



March 11, 2020

CWCC FLY-IN / WATER WEEK 2020 DETAILS – TRACKING IMPACTS OF COVID-19

As you know, CWCC has again signed on as an organizational sponsor of Water Week 2020, which takes place on April 26th – May 2nd in Washington, DC. In the coming weeks, you will receive DRAFTS of the traditional fly in materials and it remains our goal to have the CWCC website retooled (including a revised mission statement to reflect recent discussions).

CWCC understands that our members have evolving plans for continuity of operations and for travel / events in light of developments surrounding the coronavirus (COVID-19). **As of today, we are in contact with the organizers of Water Week and we have been told that the event is proceeding as normal at this time.** NACWA is closely tracking information from national, state and local health officials around the country regarding the virus, but no domestic travel advisories or restrictions have been issued to date. CWCC will stay in contact with NACWA to monitor developments and will announce any changes as soon as possible.

CWCCs Member-Only Briefing during Water Week is scheduled to take place on **Tuesday, April 28th from 11:00 AM – 1:00 PM.** Events not held on Capitol Hill will be at the Washington Court Hotel located at **525 New Jersey Avenue NW.** This hotel is within walking distance of Union Station and Capitol Hill. The CWCC Member Briefing is being sponsored by **UCA of Illinois, UCA of New England and the UTCA of New Jersey.** At this briefing, we will hand out materials we typically prepare OR will coordinate getting you these materials in advance at your request.

The key days for Water Week are **Monday April 27th and Tuesday April 28th.** You should set a schedule that works best for your organization's needs and the availability of those you are set to meet with in DC. We have identified open slots in the schedule that would be ideal for Hill Visits but in our experience, you have to take the time slots you can get.

The schedule is as follows for CWCC MEMBER / WATER WEEK RELATED EVENTS:

Monday, April 27th

Morning: OPEN TIME FOR HILL VISITS

12:30 pm – Registration Opens for National Water Policy Fly-In

2:00 pm – 5:00 pm - Policy Sessions Lead by NACWA, WED, WRF and WateReuse

cleanwaterconstructioncoalition.org | P.O. Box 728 | Allenwood, NJ 08720 | Office: (732) 292-4300 | Fax: (732) 292-4310

Robert Briant, Jr. – Chairman

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* Steering Committee Member



6:00 pm - Reception & Brave Blue World Screening

Tuesday, April 28th

8:00 am – Congressional Breakfast

11:00 am – 1:00 pm– CWCC Member-Only Briefing / Lunch at the Washington Court Hotel

NOTE: We will be meeting on the Mezzanine Level in the Capital / Senate Function Space.

Lunch will be provided. If anyone has any special dietary needs, please advise in advance.

2:00 pm - 5:00 pm - OPEN FOR HILL VISITS

5:30 pm - Congressional Reception on Capitol Hill

Wednesday, April 29th – Thursday April 30th

OPEN FOR HILL VISITS

REGISTRATION

Please register for the 2020 Water Policy Fly-In online at your earliest convenience through the following website: www.waterweek.us/nwpf/

The registration fee is \$100 per person. Advance registrations must be received by **Friday, April 10, 2020**.

Please email Dan Kennedy (kennedy@utcanj.com) confirming attendance for you and/or your association members/affiliates.

Your registration fee includes access to all Water Week activities Monday and Tuesday, including the policy sessions, breakout discussions, Monday evening reception, Tuesday morning Congressional breakfast and the Congressional reception on Tuesday evening.

LODGING

Lodging is at your discretion but here are options to consider.

The organizers have secured a special group rate of \$335 per night (standard king/standard double), plus applicable taxes, at the **Washington Court Hotel**. Reservations must be made by **Monday, April 6, 2020** to receive the special rate, while rooms are available. To ensure a hotel room, contact the Washington Court Hotel at 202.628.2100. Please reference “Water Week / NACWA Block” when reserving.

