



May 5, 2020

VIRTUAL FLY-IN SUMMARY / FOLLOW-UP

Thank you to everyone that joined the CWCC Virtual Fly-In last week. A special thank you to our sponsors (UCA of Illinois and UCA of New England) and guest presenters (Navis Bermudez, Staff to the Subcommittee on Water Resources and Environment of the U.S. House Committee on Transportation and Infrastructure and Deidra Finn, Executive Director, CIFA). We had over 15 CWCC members participate and several of our partners. After a first-person account of activities in Congress related to water infrastructure, our Washington, DC-based lobbyist Sante Esposito provide a run down of several critical measures that may yield progress on several of our CWCC priorities. The end of the meeting included an “around the room” assessment of what our trade-associations are facing in their individual states. The tone was positive and focused on making the best of the conditions presented by the response to this international pandemic. The CWCC Virtual Fly-In was a success based on feedback received to date and we appreciate the great level of participation.

In terms of follow up, during our time together we briefly covered draft language for a CWCC Mission Statement and revised the “About Us” Statement to be featured on our redesigned website. We invite feedback on this language and the website design by May 15th if you have any input to provide.

Draft Mission Statement

The mission of the Clean Water Construction Coalition is to promote federal actions that increase funding and accelerate project delivery for water infrastructure and related projects.

Draft “About Us” Statement

This Clean Water Construction Coalition was formed in December 2005 and is currently comprised of 27 state construction associations representing 11,000 member firms. The Coalition is also supported by organizational partners from labor and industry. Dan Kennedy, Utility and Environmental Operations Director of the UTCA of NJ, serves as Chairman of the organization. Sante Esposito, former chief counsel to the House Committee on Transportation and Infrastructure, serves as the Coalition’s lobbyist and key advisor.

Last week you received via email access to the PPT presentation used for the Webex, the 2020 CWCC Priorities, and a draft of CWCC Website Redesign. Please let us know if you have any further questions or needs.

[CLICK HERE](#) for the PPT presentation used for the Webex

[CLICK HERE](#) for the 2020 CWCC Priorities

[CLICK HERE](#) for the DRAFT CWCC Website Redesign

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Robert Briant, Jr. – Chairman

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* Steering Committee Member



UPDATE ON WATER INFRASTRUCTURE FUNDING

The attached report from Key Advocates includes a full run down of the various vehicles for funding increases to support water infrastructure investment.

Since that report was issued, Sante Esposito has shared that a Senate markup is due this Wednesday (May 6th) on two bills (the "America's Water Infrastructure Act of 2020" (AWIA) and the "Drinking Water Infrastructure Act of 2020") which, combined, represent the Senate's WRDA 2020 bill. There are two bills because of the split jurisdiction in the House - AWIA is a Corps of Engineers/clean water bill which is under the jurisdiction of the House T&I Committee; the Drinking Water bill falls under the jurisdiction of the House Energy and Commerce Committee.

Highlights of both bills -

- \$25M for FY 2022-2024 for the Alternative Water Source Grants Program;
- \$2B in FY 2022, \$2.5B in FY 2023 and \$3B in FY 2024 for the Clean Water SRF (subject to scorekeeping and offsets if necessary);
- Reauthorization and expansion of the Drinking Water Infrastructure Risk and Resiliency Program (50M for FY 2022-2024 of the Drinking Water bill), and the creation of a companion \$50M for FY2022-2024 program for clean water systems;
- \$250M for FY 2021-2022 for reauthorization of the Sewer Overflow and Stormwater Reuse Grant Program;
- \$50M for WIFIA for FY 2022-2024;
- No authorizations for the Safe Drinking Water SRF as that was re-authorized and increased last Congress;
- No funds for the Title XVI WIIN grant program as that falls under the jurisdiction of the Senate Energy and Natural Resources Committee;

Sante Esposito reports that House T&I Committee is aiming for introduction on a single bill by the end of May. This is good progress.

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COVID RECOVERY – PAYCHECK PROTECTION PROGRAM (PPP)

The US Small Business Association has submitted a summary of the Paycheck Protection Program (PPP) - Second Round Approvals from 4/27/2020 through 05/01/2020. This includes a state by state and loan size summary for this second phase of funding for this program, which is primarily focused on avoiding large layoffs during the pandemic.

You can find that report by following this link:

<https://home.treasury.gov/system/files/136/PPP2-Data-05012020.pdf>

KEY ADVOCATES REPORT

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

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May 2020 Insights

Note: Covid-19 has greatly impacted the congressional legislative process. As of this writing, Congress has not resumed its “normal” legislative schedule, all Hill buildings remain closed except for Members and staff and credentialed press. Members’ offices and committees are functioning via email and phones. The situation is challenging for everyone. With these constraints, we have learned the following.

