

Congress of the United States
Washington, DC 20515

March 3, 2020

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

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

Dear Chairwoman Kaptur and Ranking Member Simpson,

As the committee begins its challenging work on the Fiscal Year 2021 appropriations bills, we write to thank you for your efforts in past years to support those Civil Works infrastructure programs of the U.S. Army Corps of Engineers (USACE) which stimulate job creation and economic growth throughout the nation. We ask that you continue those efforts this year and that, within available funds, you give robust support to the deep draft navigation programs that are critical to the ability of American workers and companies to succeed in international commerce.

A key example of a project that reflects the importance of deep draft navigation funding in the FY 2021 budget is the request for \$93.6 million for continued construction of the Savannah Harbor Expansion Project (SHEP). As you know from our outreach in years past, this project would deepen the Savannah River channel from 42 to 47 feet in order to accommodate Post Panamax vessels. The appropriation of these funds is especially important this year because it will bring SHEP very close to completion after some two decades of bipartisan support by Congress.

Completion of the on-going construction is critically important on a national basis because the USACE has validated the fact that, when the channel is fully operational, it will deliver at least \$282 million in transportation savings for American customers and shippers each and every year thereafter. That constitutes a value of \$7.30 in net economic benefits for every dollar spent for construction—one of the highest benefit-cost ratios for any deep draft navigation project in the nation. Federal funding for the project has already been matched by more than \$300 million in funding from the State of Georgia. Additionally, some \$3 billion more in state funding for landside infrastructure has been committed or spent to maximize the efficiencies and capacities that can be achieved with channel completion.

And while SHEP is a project of great importance to our own state, it is truly a program of national significance. As the third busiest and fastest growing container port in the nation, more than 30,000 companies from all 50 states ship through the Port of Savannah. Indicative of its

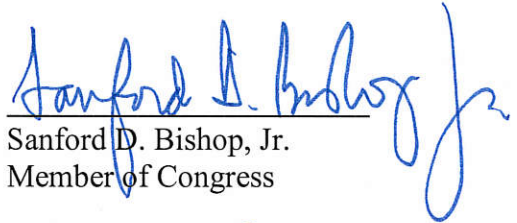
importance as a global shipping destination the Port of Savannah is also one of the only ports in the nation that regularly exports as much, if not more, than it imports.

In light of all of the difficult decisions you must make on funding allocations for FY21, we thank you for your consideration of this request.

Sincerely,



Earl L. "Buddy" Carter
Member of Congress



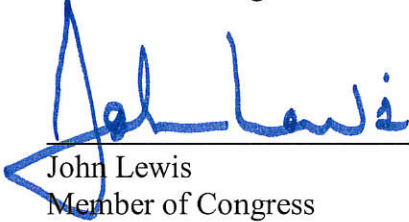
Sanford D. Bishop, Jr.
Member of Congress



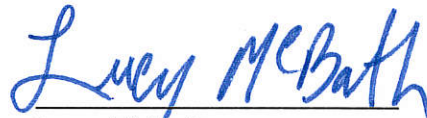
A. Drew Ferguson IV, DMD
Member of Congress



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



John Lewis
Member of Congress



Lucy McBath
Member of Congress



Rob Woodall
Member of Congress



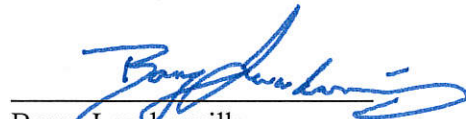
Austin Scott
Member of Congress



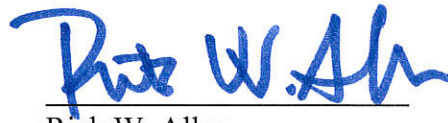
Doug Collins
Member of Congress



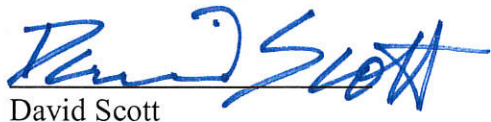
Jody Hice
Member of Congress



Barry Loudermilk
Member of Congress



Rick W. Allen
Member of Congress

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David Scott
Member of Congress

Handwritten signature of Tom Graves in blue ink.

Tom Graves
Member of Congress