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Another option, negotiated by our friends at UCA of Illinois, is the Hotel Lombardy. Although it's a jump from the Water Week events hosted at the Washington Court Hotel, this is a great location on Pennsylvania Ave. They are extending the same rate as last year for CWCC members of \$289.00 per night plus applicable taxes. They have extended that rate to all CWCC members by following this link: https://bookings.hotellombardy.com/reservation/roomdetails/139725?rooms=1&adults_1=1&checkin=20200426&checkout=20200503&bookingcode=61V2I8

POST ROLL OUT – WHAT'S NEXT FOR INFRASTRUCTURE FUNDING DEAL

As has been reported, the House Democratic leadership (Speaker Pelosi, Majority Leader Hoyer, Majority Whip Clyburn, and Assistant Speaker Lujan) along with the chairs of the key congressional committees of jurisdiction (DeFazio of T&I, Pallone of Energy and Commerce, and Neal of Ways and Means) rolled out a **\$760 billion, 5-Year infrastructure funding framework**.

The framework goes far past water infrastructure funding needs and includes traditional surface transportation issues, broadband, 911 updates, brownfields, safe drinking water, with mention of housing, education and natural resources. See the following for the full details: <https://transportation.house.gov/imo/media/doc/Moving%20Forward%20Framework.pdf>.

The attached report from Key Advocates includes an assessment of what could lie ahead, including an assessment of the budget submitted by the White House and its impact on CWCC priorities.

PROGRESS ON S. 1932, "DROUGHT RESILIENCY AND WATER SUPPLY INFRASTRUCTURE ACT"

Key Advocates was recently made aware of a compromise draft (summary outline enclosed) which has bi-partisan support. Hearings are expected to start this month markups to follow. Members of the CWCC in the west should pay particular attention to this bill. The essence of the compromise is that the Republicans got "more" on the water storage issue in return for the Dems getting "more" on the recycled water issue. Staff was optimistic that the recycled water funding amount (\$160M over 5 years) would increase in conference (the Napolitano bill has \$500M over 5 years).

CWCC HIGHLIGHTED IN NATIONAL ENGINEERING / INFRASTRUCTURE ARTICLE

In a special section of the Engineering News Record (ENR) on underground infrastructure work, the advocacy work on behalf of the CWCC and the UTCA of NJ was highlighted. See: <http://digitaladmin.bnppmedia.com/publication/?m=38305&i=650075&p=2>

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KEY ADVOCATES REPORT

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

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Summary of Compromise Version of S. 1932
“Drought Resiliency and Water Supply Infrastructure Act”

- **Authorizes the following funding:**
 - **\$750 million for surface and groundwater storage projects, and supporting conveyance**
 - **\$160 million for water recycling projects**
 - **\$80 million for desalination projects**
- **Provides for Congressional review of federal storage projects while expediting less controversial non-federal projects:**
 - Federal storage projects, and non-federal storage projects with over \$700 million in federal funding, would require Congressional authorization through a process similar to WRDA; the Bureau of Reclamation would send a list of projects to Congress each year for approval
 - Storage, conveyance, recycling and desalination non-federal projects with less than \$700 million in federal funding would be significantly expedited, requiring that:
 - 1) The Governor of the affected state supports federal funding of the project;
 - 2) The project is feasible and sufficient funding covers the non-federal share;
 - 3) Reclamation recommends funding; and
 - 4) Solely for the initial awards of preconstruction and construction funding for a project, approval from Congress through enacted appropriations legislation. Once Congress has provided these initial approvals, Reclamation can award further funds for that project from the block of previously appropriated funding for storage, recycling or desalination.
- **Creates a new loan program at 30-year Treasury rates (currently about 2.1%) for water supply projects** known as the Reclamation Infrastructure Finance and Innovation Act (RIFIA):
 - The \$150 million authorized funding level **would make available \$8 to \$12 billion in lending authority for the low-interest loans**, using criteria from successful WIFIA program
- **Authorizes \$140 million for restoration and environmental compliance projects**, including forest, meadow and watershed restoration projects with water benefits and projects to help restore species affected by Bureau of Reclamation water projects.
- **Includes major priorities for the environment** in addition to restoration funding, including:
 - **The WaterSMART provisions from Senator Udall’s bill** that make NGOs eligible applicants, prioritize multi-benefit projects by providing a higher federal match, tighten water conservation requirements, and reauthorize the Cooperative Watershed Management Program
 - **Funding for natural water storage projects** that use natural processes and features, like wetlands, to promote ecosystem restoration along with flood protection and water supply
- Authorizes \$180 million in emergency drought assistance, per Udall bill
- Reauthorizes a program to study water supply benefits from transboundary aquifers underlying parts of New Mexico, Texas, and Arizona at the Mexico border, per Udall bill
- Includes two offsets:
 - It extends the existing WIIN Act provisions allowing water districts to prepay their outstanding capital debts and convert to indefinite length water supply contracts; and
 - It sets up a process to deauthorize inactive water recycling project authorizations.



