

**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515-2201

May 1, 2020

Peter A. DeFazio  
Chairman  
Committee on Transportation and  
Infrastructure  
2165 Rayburn House Office Building  
Washington, DC 20515

Sam Graves  
Ranking member  
Committee on Transportation and  
Infrastructure  
2165 Rayburn House Office Building  
Washington, DC 20515

Dear Chairman DeFazio and Ranking Member Graves:

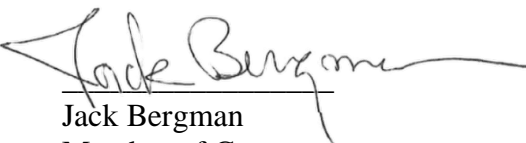
As you begin drafting the 2020 Water Resources Development Act (WRDA), I request you consider the inclusion of legislation to modify the existing Harbor Maintenance Trust Fund (HMTF) funding allocation for the Great Lakes Navigation System (GLNS). Michigan's First Congressional District features more miles of coastline than any other district in the contiguous United States, and I look forward to working with your Committee on this priority.

As you know, the Great Lakes Navigation System (GLNS) is critical to commerce on the Great Lakes, saving U.S. consumers \$3.6 billion each year in freight costs. This deep draft waterway and system of ports and locks connects the western end of Lake Superior with the Gulf of St. Lawrence on the Atlantic Ocean. In addition to hundreds of miles of navigation channels, breakwaters, jetties, and harbors, the GLNS includes the MacArthur and Poe Locks at Sault Ste. Marie in Michigan's First District. The locks are not only essential to our nation's economy and national security, but they also compose the lynchpin of the GLNS. These valued points in the supply chain and many other key parts of the GLNS have considerable operations and maintenance needs which are supported by HMTF resources.

I am thankful that in the Water Resources Reform and Development Act of 2014, the GLNS received an allocation of 10 percent of annual "priority" HMTF funding. In the 2020 WRDA bill, however, I request the Committee apply that 10 percent GLNS allocation to both "baseline" and "priority" HMTF funding. Without this requirement for a "baseline" funding allocation, the GLNS only received 9.8 percent of HMTF appropriations in Fiscal Year 2020. The GLNS has unfunded backlogs of \$320 million for maintenance of navigation structures (such as jetties and breakwaters) and \$150 million for maintenance dredging. This requested legislative change is needed to ensure that these GLNS backlogs are reduced, not increased, as future HMTF resources are allocated. Please see the attached language request.

A steady level of HMTF funding to the GLNS is needed to maintain and improve commerce and navigation safety on behalf of our Great Lakes communities. I appreciate your consideration of this important request.

Sincerely,



Jack Bergman  
Member of Congress

