Dear Chairmen Rogers and Simpson and Ranking Members Lowey and Kaptur:

Thank you for your efforts to increase U.S. Army Corps of Engineers 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 President's budget projected revenue for Harbor Maintenance Trust Fund to be over $1.81 billion for Fiscal Year 2015. It is with this increased activity that we write to request that the House Appropriations Committee hold the line and allocate $1.25 billion for harbor maintenance in the House Fiscal Year 2016 (FY16) bill, meeting the target that is included in section 2101(b)(1)(A) of Water Resources Reform and Development Act (WRRDA) of 2014. The House supported the WRRDA conference report by a 412-4 vote and supported increasing FY16 harbor maintenance funding to the WRRDA 2014 target level of at $1.2 billion, but ideally meeting the target percentage of 69% and allocating $1.25 billion for FY16.

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. Unfortunately, harbors and navigation channels are getting narrower and shallower due to accumulating sediment, dredged material disposal area capacity is declining, and harbor structures such as breakwaters and jetties are deteriorating due to inadequate funding.
The Army Corps of Engineers has reported that nationwide authorized channel depths are available about half of the time, and then only over half of the channel’s width. This 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.

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. WRRDA 2014 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.

Full use of HMT is urgently needed for safe and efficient freight transportation and was desired by navigation stakeholders. Congress, through WRRDA, committed to achieved full use of HMT through incremental increases over a ten year period. It is vitally important that this commitment be met.

We urge you to work with the Senate to craft a final FY16 E&W Appropriations bill that meets WRRDA 2014’s FY16 harbor maintenance spending target and allocation provisions.

Thank you for your consideration of this request.