1701 Pennsylvania Avenue
Suite 300
Washington, D.C. 20006
(202) 722-0167

MARCH 2020 INSIGHTS

Infrastructure

The question is “what happens next” given the recent unveiling of the House Democrats’ infrastructure proposal and the inclusion of an infrastructure proposal in the President’s FY21 Budget. The following scenarios are possibilities: 1) a White House-Congress meeting to discuss the proposals, timing and effort going forward; 2) a more extensive outline of the House Democratic proposal (the initial report focused only on matters within the jurisdiction of the Transportation and Infrastructure and the Energy and Commerce Committees) including education, natural resources, research and other issues involving other committees; 3) a bill draft of the House Democratic proposal, if for no other reason, as a place marker and to keep the pressure on the White House and the Senate; 4) bill introduction of the House Democratic proposal, again as a place marker and pressure point; 5) markup of the bill; and, 6) Floor consideration. No public decision at this time. We will continue to monitor the situation.

To review, on January 28, the House Democratic leadership along with the chairs of the key congressional committees of jurisdiction (T&I, Energy and Commerce, and Ways and Means) rolled out a mega infrastructure framework, having given up on crafting a package with the White House. The framework – with more details and legislative language to follow as announced – focuses on traditional surface transportation issues, broadband, 911 updates, brownfields, safe drinking water, with mention of housing, education and natural resources. See the following: <https://transportation.house.gov/imo/media/doc/Moving%20Forward%20Framework.pdf>. Water Highlights of interest (note: these do **not** include water programs from other committees such as the Natural Resource Committee not yet available but to be included in the package) –

- **Clean Water & Wastewater Infrastructure — \$50.5 Billion**
 - Funds building new, modern clean water and wastewater infrastructure by investing \$40 billion in the Clean Water State Revolving Fund (CWSRF), to address local water quality challenges, with dedicated funds for urban and rural communities with affordability concerns.
 - Encourages the use of energy-efficient and water-efficient technologies.
 - Helps communities affordably address local sewer overflow and storm water infrastructure needs, preventing pollution in local rivers and waterways, and disruptions to service.
 - Establishes a new EPA program to detect, prevent, and treat discharge of industrial chemicals, including PFAS.

- **Water Infrastructure (Flood protection, navigation, etc.) — \$10 Billion**
 - Addresses the impact of severe weather events by tackling the backlog of Army Corps’ projects designed to protect communities at risk of flooding, to enhance community resiliency, and to enhance national, regional, and local economic growth.

- **Safe Drinking Water —\$25.4 Billion**
 - Protects Americans’ drinking water – particularly for vulnerable communities – by investing in the Drinking Water State Revolving Fund and programs to ensure clean drinking water in schools, day care centers and on Native American Reservations.
 - Provides funding to local communities dealing with PFAS contamination in the drinking water and requires EPA identify and assist these and other communities with effective decontamination techniques.

- **Alternative Water Source Project - \$600 Million** Reauthorizes Federal investments in alternative water source projects to address critical water supply needs, especially in arid areas of the Nation.

President’s FY21 Infrastructure Budget

The President’s FY21 Budget has two major infrastructure components. The first is a \$810 billion, 10-year reauthorization of surface transportation programs. The second is a \$190 billion in investments across a range of infrastructure, as follows:

- **\$60 Billion for a new Building Infrastructure Great grants program:** This “mega-projects” program will focus on delivery of such projects across a range of sectors: surface transportation road, bridge, rail, transit, pipeline, landside port, and intermodal connection capital investments; lock, dam, and canal investments; drinking water and waste treatment capital investments; and energy and broadband capital investments.

