



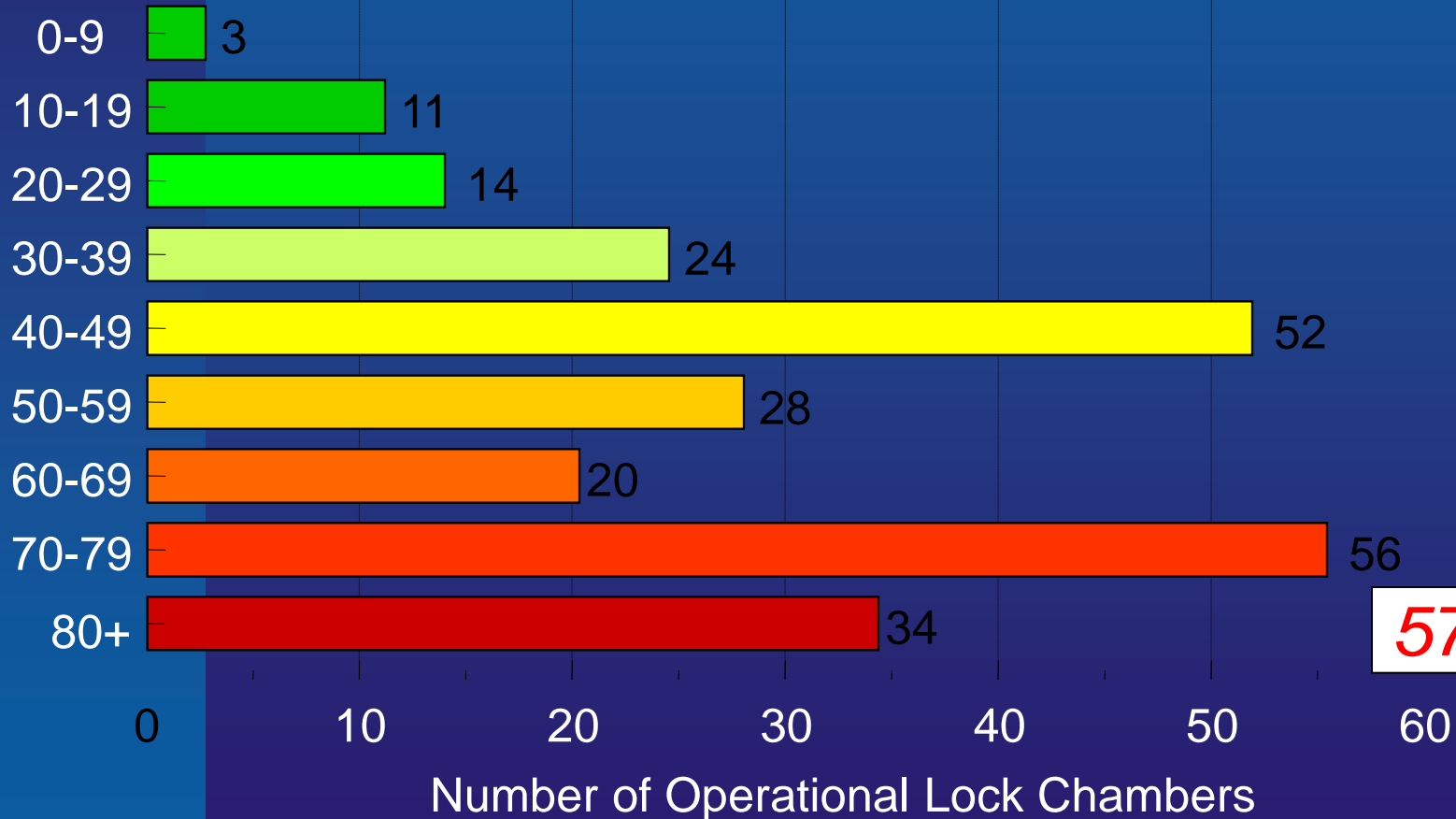
NGFA Transportation Forum

Mike Toohey, President/CEO
Waterways Council, Inc.

