



CWCC

Clean Water Construction Coalition  
P.O. Box 728 \* Allenwood, NJ 08720  
(732) 292-4300 \* FAX: (732) 292-4310

ROBERT A. BRIANT, JR.  
Chairman

May 2, 2017

- 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

## CONGRESS REACHES DEAL TO CONTINUE FUNDING THE FEDERAL BUDGET

Congressional negotiators reached a deal late Sunday night to continue funding the federal government to the conclusion of federal fiscal year 2017 (September 30, 2017). The agreement includes level funding for various water infrastructure capital programs while increasing spending for the military, boarder security and transportation projects. Budget cuts were avoided to the Affordable Care Act, Planned Parenthood, Community development grants and other programs. The agreement is scheduled for a House floor vote on May 3rd followed by a Senate floor vote.

Funds for water infrastructure programs were sustained at federal fiscal year 2016 levels. EPA's overall budget will be \$8.06 billion (a \$100 million cut from the prior year). The Clean Water State Revolving Loan program will receive \$1.4 billion and the Drinking Water Program will be provided with \$863 million (equal to the fiscal year 2016 levels). The Army Corps of Engineers will receive \$6 billion for its programs (a \$49 million increase) and the WIFIA loan program will increase by \$10 million which when combined with funds from previous Continuing Resolutions, will produce approximately \$3 billion in new water infrastructure projects.

Transportation infrastructure funding received stable or increased funding under the agreement. The federal highway program will receive \$43.3 billion (an increase of \$900 million) and New Jersey will receive an addition \$21 million. The popular Tiger Grant program is provided with \$500 million for the fiscal year and the TIFIA loan program will have \$274 million. The federal public transportation program will receive \$12.4 billion (a \$424 million increase) with Amtrak receiving \$1.167 billion that includes funds for the Gateway tunnel project. The Airport Improvement Program will be flat funded at federal fiscal year 2016 level (\$3.35 billion).

As noted, the fiscal agreement has been approved by the House of Representatives and the Senate. Floor votes will occur in each chamber during the next few days.

## PRESIDENT TRUMP CONTINUES TO EMPHASIZE INFRASTRUCTURE INVESTMENT FOR AMERICA

President Trump continues to urge Congress to work with his administration to develop a \$1 trillion, 10-year infrastructure program. As part of the Administration's top three priorities, health care and tax reform, Administration officials continue to meet with Congressional leaders and private sector interested parties to coalesce around a proposal.

Details on the plan have not been finalized however, CWCC representatives have been told that the infrastructure plan will include both public and private funds. Other goals of an infrastructure program may include the creation of an "Infrastructure Commission", cutting the permit process down from 10 years to 1 year, and streamlining other administrative requirements that typically stall infrastructure projects. Timing of Congressional hearings on an infrastructure plan are not clear at this time. Various statements have noted that an infrastructure proposal can be part of the negotiations with Democrats as part of the healthcare bill, inclusion in tax overhaul legislation and as late as next winter as a standalone proposal.

We will continue to update you as events occur on this matter.

## **KEY ADVOCATES MAY REPORT**

Included with this notice is Key Advocates May 2017 report.



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

## *May 2017 Insights*

### **America's Infrastructure First**

- The Administration: The President's \$1 trillion 10-year infrastructure proposal continues to be one of his three top priorities – with health care and tax reform. Administration meetings continue with high level infrastructure stakeholders. Notwithstanding these and the rhetoric, details of the proposal are still not known or forthcoming. This is owing to the other demands placed on the National Economic Council which also has the lead on infrastructure. Per the Council, the timing of an infrastructure package is “still a little bit up in the air.” What we do know is that some direct federal spending will be included in its proposal, not just tax credits or federal bonds. The President has talked about using repatriated funds (he mentioned \$200B). Also, shovel ready projects are no longer the goal. This month both the President and US DOT Secretary Elaine Chao discussed various aspects of a potential plan on several occasions, particularly in a Trump interview with the New York Times and at a White House CEO Forum which both Trump and Chao spoke at. Some key points they made are highlighted below:

### **President Trump –**

- Appeared to possibly be backing away from an emphasis on P3 projects and focusing again on deficit spending to fund infrastructure. "We are borrowing very inexpensively. When you can borrow so inexpensively, you don't have to do the public/private thing. Because public/private can be very expensive." These conflicting positions in part reflect the disagreement among his top advisors on how best to finance/fund the infrastructure plan. Government borrowing and spending general funds would likely be strongly opposed by the fiscal conservatives in the House Freedom Caucus.
- Said he wants to change permitting from a process that takes "a minimum of 10 years" to a process that takes a total of one year. He said that "if you have a job that you can't start within 90 days, we're not going to give you the money for it." Trump had previously strongly criticized the Obama Administration's 2009 stimulus plan because of its focus solely on "shovel ready" projects.
- Mentioned again that he is setting up an infrastructure commission and seemed to indicate that it might have a say in picking projects to fund. "And I'm setting up a commission of very smart people that know how to spend money properly. That know how to build on time, on budget. And ideally, under time and under budget. It's going to be headed by [the developer] Richard LeFrak and Steve Roth of Vornado. Two very talented, smart, tough people. And they are going to, along with me, put on a group of 20 people, 20 to 25 people on a commission. We're going to run projects through them."

- Said that because infrastructure is so popular, especially with Democrats, he might use it as a "sweetener" to get bi-partisan support for other legislation such as another attempt at a healthcare reform bill.
- Indicated that he plans to make an announcement in the next two weeks on Davis Bacon wage regulations. Any attempt to modify Davis Bacon would draw strong opposition from Democrats and labor unions.

### Secretary Chao –

- Said on several occasions "money is not the problem" adding on that "there's lots of money chasing too few deals."
- Remarked that, "so the problem is not money. It's the delays caused by government permitting processes that hold up projects for years, even decades, making them risky investments. That's why a critical part of the President's infrastructure plan will include common-sense regulatory, administrative, organizational, and policy changes that will encourage investment and speed project delivery." The Democratic leadership of the House T&I Committee pushed back on this premise in a letter to Chao. The letter included the statement that, "A recent report, commissioned by the U.S. Department of the Treasury, identified 40 economically significant transportation and water projects whose completion has been slowed or is in jeopardy. The report found that a lack of public funding is by far the most common factor hindering the completion of transportation and water infrastructure projects. Further, the report found that delays resulting from environmental review and permitting were identified as a challenge to completing less than a quarter of the projects. We cannot streamline our way out of our funding shortfall."
- Indicated that an infrastructure plan might be released by the end of May. Others have speculated that a plan (or some general principles or broad outline) could be released in conjunction with Infrastructure Week - the week of May 15.
- Senate Leadership: Senate Republican leadership continues to be quiet about infrastructure. They had been waiting on the House regarding health care and tax reform. In January, eight Democratic Senators put out an infrastructure plan (Schumer, Sanders, Nelson, Leahy, Wyden, Brown, Cantwell, Carper). Their plan: ten years, \$1T - \$75 billion for schools, \$210 billion for roads and bridges, \$110 billion for aging water and sewer systems, \$180 billion for expanded rail and bus lines, \$70 billion for deeper ports and upgraded airports, \$100 billion for an updated electrical grid, \$10 billion for VA hospitals, and \$20 billion for broadband installations. The plan also includes \$200 billion for unspecified "vital infrastructure projects" and \$10 billion for an infrastructure bank to "unlock" private capital by providing loan guarantees or low-cost loans. Schumer said the Federal Highway Administration estimates that for every \$1B spent, 13k jobs lasting at least 1 year, are created. As of late, the Senate Democratic Leadership has engaged the House Democratic Leadership regarding the possibility of drafting a mega infrastructure proposal both to stake out publicly its position on the issue and to put pressure on the Administration to present its detailed omnibus proposal.
- Committee in both Houses: They have been holding hearings on infrastructure but to date, while individual Members have put forth various infrastructure bills, no legislative work on the issue has begun in the committees of jurisdiction. All are waiting on more specifics from the Administration on its proposal.