- **\$50 billion for a new Moving America’s Freight Safely and Efficiently program.** This program will support projects with significant economic, mobility, and safety benefits on our strategic highway, rail, port, and waterway freight networks.

- **\$35 billion for a new Bridge Rebuilding program.** This program will make targeted investments in critical bridge infrastructure to restore them to good condition. \$12 billion will be provided for “off- system” bridges allocated via formula, and \$23 billion will be provided for larger bridges via a competitive process.

- **\$25 billion for a new Revitalizing Rural America program.** This program focuses on the needs and contributions to our economy made by rural communities and helps them deliver broadband, transportation, water and other infrastructure projects.

- **\$20 billion for a Transit State of Good Repair Sprint program.** The program will focus exclusively on rehabilitating existing transit assets (no new capacity projects).

- **\$6.5 billion for a Public Lands Infrastructure Fund.** This program would address the deferred maintenance backlog in our national parks, forests, wildlife refuges and other public lands, along with Bureau of Indian Education school.

Earmarks

Status: No new developments. Continue to monitor in conjunction with the Office of House Majority Leader.

To review, recent reports indicate discussion, and in some cases real interest, in bringing back earmarks. Many House Democrats have voiced support for overturning the current ban on earmarks. Most noticeably is Majority Leader Hoyer who is shopping an earmark return plan that would require for every earmark the recipient be a public, not a private entity, the Member requesting the earmark be identified, the earmark project be located in the Member's district/state, and the Member acknowledge under penalty that he or she has no vested interest in the earmark project. Transparency and accountability, Hoyer says, are the cornerstones of his proposal. To date, House Republicans are either opposed or silent on the return as are Senate republicans. Senate Democrats support overturning the ban with accompanying stringent rules.

Water Resources Development Act

Current law expires Sept. 30 of this year. Reauthorization process underway. Goal is to re-authorize the program this year to keep it on a two-year cycle. The focus is on the Corps of Engineers – projects and process – although in the past WRDA has been the vehicle for inclusion of other “water” issues of interest. Hearings are underway. On Feb. 27, the Subcommittee on Water Resources and Environment of the House T&I Committee held its second hearing, the subject of which was for all House members to highlight issues of importance in their district as it relates to the Corps of Engineers. Bill drafting is also underway in both Houses with details not yet available.

S. 1932, “Drought Resiliency and Water Supply Infrastructure Act”

Status: Per Feb. 26 meeting with John Watts (LD, Sen. Feinstein), a compromise draft (summary outline enclosed) has been agreed to by all Dems and Repubs except for one Repub, with whom they are trying to work things out. Goals are a hearing in March with markup to follow asap. The essence of the compromise is that the Republicans got “more” on the water storage issue in return for the Dems getting “more” on the recycled water issue. Watts was optimistic that the recycled water funding amount (\$160M over 5 years) would increase in conference (the Napolitano bill has \$500M over 5 years).

To review, introduced on June 20 by Senator Cory Gardner (R-CO) with cosponsors Senators Feinstein, McSally (R-AZ), Sinema (D-AZ) and Rosen (D-NV). The bill was referred to the Energy and Natural Resources Committee. McSally is the Chair of its Water and Power Subcommittee. Gardner is a member of the Subcommittee. Feinstein and Sinema are not on the Committee. The bill would authorize for FY19-24 \$670M for surface and groundwater storage projects, \$100M for water recycling projects, and \$60M for desalination projects. It would also create a new loan program at 30-year Treasury rates for water supply projects known as the Reclamation Infrastructure Finance and Innovation Act (RIFIA). The \$150M authorized for the program would make available \$8 to \$12B in lending authority for the low interest loans. The loans would use existing criteria under the WIFIA program, with projects for funding to be recommended by the Bureau of Reclamation, and with the loans to be administered by EPA. The bill would also authorize \$140M for restoration and environmental compliance projects. The bill provides offsets, one of which is a process to de-authorize inactive water recycling projects – projects for which no Federal or sponsor funds were spent on construction in the past 10 years, with an allowance of two and one-half years to spend funds to prevent de-authorization.

