just 12 projects nationwide - six new investigation starts (studies) and six new construction starts. There are additional constraints put on the type of projects within both the investigation and construction categories as well. The bill also provides that, “When considering new construction starts, only those that can execute a project cost sharing agreement not later than December 31, 2020, shall be chosen.”

Regulatory – PNWA's message about lengthy permit processing times and challenges is resonating back in Washington, DC. The language in the minibus provides \$210 million for the Corps' Regulatory Program, and explicitly notes the funds included above the budget request are to be used by each of the districts to decrease permit review times.

Stay tuned as PNWA continues our advocacy efforts. We look forward to providing another report when the FY2020 work plan is completed for our Northwest navigation projects, and we hope to deliver good news about increased funding for many of the projects our members support.