

**Congress of the United States**  
Washington, DC 20515

April 22, 2022

The Honorable Rosa L. DeLauro  
Chairwoman  
Committee on Appropriations  
H-305 The Capitol  
Washington, DC 20515

The Honorable Kay Granger  
Ranking Member  
Committee on Appropriations  
1016 Longworth House Office Building  
Washington, DC 20515

The Honorable Marcy Kaptur  
Chairwoman  
Subcommittee on Energy and Water  
Development, and Related Agencies  
Appropriations  
2362B Rayburn House Office Building  
Washington, DC 20515

The Honorable Mike Simpson  
Ranking Member  
Subcommittee on Energy and Water  
Development, and Related Agencies  
Appropriations  
2362-B Rayburn House office Building  
Washington, DC 20515

Dear Chairwomen DeLauro and Kaptur and Ranking Members Granger and Simpson:

Thank you for your efforts to increase U.S. Army Corps of Engineers (the Corps) Civil Works program harbor maintenance funding in your annual Energy and Water Development and Related Agencies (E&W) Appropriations Act. We were particularly pleased to see the FY2022 Consolidated Appropriations Act (P.L. 117-103) allocated \$2.05 billion to the USACE for harbor maintenance, exceeding the target that is included in section 2101(b)(1)(B) of the Water Resources Reform and Development Act (WRRDA) of 2014 (P.L. 113-121).

Full use of the Harbor Maintenance Trust Fund (HMTF) is urgently needed for safe and efficient freight transportation. Enough Harbor Maintenance Tax (HMT) revenue is collected each year to meet the nation's annual authorized harbor maintenance needs for harbors of all sizes. Congress recently demonstrated its commitment to work towards full use of the HMTF through provisions passed in the 2020 WRDA legislation.

It is with this spirit that we write to request that the House Appropriations Committee allocate at least \$2.317 billion for harbor maintenance activities in the House Fiscal Year 2023 (FY22) E&W appropriations bill. This number reflects the FY21 Harbor Maintenance Trust revenues plus the \$700 million of unspent Harbor Maintenance Trust tax collections, per the FY21 Omnibus and COVID Relief Response Act (P.L. 116-260), and the Water Resource Development Act of 2020.

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Harbors and navigation channels are a vital part of our nation's transportation infrastructure, and a reduction in their capacity can have significant impacts on local communities and economies. WRDA 2020 recognized both the national need to increase harbor maintenance spending and the local and regional economic impacts of harbors of different sizes and types of commerce. WRDA 2020 also directs the Corps to expend designated percentages of HMTF resources towards donor ports, as well as modifies the "expanded use" definitions for donor and energy transfer ports and emerging harbors. However, through efforts over the last few years to increase funding, we have stopped adding to the maintenance dredging backlog. Thus, more work needs to be done to return Federal navigation channels to their full width and depth.

Failing to maintain our waterway infrastructure drives up the cost of U.S. exports and imports, which threatens U.S. economic growth and increases the risk of vessel groundings and associated oil spills. Many U.S. exports compete in a very price-sensitive global market where transportation inefficiencies mean losing business to other countries. Underutilization of HMT revenue threatens the continued operation of small and medium sized harbors, and some have closed due to inadequate maintenance.

We urge you to work with the Senate to craft a final FY23 E&W Appropriations bill which aligns with the spending allocation provisions in WRDA 2020.

Thank you for your consideration of this request.

Sincerely,



Bill Huizenga  
Member of Congress



Alan Lowenthal  
Member of Congress