- **House Leadership:** As part of its engagement with the Senate Democratic Leadership, the House Democratic Leadership has reached out to Congressman Peter DeFazio, Ranking Democrat on the Transportation and Infrastructure Committee, for his views on a mega infrastructure proposal. As previously reported, the Speaker wants all of the public infrastructure money offset by private funds. Minority Leader Pelosi has criticized Ryan for the \$40 of private investment per federal dollar statement he's made. She's also criticized the President for making promises without a detailed plan. Democrats want a public-private partnership.
- **McNerney Omnibus Water Bill:** We continue working with Congressman McNerney (Patrick Arness, Legislative Director) on his omnibus water bill which has been reviewed by various Senate offices with a goal toward possibly introducing a companion bill. As a result of input from the Senate, a clean, final draft is being prepared by Legislative Counsel to be followed by a determination of the best path and timing for introduction, which his office is now saying would be the end of April. To review our understanding of what's in the draft, it is to include an increase in the authorization level for the new competitive grant program from \$200M for one fiscal year to \$1.5B (\$500M per year for each of the next five fiscal years; a 50% Federal share for the program; all our suggested changes to the Alternative Water Source Projects Program; and reauthorization of the Clean Water SRF at \$100M increments over the \$1.3B figure.
- **House Transportation and Infrastructure Committee:** Congressman DeFazio, Ranking Democrat on the Committee, has introduced individual infrastructure bills - highway, port and airport infrastructure bills. They all pay for themselves in some way (gas tax, harbor maintenance trust fund, and aviation passenger facility charges). On March 22, he introduced his highway-transit bill. H.R. 1664, the "Investing in America: A Penny for Progress Act," provides approximately \$500 billion in infrastructure investment to improve the conditions of our Nation's highways, bridges, and public transit systems, address the Federal underinvestment that has caused the current state-of-good-repair backlog, and meet future highway and transit needs through fiscal year (FY) 2030. To finance the additional investment, the bill authorizes the U.S. Department of Treasury to issue 30-year Invest in America Bonds annually, through 2030. Each bond will be repaid at the end of its 30-year term, using revenues from indexing the gasoline and diesel user fee beginning in 2017. He also introduced his port bill on April 5. His water bill has been circulated for comments but an introduction date has not been set yet. A draft was shared with the Coalition. In part, the draft authorizes \$20 billion in Federal grants over five years to capitalize Clean Water SRF's, \$2.5 billion over five years for grants to address combined and sanitary sewer overflows and recapture and reuse of municipal storm water; and, \$375 million in grants over five years for alternative water source projects.
- **Congressman Earl Blumenauer (D-OR-3):** On March 23, the Congressman introduced H.R. 1647, the Water Infrastructure Trust Fund Act of 2017, with Congressman John Duncan (R-TN-2) as cosponsor. The Coalition was cited as one of the supporting entities. The bill is almost identical to his bill from the last Congress. It amends the Internal Revenue Code to establish in the Treasury a Water Infrastructure Investment Trust Fund and appropriates to it amounts equivalent to the fees received in the Treasury before January 1, 2022, under this Act. A 2009 GAO notes that a one cent fee on every bottle and cans sold in 2006 would yield \$2.2 billion. Thus, a 3 cent fee on every bottle and can would yield \$6.6 billion in 2006, which is about \$7.98 billion in 2017 dollars. The bill requires that the amounts in the Fund be equally divided between the Clean Water and Safe Drinking water SRF's. This is a change from last year's bill in which the distribution was 85/15 Clean water to safe Drinking water. Amounts in the Fund may not be made available for a fiscal year unless the amount of funds appropriated to the Clean Water State Revolving Fund through annual capitalization grants is not less than the average of the annual amounts provided in capitalization grants under the CWA for the immediately preceding five-fiscal-year period. The Department of the Treasury shall: (1) implement a program under which

