



CWCC

Clean Water Construction Coalition  
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ROBERT A. BRIANT, JR.  
Chairman

August 3, 2018

- AGC of America
- AGC of Texas
- Alabama Utility Contractors Association
- Arizona Utility Contractors Association
- Associated Pennsylvania Constructors
- Associated Utility Contractors Of Maryland \*
- Connecticut Construction Industries Association
- CIC of Westchester County & Hudson Valley \*
- Engineering Contractors Association
- General Contractors Association Of New York
- Georgia Utility Contractors Association
- Indiana Constructors Inc.
- Long Island Contractors Association
- Maryland Transportation Builders & Materials Association
- Michigan Infrastructure & Transportation Association
- Minnesota Utility Contractors Association\*
- National Rural Water Association
- New Mexico Utility Contractors Association
- Ohio Contractors Association
- Public Works Contractors Association of Maryland
- Tennessee Road Builders Association
- Underground Contractors Association of Illinois \*
- United Contractors \*
- UCA of Anne Arundel County
- Utility Contractors Association of New England \*
- Utility & Transportation Contractors Association of New Jersey \*
- Contractors Association Of West Virginia
- Wisconsin Underground Contractors Association

\* Steering Committee Member

## NEXT ROUND OF CLEAN WATER / DRINKING WATER FUNDING MOVING FORWARD

With progress on a “mega” infrastructure plan stalled, the focus is on the FY19 Interior Appropriations bill. On July 19, the House passed its version of the FY19 Interior Appropriations bill. Floor action pending in the Senate.

The House bill contains lower numbers than the Senate for CWSRF - \$1.3B - despite the FY19 raised budget caps. The Senate has the same numbers as for FY18, which are \$1.694B for the CWSRF, \$1.16B for DWSRF, and \$63M for WIFIA. Key Advocates met with staff from each Committee, pushing the House Democrats to support the Senate levels, and urging the Senate to hold the line on their numbers at a minimum.

## SHUSTER ISSUES HIS INFRASTRUCTURE PROPOSAL

On July 11, Congressman Bill Shuster (R-PA), Chair of the Transportation and Infrastructure Committee, released his infrastructure plan which is mostly focused on reforming the Highway Trust Fund (HTF). Shuster took this step, in his own words to “reignite discussions amongst my colleagues, and I urge all Members to be open-minded and willing to work together in considering real solutions that will give America the modern-day infrastructure it needs. Over the coming weeks and months, I look forward to additional input from my Republican and Democratic colleagues in order to prepare a bill for congressional consideration.” Odds are that this proposal is another set of ideas that will lie dormant until executive leadership is applied.

The proposal would reauthorize and address improvements to a number of successful water infrastructure programs. These provisions are purported to “remove barriers to private investment and encourage the private sector to participate at a greater level.” It authorizes incentive grants to encourage public entities to lease their infrastructure to the private sector and then use both the funding from the lease and incentive grant to improve other public infrastructure. Shuster’s measure also authorizes \$3 billion a year for 5 years for the Clean Water SRF.

Related to the HTF, the proposal calls for the gasoline tax to be raised by \$.15 cents/gallon and the diesel fuel tax to be raised by \$.20 cents/gallon. Overall,

the Shuster Plan would raise approximately \$284 billion over 10-years to cover the HTF shortfall and leave room for additional investment.

Schuster deserves credit for including in his proposal reforms to the environmental review and permitting process to accelerate delivery of critical projects. This is a priority matter for the CWCC past the obvious needs for funding. It requires federal agencies carry out the reforms and two-year permitting deadlines called for under the Administration's One Federal Decision Executive Order. It also authorizes the use of innovate practices and makes other administrative reforms at the Department to expedite the environmental review and permitting process for transportation projects. Finally, it reduces unreasonable delays in the water quality certification process under section 401 of the Clean Water Act.

A more detailed summary of this matter is included in the attached report from Key Advocates.

## **WRDA REAUTHORIZATION / SRF WIN BILL – DISCUSSIONS CONTINUE**

As previously reported, the likelihood of a WRDA reauthorization bill by the end of the year is questionable. As it stands now, the proposed House reauthorization bill remains limited to Army Corps of Engineers projects while the Senate version also includes water infrastructure provisions included in the SRF WIN Act. The House T&I Republican leadership position is that any other programs would be addressed in a separate infrastructure bill.

There has been no progress on the SRF Win Bill since the last report.

## **KEY ADVOCATES REPORT**

Included with this notice is Key Advocates recent report which is current to the end of July.