

**Congress of the United States**  
**Washington, DC 20515**

May 15, 2017

President Donald J. Trump  
The White House  
West Wing  
1600 Pennsylvania Avenue, NW  
Washington, DC 20502

Dear President Trump:

We are writing to you today on behalf of the Lake Charles Harbor & Terminal District, also known as the Port of Lake Charles, to stress the importance of continued and increased Army Corps of Engineers Operational and Maintenance funding in appropriations for Fiscal Year 2018 and beyond.

As you may know, all operations and jobs sustained by the Port of Lake Charles are completely reliant on the Calcasieu Ship Channel being dredged by the Army Corps of Engineers to congressionally mandated levels. The channel's current footprint was authorized by Congress in 1937 and improved (widened, deepened and the Industrial Canal added) between 1960 and 1978. That authorization called for the channel to be dredged and maintained at a depth of 400 feet wide and 40 feet deep, which has been reflected in the Port's previous funding requests. The Port is not seeking funding to widen or deepen the channel, only that the federal government maintain the channel at the dimensions authorized by Congress.

The Port of Lake Charles is currently the 11<sup>th</sup> largest US port based on tonnage, with 56.5 million tons of cargo annually and supports 36,000 direct, indirect and induced jobs locally. Of that yearly tonnage, 85% is energy based cargo. The Channel accommodates roughly 1,000 deep draft vessels annually, providing over \$900 million in federal revenue.

The Port of Lake Charles is also at the epicenter of some of the heaviest regional investment and development in the world. Announced projects so far have grown from \$61 billion in 2013 to over \$117 billion in 2017. These announced and under-construction projects along the Calcasieu Ship Channel are projected to increase federal revenue from \$916 million in 2017 to \$1.3 billion in 2023. These new construction and expansion projects will be completely dependent on the Calcasieu Channel.

The total cost to maintain the channel is \$40 million annually, a cost that pales in comparison to the economic benefits that the region and nation will reap from these investments and endeavors.

Considering this, we request that you keep in mind the importance of America's ports, especially the need to keep critical waterways like the Calcasieu Ship Channel dredged and

funded at congressionally mandated levels annually as you and your staff continue consideration of an infrastructure package and any future budget proposals. Clearly, the creation of good paying American jobs, increased state and federal revenue, and reinvestment in American infrastructure falls perfectly in line with your promise to bring renewed federal focus to America's failing infrastructure.

We want to thank you in advance for your help and consideration of this issue. Please know that we are happy to meet to discuss this important project with you at any time.


Sincerely,



Bill Cassidy M.D.  
United States Senate



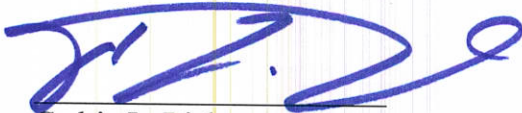
John Kennedy  
United States Senate



Clay Higgins  
United States Congressman




Steve Scalise  
United States Congressman



Cedric L. Richmond  
United States Congressman



Mike Johnson  
United States Congressman



Garret Graves  
United States Congressman



Ralph Abraham M.D.  
United States Congressman

CC:

Mr. DJ Gribbins  
Special Assistant to the President for Infrastructure Policy  
The White House  
1600 Penn Ave.  
Washington, DC 20500

Mick Mulvaney  
Director  
The Office of Management and Budget  
725 17th Street, NW  
Washington, DC 20503