it provides a label suitable for placement on products (for a fee of three cents per unit) to inform consumers that the manufacturer, producer, or importer of the product and other stakeholders participate in the Fund and are contributing to America's clean water; and (2) deposit amounts received in the Treasury. The EPA, with participation by the states, shall conduct a study to: (1) assess the affordability gap faced by low-income populations located in urban and rural areas in obtaining services from clean water and drinking water systems; and (2) analyze options for programs to provide incentives for rate adjustments at the local level to achieve full cost or true value pricing for such services, while protecting low-income ratepayers from undue burden. The voluntary fee trust fund was included in the Senate-passed WRRDA bill last year but did not survive conference.

- Delaney “Partnership to Build America of 2017.” Noted because it has bipartisan support. Included under the Bill Tracking section.

## **FY 17 Appropriations**

Congress extended the current CR that expires on April 28 until May 5. That keeps the government open through then and gives lawmakers more time to negotiate a long-term funding package. As part of that extension, the Administration’s push for border wall funding was sidelined and payments for subsidies for low income Americans as part of Obamacare (supported by Democrats) will continue. To review, the House FY17 Interior Appropriations Bill provides \$1B for the Clean Water SRF and \$40M for WIFIA. The Senate bill provides \$1.35B for the Clean Water SRF and \$30M for WIFIA.

## **FY17 Transportation Appropriations Bill**

To review, the full Senate approved its version of the FY17 Transportation Appropriations bill on May 19 by a vote of 89 to 8. On May 17, the House released and approved its version of the bill.

Like the Senate, the House proposes to fully fund all Highway Trust Fund supported programs, such as the federal highway program and transit formula grants, at the same amounts authorized in the FAST Act. The House provided more money than the Senate for transit discretionary Capital Improvement Grants (CIG). The House provided less money for TIGER grants - only \$450M versus the Senate's \$525M, but given that the House has typically zeroed out or provided very limited funds for TIGER, the \$450M is a step forward.

Funding details:

<b>Program</b>	<b>Current FY'16 Funding</b>	<b>FAST Act Authorization for FY'17</b>	<b>Senate-Passed FY'17 Funding</b>	<b>House THUD Subcomte. FY'17 Funding</b>
Core Highway Program - Obligation Limit	\$42.36B	\$43.26B	\$43.26B	\$43.26B
Transit Total	\$11.6B	\$12.17B	\$12.18B	\$12.5B
Transit Formula and Bus Grants	\$9.35B	\$9.73B	\$9.73B	\$9.73B
Transit CIG-New Starts, Small Starts, Core Capacity	\$2.17B	\$2.30B	\$2.33B	\$2.5B
DC WMATA	\$150M	NA	\$150M	\$150M
TIGER	\$500M	NA	\$525M	\$450M
Amtrak Northeast	NA - Total	\$474M	\$345M	\$420M

Corridor	Amtrak Funding \$1.39B			
Amtrak National Network	NA	\$1.02B	\$1.07B	\$1.0B
FRA Rail Discretionary Grants Total - see below	\$0	\$350M	\$85M	\$50M
Airport Improvement Grants (AIP)	\$3.35B	NA	\$3.35B	\$3.35B

Additional details:

#### **FTA Capital Improvement Grants-**

<b>Program</b>	<b>Current FY'16 Funding</b>	<b>FY'17 Senate Passed</b>	<b>FY'17 House THUD Subcomte.</b>
CIG Total	\$2.177B	\$2.3B	\$2.5B
New Starts w/Existing FFGAs	\$1.25B	\$1.2B	\$1.2B
New Proposed FFGAs	\$497M	\$511M	\$500M
Small Starts	\$353M	\$241M	\$408M
Core Capacity	\$50M	\$333M	\$332M
Expedited Delivery Program	\$5M	\$20M	TBD

The House bill includes language prohibiting any new FFGAs with a federal cost share of over 50%.

