

USACE UPDATE FOR THE NATIONAL WATERWAYS CONFERENCE

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NAVIGATION CHALLENGES



- Constrained funding and Growing funding- cannot maintain authorized/constructed channel dimensions and infrastructure
- Competing priorities- identifying top program needs and how to use funds efficiently
- Aging infrastructure
- Funding for low commercial use projects
- Increased cost of doing business
 - General O&M cost escalations
 - Dredging
 - Additional O&M Post-Panamax
- Capacity for dredge material
- Environmental Issues
 - Air and water quality requirements
 - Threatened, endangered, and invasive species
 - Dredging windows



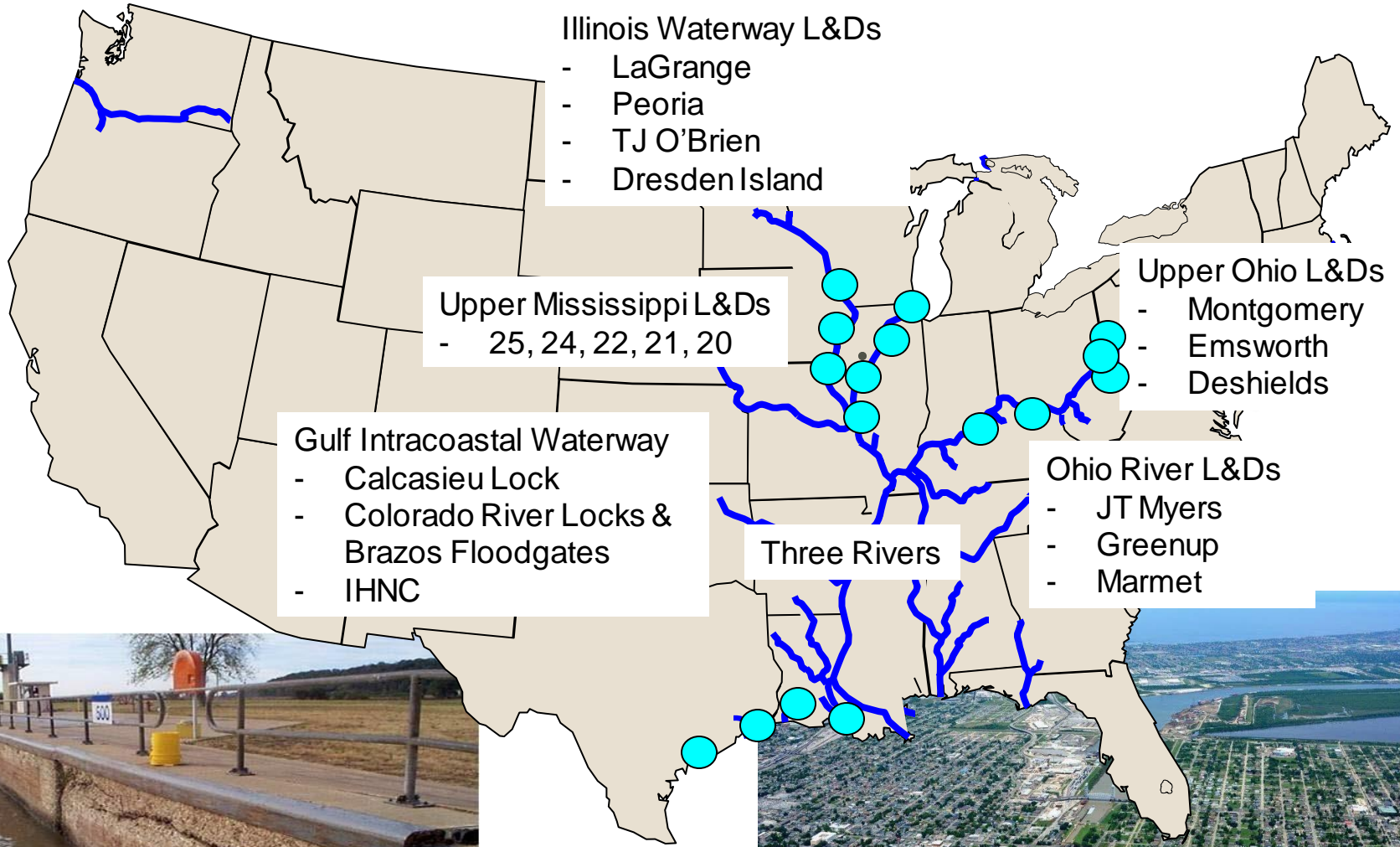
NAVIGATION WRDA 2020 UPDATE



- WRDA 2020 codifies how we will budget HMTF, giving USACE necessary authority to execute, however appropriators direct how much funding.
- WRDA 2020 establishes several discretionary targets (Secretary Authority), specifically that of the annual HMTF dollars made available in each fiscal year: **At least 15% be allocated to emerging harbors, at least 13% be allocated to Great Lakes projects, at least 17% be allocated to commercial strategic ports, and at least 12% be allocated for expanded uses** of which one third be provided to Energy Transfer ports and two thirds be provided to Donor ports.
- The Act establishes how much HMTF appropriations can be taken “off budget”- **not exceed revenues from 2 fiscal years prior plus \$500M** starting in FY 2021 and escalates every year through 2030
- Section 125 renews **congressional commitment to BU** and emphasizes improving dredge material management
- Cost share for IWTF project changed from 50/50 to 35/65 for projects receiving construction funds between 2021-2031 until completion
- Inland Pilot project to **carry out modernization activities**:
 - We can receive non-Federal funds for authorized project
 - Non-federal interest can carry out activity



CAPITAL INVESTMENT OPPORTUNITIES





THANK YOU

