



## International Trade Cannot Happen Without Efficient Infrastructure

ICGA's Waterway Priorities:

**Water Resources Development Act** — Conform the cost-sharing for Inland Waterways Trust Fund (IWTF)-financed construction projects to require in the future 25% of the project cost to be derived from the IWTF and the remaining 75% from General Revenues. This tracks the same formula used for the construction of most of the nation's coastal ports (with depths between 20-50 feet).

**Fiscal Year 2021 Appropriations** — Provide for the construction of inland waterways modernization projects at the maximum funding amount supportable by expected revenues into the IWTF. Increase overall Corps of Engineers Civil Works Program Operations & Maintenance (O&M) funding (FY20 funding for O&M was \$3.79 billion).



**Additional Fees** — Oppose additional tolling, lockage fees or other charges for the users of the inland waterways system.

**Conforming Construction Cost-Sharing for Our Nation's Inland Waterways Introduction** – Beginning with 2016, the first full year that the newly-increased inland waterway diesel fuel tax was in effect for the entire year, the inland waterways capital investment program (Construction account) has operated at an average annual funding level approaching \$400 million. This efficient level has been achieved largely through the cost share changes for Olmsted Locks and Dam in WRRDA 2014 and for the Chickamauga Lock in the FY19 and FY20 Corps of Engineers funding bills and as a result of the industry-proposed 45% increase to their own diesel fuel tax, which took effect April 1, 2015.



**Funding History/Cost-Share Percentage** – Due to these policy changes, construction of navigation projects on the inland waterways transportation system has been cost-shared at approximately 69% General Revenue/ 31% Inland Waterways Trust Fund (IWTF). This has led to significant progress for ongoing construction projects, including Olmsted becoming operational four years ahead of schedule and an expected \$275 million below the Post Authorization Change Report estimated cost. WCI is recommending a programmatic permanent cost-share change to continue this recent construction progress in the future.

**Infrastructure Package** — Secure additional funding for the infrastructure of the inland navigation system in a comprehensive infrastructure bill.

Fiscal Year	IWTF Revenues (Million)	Priority Project Allocations (Million)	Cost-Share Percentage
2014	81.7	\$269.90	30.30%
2015	97.9	\$281	34.80%
2016	111.1	\$405	27.40%
2017	114.4	\$409	27.80%
2018	116.8	\$399	29.30%
2019	121.2	\$329.80	36.70%
2020	116	\$335	34.60%
Total	759.1	\$2,428.70	31.30%