March 30, 2014

Challenge: Aging Lock Inventory*

Age in 2010 (Years)

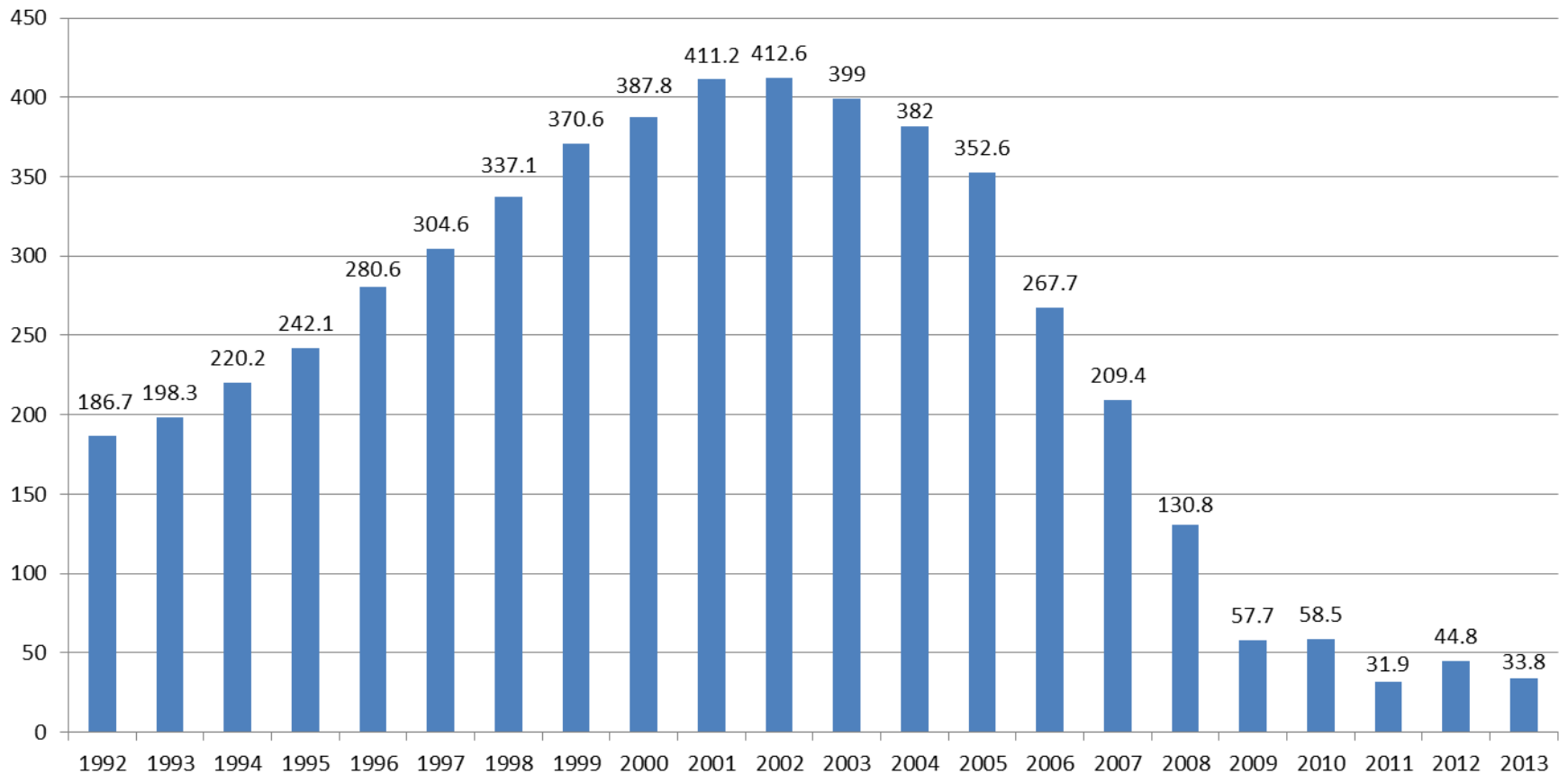


57% > 50

*Includes all operational deep and shallow draft Corps and TVA navigation locks.



Inland Waterways Trust Fund Year End Balances 1992-2013





Project Completion Dates (Status Quo, New Construction)

- Olmsted L/D Construction **(2020)**
- Lower Mon 2,3 & 4 Replacement, phase 1 **(2027)**
- Kentucky Lock Addition **(2041)**
- Chickamauga Replacement Lock **(2051)**
- L/D 25 Upper MS 1200' Lock Addition **(2064)**
- High Island to Brazos River, TX **(2053)**
- Lagrange 1200' Lock Addition **(2070)**
- Inner Harbor Lock Replacement **(2077)**
- L/D 22 Upper MS 1200' Lock Addition **(2083)**
- L/D 24 Upper MS 1200' Lock Addition **(2090)**



Project Completion Dates (Status Quo, Major Rehab)