H.R. 1162, the “Water Recycling Investment and Improvement Act”

Status: Per Feb. 26 meeting with Morgan Leonard (LA, Cong. Napolitano), the goal is to move the bill either as part of the Huffman omnibus bill or by itself. Markup on the bill is hoped for March.

To review, on Feb.13, Congresswoman Napolitano introduced the bill (with 17 cosponsors, now 27–

all Dems) which the Coalition supports. The Coalition supported her bill last Congress. Two changes were made from last year's version: the EPA grant program was dropped so the focus could be on Title XVI; and, the cap on the Federal share for individual projects was increased from \$20M to \$30M. Per the Congresswoman's office, the following summary was provided:

- Increases the WIIN Act authorization for Title XVI from \$50 million to \$500 million
- Makes the WIIN Act Title XVI program permanent as it currently expires in 2021.
- Strikes the requirement that projects must be in drought or disaster areas
- Strikes the requirement that the projects need to be designated in an appropriations legislation
- Increase the limitation on the federal share of individual Title XVI projects from the current \$20 million in October 1996 prices to \$30 million in January 2019 prices.

Does not change the 25% federal cost share.

On June 13, the Subcommittee on Water, Oceans, and Wildlife (WOW) of the Natural Resources Committee held a hearing on the bill.

H.R. 2473, "Securing Access for the Central Valley and Enhancing (SAVE) Water Resources Act

Status: Section included in the Huffman omnibus bill (see below); unlikely to move on its own although it may be marked up.

To review, introduced on May 2 by Congressman Josh Harder (D-CA-10) with 7 cosponsors. The bill provides \$100M for Title XVI WIIN grants from deposits made to the Reclamation Fund; authorizes \$150M for a reclamation infrastructure finance and innovation pilot program; increases the current Title XVI WIIN grant authorization from \$50M to \$500M (the same increase as in Cong. Napolitano's H.R. 1162) and raises the Federal share cap from \$20M to \$30M; and, establishes a water technology investment program to expand use of technology for improving the availability and resiliency of water supplies and power delivers, and authorizes \$5M per fiscal year for the program. On June 13, the Subcommittee on Water, Oceans, and Wildlife (WOW) of the Natural Resources Committee held a hearing on the bill.

DeFazio H.R.1497, the "Water Quality Protection and Job Creation Act of 2019."

Status: Per Feb. 24 email from the T&I Majority staff, they are working with CBO on the score before they can go to the Floor.

To review, on March 10 Chair DeFazio, Subcommittee Chair Napolitano, and Representatives Don Young and John Katko introduced the above bill (now with 56 cosponsors) which was amended in markup to authorize \$14B over the next five fiscal years for the CWSRF, \$1.125B for overflow and sewer grants, \$1.295B for state water pollution control programs, \$110M for innovative water grants, and \$150M for alternative water source projects. A Coalition support letter was submitted.

Huffman Omnibus Water Bill

Status: Per Feb. 26 meeting with Marnie Kremer, (Professional Staff, Water, Oceans and Wildlife Subcommittee), comments still coming in after the Feb. 5 comment request deadline. Subcommittee working through them. No specifics on introduction, hearing or markup.

On January 10, Congressman Jared Huffman (D-CA-2), Chair of the Water, Oceans, and Wildlife Subcommittee of the Natural Resources Committee, unveiled a draft for comment of his omnibus

water bill, the “FUTURE Drought Resiliency Act,” that includes Cong. Napolitano’s HR. 1162 and a section from Cong Harder’s HR. 2473 (both also included in this monthly report). The Coalition worked with both Members on these two efforts and with the Natural Resources Committee and Cong. Huffman’s personal staff on the omnibus bill.

The included Napolitano language increases from \$50M to \$500M the authorization for Title XVI WIIN grants and from \$20M to \$30M the Federal share.

The included Harder language authorizes \$300M per year for a new "Water Infrastructure and Drought Solutions Fund," of which \$100M is for ground water storage projects, \$100M for water reclamation and reuse projects, and \$100M for WaterSMART grants. Because it will take years for revenues (they would come from the existing reclamation fund) to reach the \$300M level, the authorizations are for FY2030-2060.

