

Water Resources Reform and Development Act of 2014

For CMANC

Jim Walker

*Director of Navigation Policy and Legislation
American Association of Port Authorities*

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American Association of Port Authorities

Representing Seaports of the Western Hemisphere for over 100 years!



- AAPA was established in 1912
- Since that time AAPA has been providing a space for collaboration and exchange of best practices
- Fostering collaboration among members and allied groups. We do this through:
 - Education and Training, PPM
 - Networking and one on one interaction
 - Legislative and Policy support
 - Outreach

WRRDA!

- Water Resources Reform and Development Act
- 2000, 2007, 2014
- Overwhelming bipartisan support
 - House, 412 - 4
 - Senate, 91 – 7
 - Signed into law
June 10, 2014



Why WRRDA matters to You

- **Navigation channels**
 - Essential to Freight Movement
 - Harbor Maintenance Tax, HMT
 - Inadequately Maintained
 - Path to full use of HMT by 2025
 - Cost share depth modernization
- **Expanded use, emerging and underserved ports**
- **Authorize Navigation Channel Improvements**
- **Streamline the Corps of Engineers Navigation planning study process**

WRRDA Funding Highlights

- **New approach – Baseline and Above Baseline**
- **Baseline: Traditional Corps approach**
 - Baseline is FY12 HMT funding, \$898 million
- **Above Baseline:**
 - 90/10 split for High & Moderate versus Emerging
 - 10% for Expanded Uses at HMT Donor Ports
 - 10% for Great Lakes harbors
 - 5% for Underserved Harbors
- **Separate authorization for Donor and Energy Transfer ports**

Donor and Energy Transfer Projects

Donor Port Criteria

At least \$15 million HMT revenue annually
Receive less than 25% in previous 5 years
State handled over 2 million TEU's

Energy Transfer Port Criteria

At least 40 million tons of cargo in FY12
At least 25% of cargo was a qualifying energy commodity

DONOR PORTS

1. Long Beach, CA
2. Los Angeles, CA
3. Miami, FL
4. New York/New Jersey
5. Seattle, WA
6. Tacoma, WA

Funds Distribution: Any funds appropriated will be equally split between Donor Ports and Energy Transfer Ports.

Qualifying ports can opt to use funds:

1. To provide payments to importers
2. For expanded uses
3. For environmental remediation

Limitation: No ports may receive amounts as both a donor port and an energy transfer port.

ENERGY TRANSFER PORTS

1. Port of S. Louisiana, LA
2. Houston, TX
3. New York/New Jersey
4. Long Beach, CA
5. New Orleans, LA
6. Beaumont, TX
7. Corpus Christi, TX
8. Baton Rouge, LA
9. Texas City, TX
10. Plaquemines Parish, LA
11. Mobile, AL
12. Lake Charles, LA
13. Norfolk Harbor, VA
14. Baltimore, MD

‘Hit the HMT Target!’

- WRRDA incremental increases leading to full HMT use in 2025
 - FY 2015 is first year
 - House hit the target, Senate about \$100 million short
- ‘Hit the HMT Target!’ campaign
 - House and Senate letters
 - Chamber of Commerce letter for Stakeholders
- **ACTION:**
 - Mention during Hill visits
 - Sign up and pass the word!

Harbor Maintenance Tax (HMT) funding in the Fiscal Year 2015 Energy and Water Development Appropriation must meet the WRRDA target for jobs and economic growth to ensure U.S. competitiveness in world trade.

A key focus of the [American Association of Port Authorities \(AAPA\)](#) is improving port-related infrastructure, including the water-side and land-side connections to ports, to efficiently move goods in and out of our nation. This message highlights:

WHY HMT FUNDING MATTERS TO YOU

Ports play an important role in job creation and economic prosperity for every American and every constituent, even though most Congressional Districts do not themselves contain ports. State-specific benefits can be found [here](#).

Passage of the Water Resources and Reform Development Act of 2014 (WRRDA) was a major accomplishment of the 113th Congress. Congress, through WRRDA 2014,

committed to achieve full use of HMT through Incremental increases over a ten-year period, with FY 2015 being the first year. It is vitally important that this commitment be met.

