

Congress of the United States  
Washington, DC 20515

June 21, 2017

Honorable Mike Simpson  
Chairman  
Subcommittee on Energy and Water  
Development and Related Agencies  
House Committee on Appropriations  
Room 2362-B Rayburn House Office Building  
Washington, DC 20515

Honorable Marcy Kaptur  
Ranking Member  
Subcommittee on Energy and Water  
Development and Related Agencies  
House Committee on Appropriations  
1016 Longworth House Office Building  
Washington, DC 20515

Dear Chairman Simpson and Ranking Member Kaptur,

As the Committee proceeds with the difficult task of determining how to allocate available funds within the accounts of the Energy and Water Development and Related Agencies appropriations bill for Fiscal Year 2018, we write to urge you to give special priority to the Construction Account of the U.S. Army Corps of Engineers (USACE) Civil Works program.

Our nation's infrastructure and waterways are the lifeline of the export and import trade that is key to our international competitiveness and job growth and also generates more than \$200 billion in annual federal, state and local tax revenue. We also note that the budget request for the Savannah Harbor Expansion Project (SHEP) and for the overall USACE Construction Account is well below the minimum required to facilitate the international trade and domestic job growth which is key to restoring fiscal and economic health to the nation.

There is no better illustration of this problem than SHEP, which is included in the President's budget for construction in Fiscal Year 2018 at \$50.06 million. This project's 7.3:1 Benefit-to-Cost Ratio is the highest of any deep-draft navigation project in the country, and the Executive Branch and the Congress have rigorously vetted the engineering and design plan. Without annual funding of \$80 to \$100 million a year, the Corps cannot maximize contract awards, which would add significant costs and time to project completion.

If the rate of SHEP's construction were to continue at the rate reflected in the FY 2018 request, the completion of SHEP would be delayed by at least five years. A partially completed channel deepening project provides zero benefits to the nation, and the USACE estimates that a five year delay would by itself add well over \$100 million to the project construction cost. Combined with the multi-year loss of the \$282 million in annual economic benefits that the completed project will provide, the total cost of under-funding SHEP is a staggering and unrecoverable loss of more than \$1 billion.

For that reason, we recommend that in addition to supporting the SHEP budget request of \$50.06 million, the Subcommittee include within those funds available under the

Subcommittee's Additional Funding account no less than \$100 million designated specifically for construction of deep-draft navigation projects nationwide. As we discuss the bipartisan efforts to overhaul and expand our nation's transportation networks, deep-draft navigation projects will continue to be a leading opportunity to see significant economic growth.

We thank you and the Committee for your strong support and consideration of this request for prioritization of the infrastructure projects that are key to the fiscal and economic health of the nation.

Sincerely,



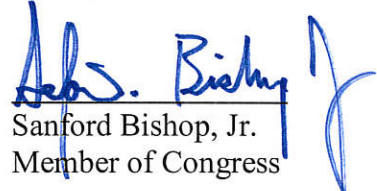
Earl L. "Buddy" Carter  
Member of Congress



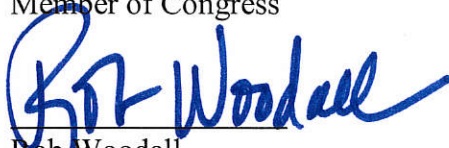
John Lewis  
Member of Congress



Tom Graves  
Member of Congress



Sanford Bishop, Jr.  
Member of Congress



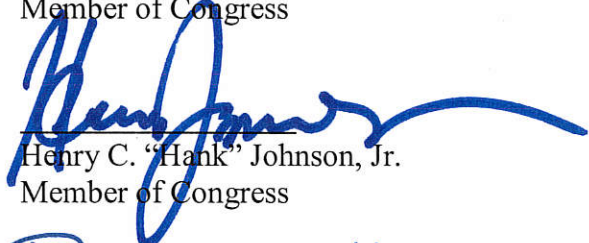
Rob Woodall  
Member of Congress



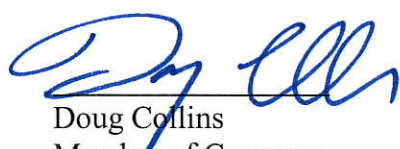
David Scott  
Member of Congress



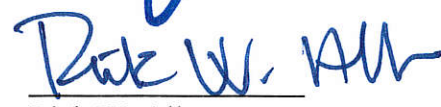
Austin Scott  
Member of Congress



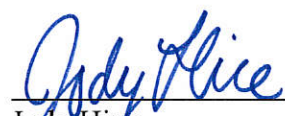
Henry C. "Hank" Johnson, Jr.  
Member of Congress



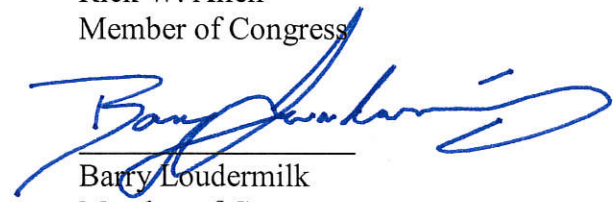
Doug Collins  
Member of Congress




Rick W. Allen  
Member of Congress



Jody Hice  
Member of Congress



Barry Loudermilk  
Member of Congress



A. Drew Ferguson IV, DMD  
Member of Congress