Other provisions in the omnibus -

- \$750M for storage projects
- \$240 for desalination projects
- \$100M for disadvantaged communities without adequate drinking water
- Various technology provisions
- Various ecosystem protection provisions

H.R. 2741, the “Leading Infrastructure for Tomorrow’s American Act” (the “Lift America Act”)

Status: Action unclear at this time – markup, House passage, etc.

To review, the bill requires the EPA to establish a program to award grants up to \$2.5 billion over five years to water systems affected by contamination. The legislation directs EPA to create a list of eligible drinking water treatment technologies. It extends and increases authorizations of \$18.69 billion for essential drinking water programs including the Safe Drinking Water State Revolving Loan Fund, the Indian Reservation Drinking Water Program, School and Child Care Program Lead Testing grants, Lead Drinking Fountain Replacement, Community Water System Risk and Resilience grants, and Public Water System Supervision grants to states. This subtitle also extends Buy American requirements for drinking water projects. On May 22, the Energy and Commerce Committee held a hearing on the bill.

S.1689, “The Water Infrastructure Funding Transfer Act”

As a review, signed into law by the President on Oct. 4. Originally introduced by Senator Booker (D-NJ). The Coalition submitted a letter to the President, with copies to Mick Mulvaney, Chief of Staff, and Andrew Wheeler, Administrator, EPA, urging the President to sign the bill into law. The bill allows states for one year to transfer amounts from their clean water state revolving fund to their drinking water state revolving fund in order to address a threat to public health as a result of heightened exposure to lead in drinking water.

Senate Highway Bill

FAST Act reauthorization required by Sept. 30 when current program expires. Senate EPW has reported its version of the bill (see below). Other Senate committees that need to act include Banking (mass transit), Commerce (trucking, rail and safety), and Finance (how to pay for the bill). Senate Banking Committee held an authorization hearing on Feb. 25. House T&I working on a draft. Other

House committees that need to act include Energy and Commerce (safety) and Ways and Means (how to pay for the bill).

To review, the EPW bipartisan bill would authorize \$287 billion in highway spending, 90- percent of which would be distributed to the states by formula. The bill also features a title on climate change, which would authorize \$10.8 billion for various programs addressing resiliency and other climate issues over the next five fiscal years. That includes \$1 billion for electric, hydrogen, and natural gas vehicle charging and fueling stations. It would also provide billions for programs aimed at curbing emissions and reducing congestion and truck idling. The legislation would also streamline infrastructure permitting and set a two-year target for environmental reviews. Lastly, the bill would authorize \$12.5 million per year to fund state and regional pilot testing of user-based alternative revenue mechanisms to the gas tax.

President's FY21 "Water" Budget

- **Clean Water SRF** - \$1.119B versus \$1.638 for FY20
- **Safe Drinking Water SRF** - \$\$863.2M versus \$1.126B for FY20
- **Title XVI/WINN** - \$3M versus \$63.6M for FY20
- **WaterSMART grants** - \$7.8M versus \$55M for FY20
- **WIFIA** - \$28M versus \$\$63M for FY20
- **CALFED** - \$33M versus \$35M for FY20

Bill Tracking

H.R.4780 — 116th Congress (2019-2020)

National Infrastructure Investment Corporation Act of 2019

Sponsor: Rep. Carbajal, Salud O. [D-CA-24] (Introduced 10/22/2019) **Cosponsors:** (0)

Committees: House - Transportation and Infrastructure

H.R.4687 — 116th Congress (2019-2020)

SMART Infrastructure Act

Sponsor: Rep. Rouda, Harley [D-CA-48] (Introduced 10/16/2019) **Cosponsors:** (3, now 5)

Committees: Transportation and Infrastructure; Science, Space, and Technology; Agriculture; Energy and Commerce

S.352 — 116th Congress (2019-2020)

BUILD Act

Sponsor: Sen. Cornyn, John [R-TX] (Introduced 02/06/2019) **Cosponsors:** (1)

Committees: Finance Increases from \$15 billion to \$20.8 billion the national limitation on the amount of tax-exempt highway or surface freight transfer facility bonds.

