



In This Issue

- House passes WRDA 2020

House passes WRDA 2020

Today, the U.S. House of Representatives passed [H.R.7575](#), the bi-partisan Water Resources Development Act (WRDA) of 2020. PNWA extends our gratitude to House Transportation & Infrastructure Committee Chairman Peter DeFazio (D-OR), the Pacific Northwest Congressional delegation, and their staffs for their commitment to



keeping this biennial legislation on track, and for their assistance with PNWA projects. We are very pleased to see this legislation continue to be passed on a two-year cycle.

We are still awaiting publication of the most current version of the legislation with the Manager's Amendment language included, but here is what we can report now:

Harbor Maintenance Trust Fund

The legislation proposes full spending of the annual Harbor Maintenance Tax receipts and spending down the surplus in the Harbor Maintenance Trust Fund (HMTF), currently estimated at \$10 billion. The bill also proposes changes to the spending formulas for HMTF, including:

- 20% for Emerging Harbors (including eligible breakwater and jetty needs at such harbor projects). Also, each fiscal year, up to \$5 million designated for emerging harbor projects can be used to pay for up to 10 projects for maintenance dredging of a marina or berthing area that is near a Federal navigation project. The non-Federal sponsor cost share is 25%.
- 10% for Donor and Energy Transfer Ports (extends authorization of the Donor and Energy Transfer Port program for 10 years with expanded uses)
- 12% for the Great Lakes Navigation System

Inland Waterways Trust Fund

For construction projects initiated between 2021 and 2027 until they are completed, the construction cost share for the non-Federal sponsor will drop to 35%.

PNWA Supported Projects

PNWA applauds Rep. Jaime Herrera Beutler's (R-WA) efforts to ensure that turning basins for deep draft vessels on the Lower Columbia River can be added and improved.

We are also very pleased to report the inclusion of projects in PNWA member areas:

- Project to resolve increased silting and shoaling adjacent to the federal channel on the Coquille River (Port of Bandon)
- Project for ecosystem restoration where Hood River meets the Columbia River (Port of Hood River)
- Deauthorization of a portion of the Cap Sante Waterway (Port of Anacortes)
- Disposition of Willamette Falls Locks (Willamette Falls Heritage Foundation)

Next Steps

We will continue to advocate for PNWA's priorities in the Senate as they consider the conference bill. The Senate has not currently scheduled any floor time for WRDA (AWIA) before they recess for the long August break at the end of next week. In the meantime, we anticipate working closely with the Senate Environment and Public Works Committee's and Northwest Congressional delegation's staffs.

[PNWA Website](#)

[About PNWA](#)

[Action Agenda](#)

[PNWA Events](#)

[Contact Us](#)

© Pacific Northwest Waterways
Association

@PNWaterways

