



March 6, 2018

The Honorable Rodney P. Frelinghuysen, Chairman
 The Honorable Nita Lowey, Ranking Member
 U.S. House of Representatives Committee on Appropriations
 H-305, The Capitol
 Washington, D.C. 20515

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Dear Chairman Frelinghuysen and Ranking Member Lowey:

Recently, Congress voted on a two-year budget deal that provides \$20 billion for infrastructure investments. While this \$20 billion in additional funds are not nearly enough to address our nation’s \$2 trillion infrastructure investment deficit, we write to you urging that you appropriate those funds to existing federal infrastructure programs that have already proven to be successful. Providing additional funding to existing programs will allow for significant and noticeable improvements across all sectors of U.S. infrastructure.

Program	FY 17 Funding	FY 18 ASCE Request	Authorized Level FY18	Authorized Level FY19
National Dam Safety Program	\$9 million	\$13.9 million	\$13.9 million	\$13.9 million
National Levee Safety Initiative	\$20 million	\$79 million	\$79 million	\$79 million
High Hazard Potential Dam Rehabilitation Program	N/A	\$10 million	\$10 million	\$25million
Clean Water State Revolving Fund	\$1.39 billion	\$4.17 billion	N/A	N/A
Drinking water State Revolving Fund	\$863 million	\$2.59 billion	N/A	N/A
WIFIA	\$30 million	\$45 million	\$45 million	\$50 million
SRF-WIN	N/A	\$200 million	N/A	N/A
USACE Civil Works – Construction	\$1.876 billion	\$3.876 billion	N/A	N/A
Brownfields	\$80 million	\$250 million	N/A	N/A
National Parks Infrastructure Deferred Maintenance	\$20 million	\$1 billion	N/A	N/A
Transportation Investment Generating Economic Recovery (TIGER)	\$500 million	\$1 billion		
Capital Investment Grant (CIG)	\$2.4 billion	\$2.3 billion	\$2.3 billion	\$2.3 billion
TOTAL	\$7.18 billion	\$15.53 billion	N/A	N/A

Dams & Levees

Our nation’s 90,580 dams and 30,000 miles of levees are critical components of risk reduction and protect communities, critical infrastructure, and trillions of dollars in property. Investment is needed to

rehabilitate deficient dams and to complete the national inventory of levees outside of the USACE's authority. Although ASCE was pleased that the Water Resources Reform and Development Act (WRRDA) of 2014 reauthorized the National Dam Safety Program and that the Water Infrastructure Improvements for the Nation (WIIN) Act authorized the High Hazard Potential Dam Rehabilitation Program, the former program consistently receives only a portion of its annual \$13.9 million appropriations, while the latter has yet to receive any appropriations. Likewise, WRRDA 2014 created a new National Levee Safety Initiative (NLSI) to promote consistent safety standards, create levee safety guidelines, and provide funding assistance to states for establishing participating levee safety programs, yet it has received no funding other than funding for the levee inventory.

We urge the Committee to fund these three programs at their fully authorized levels:

- **National Dam Safety Program (PL 113 – 121, Sec. 3001) at \$13.9 million in both FY18 and FY19;**
- **High Hazard Potential Dam Rehabilitation Program (PL 114 – 322 Sec. 5006) at \$10 million in FY18 and \$25 million in FY19; and**
- **National Levee Safety Initiative (PL 113 – 121 Sec. 3016) at \$79 million in both FY18 and FY19.**

Drinking Water & Wastewater

Well-maintained public drinking water and wastewater infrastructure systems are critical for public health, strong businesses, and clean waters and aquifers. ASCE's *2017 Infrastructure Report Card* gave the nation's drinking water infrastructure a grade of "D," and the nation's wastewater infrastructure did not fare much better with a grade of "D+." Despite increased efficiency methods and sustainable practices, there is a growing gap between the capital needed to maintain drinking water and wastewater infrastructure and the actual investments made. By 2025, the investment gap for drinking water and wastewater infrastructure systems is estimated at \$105 billion. According to the American Water Works Association, \$1 trillion will be needed to maintain and expand drinking water service demands during the next 25 years.

The Clean Water State Revolving Fund (CWSRF) and the Drinking Water State Revolving Fund (DWSRF) play a vital role in providing states and localities with a critical source of funding for water infrastructure projects through low-interest loans since their original authorizations in 1987 and 1996, respectively.

In 2014, Congress authorized the Water Infrastructure Finance and Innovation Act (WIFIA), a new mechanism to primarily fund large water infrastructure projects over \$20 million. This program offers the sponsors of large projects a new tool to leverage limited federal resources, stimulate additional investment in our nation's infrastructure, and encourage greater private sector participation in meeting the nation's clean water needs. The EPA estimates that a \$20 million annual level of appropriations will result in approximately \$1 billion in loans supporting approximately \$2 billion in drinking water and wastewater infrastructure investments.

The Securing Water Resources for Water Infrastructure Now (SRF WIN) Act is an innovative new financing mechanism that blends the most successful parts of the SRFs and WIFIA to create a program that gives State Infrastructure Financing Authorities access to WIFIA loans for drinking water and wastewater infrastructure. This new and efficient tool to leverage limited federal resources and stimulate additional investment in our nation's infrastructure will leverage a minimum of \$50 billion over five years with a federal investment of \$200 million per year.

