



**American
Iron and Steel
Institute**

Steelgram

Immediate Attention Requested

October 29, 2024

**To: Members of the U.S. House of Representatives
House staff assigned to steel and/or infrastructure issues**

**SUPPORT INLAND WATERWAYS TRUST FUND (IWTF) MODERNIZATION
IN THE WATER RESOURCES DEVELOPMENT ACT OF 2024 (WRDA 2024)**

Background: The health and stability of our nation's marine transportation system are critical to the economic competitiveness of the domestic steel industry. In particular, companies rely heavily on inland waterways, seaports, locks and dams for transporting raw materials to their plants and finished products to end users in the market. As such, it is essential that repairs and construction of important inland navigation projects be approved and completed as efficiently as possible. Currently, these projects are funded through the Inland Waterways Trust Fund (IWTF) utilizing a cost-share ratio of 65 percent funding from the general treasury and 35 percent funding from IWTF. Increasing the general treasury portion of such waterways projects will accelerate the return on investment for them, as well as facilitating their more rapid completion.

Situation: Section 109 of the Senate-passed Water Resources Development Act of 2024 (WRDA 2024, S. 4367) would permanently adjust the funding cost-share for waterways projects to a 75 percent general treasury to 25 percent IWTF ratio. It would also provide 100 percent full general treasury funding for IWTF projects funded in the 2021 Bipartisan Infrastructure Law. However, the House-passed WRDA bill (H.R. 8812) does not amend the cost-share ratio. Infrastructure committee leaders in the House and Senate are currently meeting to negotiate final WRDA 2024 legislation for this year.

Request: Please contact leaders of the House Transportation and Infrastructure Committee to request that they support Section 109 of the Senate-passed WRDA bill during negotiations of WRDA 2024 to modernize the cost-share ratio for IWTF projects. Doing so will further facilitate critical investments in our nation's inland waterborne transportation system and enhance the economic competitiveness of the domestic steel industry.

Sincerely,

A handwritten signature in black ink that reads "Kevin M. Dempsey".

Kevin M. Dempsey
President and CEO