H.R.180 — 116th Congress (2019-2020)

Build America Act of 2019

Sponsor: Rep. Hastings, Alcee L. [D-FL-20] (Introduced 01/03/2019) **Cosponsors:** (7, now 12)

Committees: Transportation and Infrastructure and Ways and Means Directs the Department of Transportation (DOT) to carry out a national infrastructure investment grant program for capital investments in surface transportation infrastructure. Projects eligible for funding under the program include, at a minimum, highway and bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments. In distributing grants under the program, DOT shall ensure an equitable geographic distribution of funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes. At

least 20% of grant funds must be set aside for projects in rural areas. The bill amends the Internal Revenue Code to: (1) establish a National Infrastructure Investment Trust Fund, and (2) increase the tax on gasoline other than aviation gasoline and on diesel fuel or kerosene.

S.146 — 116th Congress (2019-2020)

Move America Act of 2019

Sponsor: Sen. Hoeven, John [R-ND] (Introduced 01/16/2019) Cosponsors: (1)

Committees: Finance Allows tax exempt Move America bonds and Move America tax credits to be used for certain infrastructure projects. A Move America bond is treated as a tax-exempt private facility bond with certain exceptions. At least 95% of the net proceeds from the issuance of the bond must be used for infrastructure projects. The bill specifies exceptions and modifications to existing rules for bonds regarding land acquisition, government ownership, rehabilitation expenditures, and the alternative minimum tax. The bonds are subject to a volume cap equal to 50% of a state's current private activity bond volume cap. States may exchange all or a portion of the volume cap for Move America tax credits to be allocated to taxpayers. The credits include (1) an equity credit for a portion of the basis of each qualified facility; and (2) an infrastructure fund credit for investments in qualified infrastructure funds, including a state infrastructure bank, a water pollution control revolving fund, or a drinking water treatment revolving loan fund.

H.R.658 — 116th Congress (2019-2020)

National Infrastructure Development Bank Act of 2019

Sponsor: Rep. DeLauro, Rosa L. [D-CT-3] (Introduced 01/17/2019) Cosponsors: (60, now 61)

Committees: Energy and Commerce, Transportation and Infrastructure, Financial Services and Ways and Means

S.353 — 116th Congress (2019-2020)

RAPID Act

Sponsor: Sen. Cornyn, John [R-TX] (Introduced 02/06/2019) Cosponsors: (1)

Committees: Environment and Public Works This bill revises the transportation infrastructure finance and innovation (TIFIA) program to (1) require program applicants to obtain investment grade ratings from at least two credit rating agencies, unless the federal credit instrument is less than \$150 million (currently, less than \$75 million), in which case one rating will suffice; (2) require the Department of Transportation (DOT) to implement an expedited decision timeline for public agency borrowers seeking secured loans; and (3) require DOT to publish status reports on program applications on the TIFIA website.

S.403 — 116th Congress (2019-2020)

IMAGINE Act

Sponsor: Sen. Whitehouse, Sheldon [D-RI] (Introduced 02/07/2019) Cosponsors: (5, now 7)

Committees: Environment and Public Works. Encourages the use of innovative construction materials and techniques to accelerate the deployment, extend the service life, improve the performance, and reduce the cost of domestic transportation and water infrastructure projects.

H.R.228 — 116th Congress (2019-2020)

Increase Transportation Alternatives Investment Act of 2019

Sponsor: Rep. Velazquez, Nydia M. [D-NY-7] (Introduced 01/03/2019) Cosponsors: (2) Committees: Transportation and Infrastructure Directs the Department of Transportation (DOT) to ensure that states give preference under the Surface Transportation Block Grant Program to eligible projects that (1) are located in areas that are undergoing extensive repair or reconstruction of transportation infrastructure, including federal-aid highways, federally owned roads open for public travel, passenger rail facilities, and public transportation facilities; and (2) will provide transportation alternatives related to the

closure of transportation infrastructure in such areas. DOT shall (1) carry out a competitive grant program to support community efforts to invest in transportation alternatives; and (2) give preference in awarding grants to projects located in such areas. Entities eligible for grants include state and local governments, metropolitan planning organizations, and rural planning organizations.^[SEP]

H.R.880 — 116th Congress (2019-2020)

Surface Transportation Investment Act of 2019

Sponsor: Rep. Brownley, Julia [D-CA-26] (Introduced 01/30/2019) Cosponsors: (1)

Committees: Ways and Means and Transportation and Infrastructure. This bill limits or repeals certain tax benefits for major integrated oil companies, including (1) the foreign tax credit for companies that are dual capacity taxpayers, (2) the tax deduction for intangible drilling and development costs, (3) the percentage depletion allowance for oil and gas wells, and (4) the tax deduction for qualified tertiary injectant expenses.