We urge the Committee to renew the federal government’s commitment to drinking water and wastewater infrastructure by reinvigorating the CWSRF and DWSRF programs by tripling the amount of annual appropriations, ultimately funding the former at \$4.17 billion in FY18 and FY19 and the latter at \$2.59 billion in both FY18 and FY19. We also ask the Committee to fully fund the WIFIA program at \$45 million in FY18 and \$50 million in FY19, as well as appropriate \$200 million to the SRF WIN Act in both FY18 and FY19.

U.S. Army Corps of Engineers – Civil Works Construction Account

The U.S. Army Corps of Engineers (USACE) operates and maintains a vast network of 25,000 miles of inland waterways and 239 locks that support half a million jobs, deliver more than 600 million tons of cargo annually, and are the nation’s connection to inland and ocean ports and international markets. The USACE also manages flood control, dam safety, water supply, recreation, shoreline protection, disaster response and recovery, hydropower, and environmental restoration and protection across the nation. USACE’s construction account is chronically underfunded and received only \$1.8 billion last year to address the current projects backlog of \$75 billion.

We urge the Committee to dedicate an additional \$2 billion in both FY18 and FY19 to the USACE Civil Works Construction account to help offset the growing backlog and to get our nation’s water resources infrastructure systems modernized to meet the needs of a 21st century economy.

Public Lands

Well-maintained public parks and public lands are critical drivers of our nation’s economy, as well as a source of water for the 180 million people in over 68,000 communities who receive their drinking water from national forests and grasslands that capture and filter it. Despite the strong support of public parks and lands, chronic underfunding of our parks’ infrastructure continues to plague the system, threatening both safety of these infrastructure systems and the ability to meet the demand of a growing population.

ASCE’s *2017 Infrastructure Report Card* gave the nation’s public parks a grade of “D+.” Unfortunately, the NPS now has a deferred maintenance backlog of nearly \$12 billion, which includes \$6 billion for roads, bridges, tunnels, and parking lots and \$6 billion for non-transportation related projects such as eroding trails, visitor facilities, and water and electrical systems. The NPS manages more than 75,000 constructed assets, and over 41,000 of them – more than half – are in need of repair.

We urge the Committee to appropriate \$1 billion in both FY18 and FY19 to address NPS’ growing deferred maintenance backlog.

Brownfields

The U.S. Environmental Protection Agency’s (EPA) Brownfields program plays a critical role in the overall infrastructure that manages hazardous waste. This program improves the condition of the nation’s infrastructure, can increase residential property values, and provides environmental and economic benefits that positively impact rural, suburban, and urban communities. However, ASCE’s *2017 Infrastructure Report Card* gave our nation’s hazardous waste a grade of “D+.” Although more than half of the nation’s population lives within three miles of a hazardous site, only about 30% of grant proposals submitted to the EPA are funded. Current funding levels are less than what is needed to optimize the

benefits of this successful program; increased funding would leverage more dollars and stimulate job growth and economic benefit while improving the condition of the nation's infrastructure.

We urge the Committee to fund the Brownfields program at \$250 million in both FY18 and FY19.

Transportation

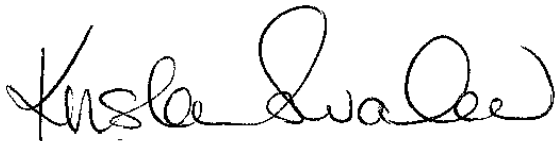
The Capital Investment Grant (CIG) and the Transportation Investment Generating Economic Recovery (TIGER) programs have been historically underfunded and are key to the development of our transit and surface transportation needs.

In ASCE's *2017 Infrastructure Report Card*, our transit, bridges, and roads received grades of "D-", "C+", and "D", respectfully. These grades reflect poorly funded programs. Communities across our nation need strong federal funding partnerships and securing a strong funding stream for CIG and TIGER is an investment in our economy and nation.

We request that CIG funding be consistent at the level authorized in the FAST Act of \$2.3 billion for both FY18 and FY19. For TIGER, we request that funding be at \$1 billion for FY18 and FY19 to be consistent with eligible project demands.

In conclusion, ASCE believes our nation must prioritize the investment needs of infrastructure to ensure public safety, a strong economy, and the protection of our environmental resources. Strategic, robust, and sustained investments, through long-term, reliable federal funding, as well as through the utilization of alternative financing mechanisms, must be made quickly if we hope to close the growing funding gap and restore America's world-class infrastructure. We thank you for your consideration of our funding requests and look forward to working with the Committee to fund these existing successful federal infrastructure programs.

Sincerely,



Kristina L. Swallow, P.E., ENV SP, F. ASCE
2018 ASCE President

cc:

- Representatives Mike Simpson and Marcy Kaptur, Chairman and Ranking Member of the House Committee on Appropriations Subcommittee on Energy and Water Development, and Related Agencies
- Representatives John Carter and Lucille Roybal-Allard, Chairman and Ranking Member of the House Committee on Appropriations Subcommittee on Homeland Security
- Representatives Ken Calvert and Betty McCollum, Chairman and Ranking Member of the House Committee on Appropriations Subcommittee on Interior, Environment, and Related Agencies
- Representatives Mario Diaz-Balart and David Price, Chairman and Ranking Member of the House Committee on Appropriations Subcommittee on Transportation, HUD and Related Agencies