#### **FRA Discretionary Rail Grants-**

<b>Program</b>	<b>FAST ACT FY'17 Authorized</b>	<b>FY'17 Senate Passed</b>	<b>FY'17 House Subcommittee</b>
Consolidated Rail Infrastructure and Safety Improvement (CRISI)	\$190M	\$50M	\$25M
State of Good Repair (SOGR)	\$140M	\$20M	\$25M
Restoration/Enhancement (R/EG)	\$20M	\$15M	\$0

#### **FY 18 Federal Funding**

- a. President's Budget: On March 15, the White House released a "skinny budget" for FY18. It includes a \$54 Billion increase in defense spending with corresponding reductions to non-security agencies. \$54B increase means 10% increase in defense and national security spending with corresponding cuts to domestic programs and foreign aid. The President's (full) budget is expected in May. Keep in mind that the President's budget is his recommendation, but Congressional appropriators will make the final decisions. For example, the idea that the Coast Guard and EPA would be dramatically cut are very unlikely as there already is congressional

opposition.

- b. FY18 Congressional Budget Resolutions: Pending President's budget, everything is on hold.
- c. FY 18 Appropriations Bills: Pending the President's budget, appropriations are on hold (won't release a budget resolution until they see the President's budget).

### **House Clean Water Caucus**

Taking over for Jonathan Freye, with Congressman Lipinski, on the Clean Water Caucus is Joel Creswell, Ph.D., who specializes in clean water. This month the Caucus hosted a congressional field trip to the DC Water Blue Plains Wastewater Treatment Plant. Per the Caucus, no other events are planned at this time. They are open to suggestions.

### **Earmarks**

There are no additional developments at this point. In the Senate, there was an earmark ban introduced by Senator Flake in the Senate Republican Caucus. It passed without discussion. Before Flake, there was no Senate ban because the House didn't have earmarks, so the Senate didn't do them by default. In the House, the Rules Committee said that they plan to begin debating options for a limited earmark revival and that a plan could be presented to Republicans for consideration before they leave town for the Fourth of July holiday. The House Freedom Caucus has expressed concerns about bring earmarks back. The Democrats, however, say that they are ready to help Republicans revive earmarks.

### **Hearings**

The Water, Power and Oceans Subcommittee of the House Committee on Natural Resources held a hearing on March 1 entitled hearing on Modernizing Western Water and Power

Infrastructure in the 21<sup>st</sup> Century. The hearing examined ways to protect existing water and power infrastructure and help facilitate the construction of new water and power facilities. This will include measures aimed at modernizing federal regulations and bureaucratic barriers impacting these facilities. Implementation of the recently enacted Water Infrastructure Improvements for the Nation (WIIN) Act could be a key way to develop water storage and other water supply projects. Witnesses were: Andy Colosimo, Government and Corporate Affairs Manager Colorado Springs Utilities, Colorado Springs, Colorado; Andy Fecko, Director of Resource Development Placer County Water Agency Auburn, California; Jonathan C. Kaledi, Executive Vice President/General Counsel Natural Systems Utilities, Hillsborough, New Jersey; and Robert S. Lynch, Attorney, Robert S. Lynch & Associates Phoenix, Arizona.

The Senate Committee on Energy and Natural Resources held a hearing on Tuesday, March 21 to receive testimony on opportunities to improve and expand infrastructure important to federal lands, recreation, water, and resources. Witnesses were: Marcia Argus, Director, Restore Americas Parks Campaign, The Pew Charitable Trusts; Bob Bonar, President, Snowbird Ski & Summer Resort, Chairman, National Ski Areas Association Public Lands Committee; Jill Simmons, Executive Director, Washington Trails Association; David B. Spears, President, Association of American State Geologists; Chris Treese, External Affairs Manager, Colorado River Water Conservation District; and, Brad Worsley, President, Novo Power, LL.

