March 6, 2018

The Honorable Thad Cochran, Chairman
The Honorable Patrick Leahy, Ranking Member
U.S. Senate Committee on Appropriations
S-218, The Capitol
Washington, D.C. 20510

Dear Chairman Cochran and Ranking Member Leahy:

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.

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

**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:
- Senators Lamar Alexander and Diane Feinstein, Chairman and Ranking Member of the Senate
  Committee on Appropriations Subcommittee on Energy and Water Development, and Related
  Agencies
- Senators John Boozman and Jon Tester, Chairman and Ranking Member of the Senate
  Committee on Appropriations Subcommittee on Homeland Security
- Senators Lisa Murkowski and Tom Udall, Chairman and Ranking Member of the Senate
  Committee on Appropriations Subcommittee on Interior, Environment, and Related Agencies
- Senators Susan Collins and Jack Reed, Chairman and Ranking Member of the Senate Committee
  on Appropriations Subcommittee on Transportation, HUD and Related Agencies