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*Ensuring environmental and
economic prosperity for the Great
Lakes-St. Lawrence region through
communications, policy research and
development, and advocacy.*

September 30, 2013

Hon. Bill Shuster, Chair
Transportation & Infrastructure Committee
U.S. House of Representatives
2165 Rayburn House Office Building
Washington, DC 20515

Hon. Bob Gibbs, Chair
Subcommittee on Water Resources and
Environment
Transportation and Infrastructure Committee
U.S. House of Representatives
B370-A Rayburn House Office Building
Washington, DC 20515

Hon. Nick J. Rahall, II, Ranking Member
Transportation & Infrastructure Committee
U.S. House of Representatives
2163 Rayburn House Office Building
Washington, DC 20515

Hon. Timothy H. Bishop, Ranking Member
Subcommittee on Water Resources and
Environment
Transportation and Infrastructure Committee
U.S. House of Representatives
B370-A Rayburn House Office Building
Washington, DC 20515

Dear Chairmen Shuster and Gibbs and Ranking Members Rahall and Bishop:

I am writing on behalf of the Great Lakes Commission regarding H.R. 3080, the Water Resources Reform and Development Act, recently passed by your committee. We appreciate your leadership on this legislation that is critical for the long-term economic viability of the Great Lakes-St. Lawrence River navigation system. The legislation includes provisions that will increase critically needed resources for our region's navigation system. We urge the full House to pass a bill that includes these elements and move it to a conference committee with the Senate.

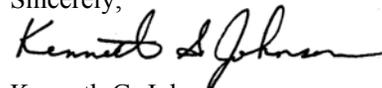
The legislation addresses several priorities endorsed in the attached policy resolution recently adopted by the Commission. First, it reforms the Harbor Maintenance Trust Fund (HMTF) to increase expenditures on the fund's intended purpose – maintaining our nation's ports and harbors. In the Great Lakes region \$200 million is needed to address the dredging backlog and restore harbors and navigation channels to their authorized width and depth. This is a priority for the long-term economic health of our region and we urge you to maintain and strengthen the HMTF reform provisions to ensure appropriations are provided for this critical need.

We also support the provision directing the Army Corps of Engineers to manage and allocate funding for authorized projects in the Great Lakes Navigation System as components of a single, comprehensive system, recognizing the interdependence of those projects. This approach, also endorsed by the Great Lakes Governors, is critically important as we work together to reinvest in and rehabilitate our region's navigation system.

We regret the legislation does not address two other priorities for the Great Lakes: providing a dedicated funding authorization for navigation infrastructure in the Great Lakes; and creating a cost-share program for dredging recreational harbors. We hope you will consider accepting provisions in the Senate bill that address these needs.

We appreciate your efforts to advance this important legislation. If you have questions, please contact the Commission's executive director, Tim Eder, or its policy director, Matt Doss, at 734-971-9135, teder@glc.org or mdoss@glc.org.

Sincerely,



Kenneth G. Johnson
Chair