The Subcommittee on Water Resources and Environment of the House Committee on Transportation and Infrastructure held a hearing on March 9 entitled "Building a 21st Century Infrastructure for



America: The Role of Federal Agencies in Water Infrastructure," to receive testimony from witnesses representing academic institutions, non-governmental organizations, states, regional governments, and local governments. The Subcommittee has several agencies, including the United States Army Corps of Engineers (Corps) and the Environmental Protection Agency (EPA), under its jurisdiction. These agencies are responsible for implementing permitting and other regulatory programs that may apply to the development and implementation of water infrastructure projects. Because of the importance of these regulatory programs in developing and implementing projects, the Subcommittee conducts oversight of these programs' federal and non-federal activities. Witnesses were: Jerry Ellig, Senior Research Fellow, Mercatus Center at George Mason University; Kathy L. Pape, Senior Vice President, American Waterworks Company (On Behalf of The Bipartisan Policy Center); John Linc Stine, Commissioner, Minnesota Pollution Control Agency, (On Behalf of the Environmental Council of the States); Mike Inamine, Executive Director, Sutter Butte Flood Control Agency, California; Gary McCarthy, Mayor, City of Schenectady, New York, (On Behalf of The U.S. Conference of Mayors); Jonathan Kernion, President, Cycle Construction Company, Kenner, Louisiana, (On Behalf of the Associated General Contractors); and, Kevin DeGood, Director of Infrastructure Policy, Center for American Progress.

The Subcommittee on Highways and Transit of the House Transportation and Infrastructure Committee held a hearing on April 5 to receive testimony from state and local authorities concerning the implementation of the Fixing America's Surface Transportation (FAST) Act (P.L. 114-94). The Committee heard from representatives of the American Association of State Highway Transportation Officials (AASHTO), the American Public Transportation Association (APTA), and U.S. Conference of Mayors (USCM).

Senate Commerce Committee held a hearing on March 1 entitled, "Connecting America: Improving Access to Infrastructure for Communities Across the Country." The hearing examined the challenge of connecting Americans, particularly in rural communities, to transportation and information networks. Witnesses were Dennis Dugaard, Governor of South Dakota; Philip Levine, Mayor of Miami Beach; Carlos Braceras, Executive Director, Utah Department of Transportation; and, Shirley Bloomfield, Chief Executive Officer, NTCA-The Rural Broadband Association.

Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security of the Senate Commerce Committee held a hearing titled "Keeping Goods Moving: Continuing to Enhance Multimodal Freight Policy and Infrastructure" on April 4. The hearing examined the importance of the multimodal freight transportation network and policies needed for a growing economy. Witnesses were Derek J. Leathers, President and Chief Executive Officer, Werner Enterprises; Lance M. Fritz, Chairman, President and Chief Executive Officer, Union Pacific; Michael L. Ducker, President and Chief Executive Officer, FedEx Freight; and, James Pelliccio, President and Chief Executive Officer, Port Newark Container Terminal.

## **Bill Tracking**

**Note the new format per the change in format by the Congress for the listing of bills. More information on each bill will be provided when it becomes available on the official site.**

H.R.434 — 115th Congress (2017-2018)

**To authorize a pilot project for an innovative water project financing program, and for other purposes.**

**Sponsor:** Rep. Denham, Jeff [R-CA-10] (Introduced 01/11/2017)

**Cosponsors:** (5)

**Committees:** House - Natural Resources

**Latest Action:** 01/11/2017 Referred to the House Committee on Natural Resources.

H.R.23 — 115th Congress (2017-2018)

**Gaining Responsibility on Water Act of 2017**

**Sponsor:** Rep. Valadao, David G. [R-CA-21] (Introduced 01/03/2017)

**Cosponsors:** (13)

**Committees:** House - Natural Resources, Agriculture

**Latest Action:** 01/03/2017 Referred to House Agriculture

H.R.465 — 115th Congress (2017-2018)

**To amend the Federal Water Pollution Control Act to provide for an integrated planning and permitting process, and for other purposes.**

**Sponsor:** Rep. Gibbs, Bob [R-OH-7] (Introduced 01/12/2017)

**Cosponsors:** (1)

**Committees:** House - Transportation and Infrastructure

**Latest Action:** 01/12/2017 Referred to the House Committee on Transportation and Infrastructure

H.R.100 — 115th Congress (2017-2018)