Infrastructure

The President has said at various coronavirus task force press conference his support for infrastructure, and his desire to move ahead on legislation to address it. The President’s proposal is \$2T over 10 years. In addition, Treasury Secretary Mnuchin has stated publicly that he is engaged in on-going discussions with House Ways and Means Committee Chairman Neal on ways to finance increased infrastructure spending. Earlier this month, Speaker Pelosi, along with Minority Whip Clyburn, T&I Chairman DeFazio and Energy and Commerce Chairman Pallone, held a press conference call wherein the Speaker said they were going to include infrastructure in Phase 4 of the coronavirus economic stimulus initiatives. She said that the core of the infrastructure component would be what was announced in the Jan. 28 press conference noted below. The Speaker also said that the House would take action on Phase 4 when it returned at the end of April. In anticipation of that, the Coalition sent emails to key Leadership, committees and Members’ personal staff requesting that any infrastructure package included as part of Phase 4 include an increase in authorization and corresponding appropriations of \$40B for the Clean Water SRF, \$25.4B for the Safe Drinking Water SRF, \$600M for the Alternative Water Source Program, \$500M for the WIIN Grant Program, strike the existing 30-year loan term repayment limit and allow states to make repayments up to the life of the project, and make the current one year option to transfer funds between the CW and SDW SRF’s permanent. Notwithstanding this, the Speaker’s proposal to include infrastructure as part of Phase 4 was met with resistance by House Minority Leader McCarthy, Senate Majority Leader McConnell and Senate Minority Leader Schumer. While none said that they were opposed to an infrastructure initiative, all said it was premature at this time and that the focus of Phase 4 should be on the health care crisis. There is already talk about a Phase 5, possibly in June, and that or additional phases might provide an opportunity to include infrastructure. Regarding infrastructure, the Republicans say they support putting the government and the private sector together to improve transportation and other core infrastructure needs while the Democrats are talking about direct government spending on roads, transit, rail, clean energy, water education, hospitals, broadband, and housing, among other priorities. Senator Barrasso, Chair of the Environment and Public Works Committee, has already said that he wants the Committee’s bipartisan FAST Act reauthorization bill included in any infrastructure package.

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 – with more details and legislative language to follow – that focuses on 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 Infrastructure Proposal

To review, 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.

Senate WRDA Bill

Last week the Senate Environment and Public Works Committee released two water bills - the America’s Water Infrastructure Act of 2020 (AWIA) and the Drinking Water Infrastructure Act of 2020 (see links below for texts and section-by-sections). The two bills are intended to form the Senate 2020 WRDA bill. There are two bills because of the split jurisdiction in the House - AWIA is a Corps of Engineers/clean water bill which is under the jurisdiction of the House T&I Committee; the Drinking Water bill falls under the jurisdiction of the House Energy and Commerce Committee.

Highlights and thoughts on both bills -

- \$25M for FY 2022-2024 for the Alternative Water Source Grants Program - the DeFazio bill authorizes \$75M for each of 5 fiscal years;
- \$2B in FY 2022, \$2.5B in FY 2023 and \$3B in FY 2024 for the Clean Water SRF (subject to scorekeeping and offsets if necessary) - the DeFazio bill authorizes \$40B over 5 fiscal years;
- Reauthorization and expansion of the Drinking Water Infrastructure Risk and Resiliency Program (50M for FY 2022-2024 of the Drinking Water bill), and the creation of a companion \$50M for FY2022-2024 program for clean water systems;
- \$250M for FY 2021-2022 for reauthorization of the Sewer Overflow and Stormwater Reuse Grant Program - the DeFazio bill authorizes \$225M for each of five fiscal years;
- \$50M for WIFIA for FY 2022-2024;
- No authorizations for the Safe Drinking Water SRF as that was re-authorized and increased last Congress;
- No funds for the Title XVI WIIN grant program as that falls under the jurisdiction of the Senate Energy and Natural Resources Committee;
- The two Senate bills taken together as its version of WRDA 2020 is a stark contrast to past Senate WRDA bills that focused almost exclusively on Corps of Engineers issues and,

- The inclusion of various EPA water provisions opens the door for the inclusion of the DeFazio bill in the House 2020 WRDA bill, setting up conference deliberations on the differences.

We expect the Committee to debate and pass the bills as early as next month.

House WRDA Bill

Status: Drafting underway. Bill expected next month. No details.

Current law expires Sept. 30 of this year. 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.

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

Status: Still trying to reach agreement on the compromise bill. Hearing and markup to follow. 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 (\$160M 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: Bill marked up by House Natural Resources Full Committee on March 11. Floor schedule not yet determined.

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: Bill marked up by House Natural Resources Full Committee on March 11. Floor schedule not yet determined.

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: Waiting on CBO scorekeeping report. Next steps to be determined.

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: Review of stakeholders’ comments completed. 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

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.

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.^[1]_[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