

JANUARY 13, 2021 - WATERWAYS ASSOCIATION OF PITTSBURGH – LEGISLATIVE REPORT

WRDA 2020 OR “THE AMERICA WATERWAY INFRASTRUCTURE ACT OF 2020”

- 🕒 Was passed on December 28 as part of the 2021 Omnibus Appropriations and COVID-19 relief package. Highlights include elevating the cost share to 65% General Revenue and 35% Inland Waterways Trust Fund – for 10 years. This will add an additional billion dollars toward improving the IWTS and is considered a landmark achievement. Representatives Connor Lamb (D-PA) and Brian Babin (R-TX) lead the house effort on this bill.

2021 APPROPRIATIONS

- 🕒 In addition to WRDA, the 2021 Omnibus package funds the USACE. For the first time since 2004 there will be funding appropriated for a new lock project of \$323 million (\$113 million from the IWTF and \$210 million from the general revenues). According to the USACE – Pittsburgh District – the Upper Ohio Navigation project (a higher priority project currently in design phase) may start within the next 5 years, versus the anticipated 5-10.
- 🕒 The USACE is funded at \$7.8 billion – \$145 Million over 2020.

WCI WASHINGTON MEETINGS (“FLY-IN”) WILL BE VIRTUAL

- 🕒 On February 23 – with the meetings to be held later one Congress’s schedule is organized.
- 🕒 We can participate in congressional meetings by signing up for Action alerts on the WCI website or texting Locks 52886. This is just out so I’ll move later today to find our more details
- 🕒 Specific Information regarding lobbying teams and schedules will be forthcoming.

ADDITIONAL

🕒 117th CONGRESS COMPOSITION

- House of Representatives = 222 Democrats, 211 Republicans, 2 seats still open
- Senate = 50 Republicans, 50 Democrats

🕒 Inland Waterways Users Board

- will Meet February 9 with a tour of the Lower Mon Project planned for Feb 8.

🕒 Biden Administration – potential effect on the Inland Waterways

- Biden’s Team states that it wants to start pushing an infrastructure bill in February 2021. Two priorities that effect our industry are 1) a further development of domestic marine highway corridors on our coasts and inland waterways (due to a lower emitting mode of transport) and taking a closer look at how infrastructure development effects ports and neighborhoods with a focus on how federally funded programs can be better dispersed to influence job creation, training and retention