**Support Local Transportation Act**

**Sponsor:** Rep. Brownley, Julia [D-CA-26] (Introduced 01/03/2017)

**Cosponsors:** (0)

**Committees:** House - Transportation and Infrastructure

**Latest Action:** 01/03/2017 Referred to the House Committee on Transportation and Infrastructure.

H.R.547 — 115th Congress (2017-2018)

**National Infrastructure Development Bank Act of 2017**

**Sponsor:** Rep. DeLauro, Rosa L. [D-CT-3] (Introduced 01/13/2017) **Cosponsors:** (76)

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

**Latest Action:** 01/17/2017 Referred to the Subcommittee on Water Resources and Environment.

This bill establishes the National Infrastructure Development Bank as a wholly owned government corporation. The bank's board of directors shall be responsible for monitoring and overseeing energy, environmental, telecommunications, and transportation infrastructure projects. The board is authorized to: (1) make loans and loan guarantees to assist in the financing an infrastructure project, (2) issue public benefit bonds and provide financing to infrastructure projects, and (3) pay an interest subsidy to the issuer of American Infrastructure Bonds. The bank shall establish a risk management committee, which shall: (1) create financial, credit, and operational risk management guidelines; (2) set guidelines to ensure diversification of lending activities by geographic region and infrastructure project type; (3) create conforming standards for financial assistance; (4) monitor financial, credit, and operational exposure; (5) provide financial recommendations to the board; and (6) ensure that the aggregate amount of interest subsidies provided for such bonds in a given calendar year does not exceed 28% of interest payable under all such bonds. The board shall approve criteria established by the bank's executive committee for determining project eligibility for financial assistance. The bill sets forth criteria to be considered by the board for each type of infrastructure project. The executive committee shall conduct an analysis that considers the economic, environmental, and social benefits and costs of each project under consideration, prioritizing projects that contribute to economic growth, lead to job creation, and are of regional or national significance. Financial assistance for an infrastructure project: (1) shall be repayable from dedicated revenue sources that also secure the infrastructure project obligations, and (2) shall not exceed 50% of reasonably anticipated project costs. Bank bonds shall be exempt from state or local government taxation. Assisted projects must comply with wage rate, domestic content, and buy American statutes. The board shall establish an American Infrastructure Bond program. The bill establishes the National Infrastructure Development Bank Trust Fund into which an amount equal to the

tax receipts attributable to interest payable under such bonds is to be appropriated.

H.R.481 — 115th Congress (2017-2018)

**REBUILD Act**

**Sponsor:** Rep. Calvert, Ken [R-CA-42] (Introduced 01/12/2017) **Cosponsors:** (0)

**Committees:** House - Natural Resources

**Latest Action:** 01/12/2017 Referred to the House Committee on Natural Resource

H.R.966 — 115th Congress (2017-2018)

**TIGER CUBS Act**

**Sponsor:** Rep. Larsen, Rick [D-WA-2] (Introduced 02/07/2017) **Cosponsors:** (5)

**Committees:** House - Appropriations, Budget

**Latest Action:** 02/07/2017 Referred to House Budget Committee

H.R.1670 — 115th Congress (2017-2018)

**Infrastructure 2.0 Act**

**Sponsor:** Rep. Delaney, John K. [D-MD-6] (Introduced 03/22/2017) **Cosponsors:** (20)

**Committees:** House - Ways and Means, Transportation and Infrastructure, Rules

**Latest Action:** 03/23/2017 Referred to the Subcommittee on Water Resources and Environment

Status Update: bill added since the last report.

H.R.1669 — 115th Congress (2017-2018)

**Partnership to Build America Act of 2017**

**Sponsor:** Rep. Delaney, John K. [D-MD-6] (Introduced 03/22/2017) **Cosponsors:** (23)

**Committees:** House - Transportation and Infrastructure, Ways and Means

**Latest Action:** 03/23/2017 Referred to the Subcommittee on Water Resources and Environment

Status Update: bill added since the last report.