The bill modifies the definition of "major integrated oil company" to include certain successors in interest that control more than 50% of the crude oil production or natural gas production of the company. The bill establishes a Transportation Block Grant Fund and appropriates to the fund amounts equal to the increase in revenues as a result of this bill. The funds must be used for making grants under the Surface Transportation Block Grant Program.

S.1518 — 116th Congress (2019-2020) **Rebuild America Now Act**

Sponsor: Sen. Sullivan, Dan [R-AK] (Introduced 05/16/2019) Cosponsors: (4)

Committee: Environment and Public Works. To improve the processes by which environmental documents are prepared and permits and applications are processed and regulated by Federal departments and agencies, and for other purposes.

H.R.3134 — 116th Congress (2019-2020) **To direct the Secretary of Transportation to assist States to rehabilitate or replace certain bridges, and for other purposes.** Sponsor: Rep. Langevin, James R. [D-RI-2] (Introduced 06/05/2019) Cosponsors: (2) Committee: Transportation and Infrastructure. To direct the Secretary of Transportation to assist States to rehabilitate or replace certain bridges, and for other purposes.

S.611 — 116th Congress (2019-2020)

Water Affordability, Transparency, Equity, Reliability Act of 2019

Sponsor: Sen. Sanders, Bernard [I-VT] (Introduced 02/28/2019) Cosponsors: (2, now 3)

Committees: Environment and Public Works

H.R.1764 — 116th Congress (2019-2020)

To amend the Federal Water Pollution Control Act with respect to permitting terms, and for other purposes.

Sponsor: Rep. Garamendi, John [D-CA-3] (Introduced 03/14/2019) Cosponsors: (8, now 10)

Committees: House - Transportation and Infrastructure

H.R.5628 — 116th Congress (2019-2020)

Clean Water Allotment Modernization Act

Sponsor: Rep. Waltz, Michael [R-FL-6] (Introduced 01/16/2020) Cosponsors: (8)

Committees: House - Transportation and Infrastructure

S.3211 — 116th Congress (2019-2020)

Clean Water Allotment Modernization Act

Sponsor: Sen. Rubio, Marco [R-FL] (Introduced 01/16/2020) Cosponsors: (1)

Committees: Senate - Environment and Public Works

S.3160 — 116th Congress (2019-2020)

Affordable Safe Drinking Water Act of 2020

Sponsor: Sen. Warren, Elizabeth [D-MA] (Introduced 01/08/2020) Cosponsors: (1)

Committees: Senate - Environment and Public Works

H.R.5539 — 116th Congress (2019-2020)

Clean Water Standards for PFAS Act of 2020

Sponsor: Rep. Pappas, Chris [D-NH-1] (Introduced 01/03/2020) Cosponsors: (13)

Committees: House - Transportation and Infrastructure

H.R.5513 — 116th Congress (2019-2020)

Affordable Safe Drinking Water Act of 2019

Sponsor: Rep. Kennedy, Joseph P., III [D-MA-4] (Introduced 12/19/2019) Cosponsors: (8)

Committees: House - Energy and Commerce; Transportation and Infrastructure

H.R.5445 — 116th Congress (2019-2020)

Critical Infrastructure Act of 2019

Sponsor: Rep. Stewart, Chris [R-UT-2] (Introduced 12/17/2019) Cosponsors: (6)

Committees: House - Natural Resources

H.R.5361 — 116th Congress (2019-2020)

Safe Drinking Water Assistance Act of 2019

Sponsor: Rep. Blunt Rochester, Lisa [D-DE-At Large] (Introduced 12/09/2019) Cosponsors: (1)

Committees: House - Energy and Commerce; Science, Space, and Technology