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Commissioner

Eugene D. Seroka

Executive Director

July 16, 2020

The Honorable Peter Defazio
Chairman, Committee on Transportation & Infrastructure
2167 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Garret Graves
Ranking Member, Committee on Transportation & Infrastructure
2164 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Grace Napolitano
Chairwoman, Subcommittee on Water Resources and Environment
1610 Longworth House Office Building
Washington, D.C. 20515

The Honorable Bruce Westerman
Ranking Member, Subcommittee on Water Resources and Environment
209 Cannon House Office Building
Washington, D.C. 20515

Dear Chairman Defazio, Chairwoman Napolitano, Ranking Member Graves, and Ranking Member Westerman:

On behalf of the Port of Los Angeles, I am writing to thank you for your leadership in advancing the Water Resources Development Act of 2020 and to express our strong support for its swift enactment.

Combined, the San Pedro Bay ports of Los Angeles and Long Beach handle more than one third of the nation's containerized imports and exports. In fact, every single Congressional district in the nation is reached by the goods moving through the San Pedro bay, so maintaining the in-water infrastructure at these ports is essential for American competitiveness in the global economy.

In previous communications we noted that historically the San Pedro Bay ports receive a disproportionately low return of Harbor Maintenance Trust (HMT) revenues, and what we do receive cannot be used for vital infrastructure maintenance. We are grateful that you have recognized the importance of equity for donor ports in your legislation and addressed these priorities:

- Fair share of HMT funding for donor ports.
- Expanded uses for emerging harbors and donor ports.
- Extension of the 2106 program for donor and energy transfer ports.

A robust and healthy port industry is vital to our nation's economy. Donor ports, such as the Port of Los Angeles, play a fundamental role in supporting the national freight system and the Harbor Maintenance Trust Fund. Full spend of HMT revenues (including the trust fund balance), and fair and equitable allocations, will ensure that this important funding is used to enhance our nation's competitiveness.

Language in the recently passed CARES Act includes "full-spend" to be implemented with either the passage of WRDA reauthorization or in January 2021. This makes addressing donor equity and expanded uses extremely urgent and I am grateful for your work to address these vital issues and am happy to express my strong support for this bi-partisan legislation.

We applaud your efforts to address this vital infrastructure need and hope to work with you as this bill moves forward to address the unique requirements of our nation's ports.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. D. Seroka', with a long horizontal line extending to the right.

EUGENE D. SEROKA
Executive Director