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PNWA supports the WRDA 2024 conference bill and believes it will be beneficial for both the Pacific Northwest and our members. The bill addresses all key requests for which PNWA advocated and we encourage Congress to pass this legislation. We deeply appreciate the unwavering support and leadership of our Congressional delegation, particularly Senators Jeff Merkley, Patty Murray, Maria Cantwell, and Jim Risch, and Ranking Member Rick Larsen for ensuring this bipartisan legislation protects and promotes waterways, ports, and economic development in our region.



WRDA 2024 Conference Bill Released

Earlier this year, both the House and Senate passed their respective WRDA 2024 bills (S. 4367/H.R. 8812), each reflecting distinct priorities. To reconcile the differences between these bills, an informal conference committee—comprising staff from both the Senate Environment and Public Works Committee and the House Transportation and Infrastructure Committee—worked for several months to craft a unified proposal. PNWA staff and members met virtually and in person with the Congressional delegation and committee staff to advocate for our priorities as the final negotiations were taking place.

On December 3, 2024 the Water Resources Development Act (WRDA) of 2024 conference bill was released.

The finalized conference bill, representing a bipartisan compromise, must be approved by both the House and Senate. The House plans to vote on it next week, on December 9 or 10, via the suspension calendar. If passed, the bill will move to the Senate, where

leaders will use the "hotlining" process to expedite its passage by minimizing debate and gauging support. If both chambers approve it, the bill will be sent to the President for signature. However, the plan may change due to unforeseen challenges.

WRDA Information:

To view the WRDA 2024 bill text, [click here](#).

To view the section-by-section WRDA 2024 summary, [click here](#).

PNWA Supports WRDA 2024

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- Specifically, we achieved a win with the House T & I language (with minor modifications) for the replacement of the Dredge Oregon.
- Both the Senate EPW language and the House T&I language for confined aquatics and pile dike maintenance are included. As a result, the needs of the Columbia River will be met. The Senate language reiterates the need for continued maintenance of pile dikes at Federal expense and ensures that the GAO will study confined aquatic structures going forward to generate recommendations for future policy and guidance.
- Additionally, the Mt. St. Helens Sediment Control project now includes navigation as a purpose, allowing for dredging to address navigation impacts.
- The property in North Bonneville owned by the Corps will be conveyed to the Port of Skamania at fair market value, but the Secretary of the Interior's first right of refusal on the property has been waived.
- The bill also contains favorable provisions for the Ports of Seattle and Tacoma, specifically regarding cost-sharing for construction and operations & maintenance of their deepening projects.
- The Inland Waterway Trust Fund is now authorized for a federal cost share of 75% and 25% non-federal instead of 65% and 35%.
- Also included was Section 1152 which pertains to the Columbia River Treaty. This provision authorizes appropriations to pay Canada for pre-planned flood control storage.

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