- L/D 25 Upper MS Dam (2053)
- Lagrange (2064)
- Lower Monumental (2065)
- ILL WW Thomas O'Brien L/D (2065)
- Greenup Dam Rehab PED & Constr. (2079)
- JT Myers Dam (2081)
- Meldahl Dam (2079)
- Montgomery (2084)
- Mel Price Upper MS (2086)
- No. 2 Lock AR Lock Wall/Bank Slope Rehab (2085)
- Willow Island Dam Rehab PED & Constr. (2089)
- Marmet Dam (2090)



SENATE: Water Resources Development Act WRDA

- **The Senate EPW Committee included elements of the Capital Development Plan in a WRDA bill that passed the full Senate 83-14 on May 15**

“Water resources legislation can boost the economy, create jobs, and help protect lives and property in communities across the country.”

--Sen. Barbara Boxer, Sept. 20, 2012





HOUSE: Water Resources Reform Development Act (WRRDA)

- WRRDA – H.R. 3080 – passed the House on October 23 by a vote of 417-3

“An efficient infrastructure allows U.S. businesses to be competitive in the global marketplace.”

– Rep. Bill Shuster, Chairman, House
T&I Committee





SENATE vs. HOUSE KEY ISSUES

- **SENATE:** 100% Federalization of Olmsted
\$164 million in annual project construction funding
- **HOUSE:** 75% Federal funding/25% Trust Fund funding of Olmsted
\$94 million/year to flow to priority projects
- **COMPROMISE?** 85%/15% = \$134 million annually



THE USER FEE INCREASE

Increase Inland Waterways Fuel User Fee by 6- to 9-cents/gallon on diesel fuel consumed by commercial vessels while operating on the inland waterways of the US

“In a letter dated September 24, 2013, to the Ways and Means Committee, the Waterways Council and a coalition of nearly 40 stakeholders expressed support for increasing the excise tax that supports the Inland Waterways Trust Fund to at least 26 cents per gallon, in conjunction with spending reforms included in the Water Resources Reform and Development Act, which passed the House of Representatives on October 23, 2013.”—*Tax Reform Act of 2014 Discussion Draft*



GET 'ER DONE?

- **WRRDA is priority legislation being finalized now that could be signed into law by the President this Spring.**
- “Moreover, we can take the money we save from this transition to tax reform to create jobs rebuilding our roads, upgrading our ports, unclogging our commutes – because in today’s global economy, first-class jobs gravitate to first-class infrastructure. We’ll need Congress to protect more than 3 million jobs by finishing transportation and waterways bills this summer. That can happen.”
- **-- President Obama, State of the Union Address, January 28, 2014**



FY 2014 OMNIBUS FUNDING

2014 Consolidated Appropriations Act/FY 2014 Energy & Water Development & Related Agencies Appropriations Act funds the Corps' Civil Works program

- **Total program funding level: \$5.467 billion, \$749 million increase (over the FY 2013 post-sequester enacted level), 15.9% increase above FY '13 funding**
- **O&M: \$2.86 billion, a 25% increase (over FY '13 post-sequester levels); highest appropriations level ever in an annual appropriations bill.**
- **Construction: \$1.656 billion (within bill's 4.4% increase)**
- **IWTF projects: 28.6% increase (over FY '13 funding levels), and 46.3% increase over Administration's FY '14 proposed budget. Trust Fund projects will receive at least \$81.5 million in additional undesignated funding above proposed in the FY '14 budget.**



FY 2014 OMNIBUS FUNDING

- **Olmsted cost-share change: 75% General Funds and 25% Inland Waterways Trust Funds (from 50%-50%) \$163 million is provided for the Olmsted Lock and Dam project.**
- **Other projects received funding at the President's requested level: Lower Mon 2, 3, 4, \$1.96 million; and Lockport Major Rehabilitation, \$11.4 million.**



FY 2015 PRESIDENT'S BUDGET

- **\$4.561 billion**, a 17% reduction from the \$5.467 billion provided by Congress in FY '14 (Civil Works)
- Construction General: reduced 32% (**\$1.125 billion** vs. \$1.65 billion in FY '14)
- Olmsted (**\$160 million**) and Lower Mon 2, 3, 4 (**\$9.016 million**)
- O&M: **\$2.6 billion**, a 10% reduction (vs. \$2.861 billion in FY '14)
- MRT: **\$245 million** (vs. \$307 million in FY' 14)
- FY '14 Work Plan allocations: **\$72.715 million** for Lower Mon; **\$17.4 million** for Lockport; **\$3.4 million** for Mel Price. \$0 for Kentucky Lock or Chickamauga.
- Lockage fee proposal?



www.waterwayscouncil.org