

1-1 By: Hinojosa S.C.R. No. 37
 1-2 (In the Senate - Filed March 9, 2017; March 21, 2017, read
 1-3 first time and referred to Committee on Transportation;
 1-4 April 20, 2017, reported favorably by the following vote: Yeas 9,
 1-5 Nays 0; April 20, 2017, sent to printer.)

1-6 COMMITTEE VOTE

| | Yea | Nay | Absent | PNV |
|------|-----|-----|--------|-----|
| 1-7 | | | | |
| 1-8 | X | | | |
| 1-9 | X | | | |
| 1-10 | X | | | |
| 1-11 | X | | | |
| 1-12 | X | | | |
| 1-13 | X | | | |
| 1-14 | X | | | |
| 1-15 | X | | | |
| 1-16 | X | | | |

1-17 SENATE CONCURRENT RESOLUTION

1-18 WHEREAS, Seaport activities generate more than \$4 trillion in
 1-19 economic activity each year, representing more than a quarter of
 1-20 United States gross domestic product and yielding more than \$41
 1-21 billion in federal, state, and local tax revenue; and

1-22 WHEREAS, To support this critical component of international
 1-23 trade, the United States Congress established the Harbor
 1-24 Maintenance Tax (HMT) on shippers in 1986 as a means of funding the
 1-25 maintenance and improvement of vital harbor infrastructure; and

1-26 WHEREAS, HMT revenues deposited into the Harbor Maintenance
 1-27 Trust Fund now total about \$1.6 billion annually, but in recent
 1-28 years, Congress has appropriated less than half of those funds for
 1-29 the intended purpose, leading to a decline in dredging and
 1-30 maintenance by the United States Army Corps of Engineers; the
 1-31 consequence is an accumulation of sediment that leaves navigation
 1-32 channels narrower and shallower, and when silted channels constrain
 1-33 vessels from carrying full loads or force them to wait for high
 1-34 tide, the costs of imports and exports rise, as does the risk of
 1-35 vessel grounding and associated oil spills; the Corps of Engineers
 1-36 has estimated that the full depth and width of our coastal ports is
 1-37 available less than 35 percent of the time, costing the economy
 1-38 billions of dollars annually; and

1-39 WHEREAS, Each year, the HMT provides an amount sufficient to
 1-40 meet all of the nation's authorized harbor maintenance needs, but
 1-41 as a result of lagging appropriations, the Harbor Maintenance Trust
 1-42 Fund had a balance of more than \$9 billion at the start of 2016; in
 1-43 Texas alone, less than 25 percent of the HMT revenue collected in
 1-44 the state has been appropriated for harbor maintenance; and

1-45 WHEREAS, Our nation's ports are vital to our economic
 1-46 prosperity and global competitiveness, and these funds, which were
 1-47 collected for the express purpose of the maintenance and
 1-48 improvement of the ports, should be put to work; now, therefore, be
 1-49 it

1-50 RESOLVED, That the 85th Legislature of the State of Texas
 1-51 hereby respectfully urge the United States Congress to increase
 1-52 appropriations from the Harbor Maintenance Trust Fund to ensure
 1-53 that the nation's ship channels are appropriately maintained and
 1-54 safe; and, be it further

1-55 RESOLVED, That the Texas secretary of state forward official
 1-56 copies of this resolution to the president of the United States, to
 1-57 the president of the Senate and the speaker of the House of
 1-58 Representatives of the United States Congress, and to all the
 1-59 members of the Texas delegation to Congress with the request that
 1-60 this resolution be entered in the Congressional Record as a
 1-61 memorial to the Congress of the United States of America.

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