The HMT is collected from users to fund navigation channel maintenance, enabling freight movement to and from the global marketplace. HMT tax collections are distributed to states and territories to



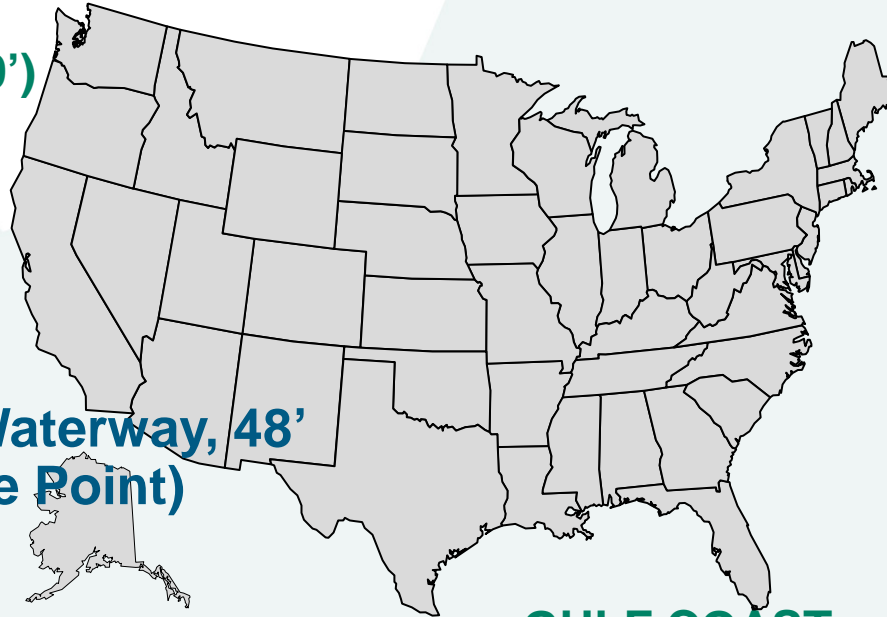
US Harbors 45' or Greater

WEST COAST

Seattle/Tacoma (>50')
Oakland (50')
LA/LB (>50')
San Diego (47')

WRRDA

Sabine Neches Waterway, 48'
Jacksonville (Mile Point)
Savannah, 47'
Freeport, 56'
Canaveral, 44'
Boston, 47'
Lake Worth, 39'
Jacksonville, 47'



EAST COAST

NY/NJ (50' underway)
Baltimore (50')
Hampton Roads (50')
Charleston
Morehead City
Miami (50' underway)

GULF COAST

Mobile
New Orleans
Houston/Galveston/Texas City
Corpus Christi
Freeport

Maritime and Intermodal



AAPA Freight Priorities

✓ *Need for Federal and State Planning*

- Designation of Gateways and Corridors
- Identification of Connectors on Primary Freight Network
- Expertise in Maritime Planning should be a part of every state DOT
- Short Sea Shipping or America's Marine Highways

✓ *Dedicated Freight Funding*

- Port authorities should be eligible to apply directly for funding
- Funding for Connectors, Intermodal projects and 'First and Last Mile' projects
- Funding for Projects of National & Regional Significance (PNRS)

✓ *TIFIA and Strong Financing Options*

... What's Next?

- **WRRDA implementation guidance w/Corps**
 - Navigation webinar and written comments on Sep 24
- **Hit the HMT target!**
 - Administration - (walk the talk) budget for HMT and new starts
 - Congress appropriate the funds
- **Engage in surface transportation reauthorization**
- **Communicate importance of freight movement and infrastructure investment to Nation's economic growth and jobs.**

Infrastructure Week 2014 – Partnership and Collaboration at its best...



What will success look like?

- Full use of HMT revenues to fully maintain navigation channels
- A robust navigation studies and construction program
- Channel improvements that allow America to continue its freight movement competitive advantage throughout the 21st century.



Recruiting

- Advocate for navigation funding – it's your taxes!
- Support increased Freight Movement focus in Surface Transportation Bill
- Help us strengthen the Navigation coalition

Bold goal: Get Infrastructure recognition like AARP and NRA!



THANK YOU!

Jim Walker

jwalker@aapa-ports.org

(703) 684-5700



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