ROBERT A. BRIANT, JR.
Chairman

May 7, 2015

HOUSE TRANSPORTATION AND INFRASTRUCTURE COMMITTEE DEMOCRATS PLAN TO INTRODUCE CLEAN WATER REAUTHORIZATION LEGISLATION

Through direct discussions with the Democratic side of the Subcommittee on Water Resources and Environment of the House Transportation and Infrastructure Committee (T&I), Coalition representatives are engaging the Committee staff in drafting a bill to reauthorize the Clean Water Act for introduction by Full Committee Ranking Member Peter DeFazio (OR-4) and Subcommittee Ranking Member Grace Napolitano (CA-32). In addition to reauthorizing the Clean Water SRF, the measure is expected to include sections on technical and management assistance, construction of treatment works, alternative water source projects, sewer overflow control grants, and research and development funding. The legislation will not include reauthorization of the Safe Drinking Water Act as it does not fall under the jurisdiction of the T&I Committee but rather the House Energy and Commerce Committee.

The bill is expected to be introduced in June, due to the recesses in May and other priorities before the Committee this month. During the Coalition Fly-In breakfast meeting last month in Washington, D.C., it was decided that the Coalition would request Congressman Bill Pascrell (D-NJ-9) to introduce a Clean Water and Safe Drinking Water SRF reauthorization bill. In April, Coalition members met with Congressman Pascrell who agreed to assist us in this effort. On May 4, the Coalition followed up with the Congressman via a letter and telephone conversation. Congressman Pascrell asked that the Coalition work with the Water Resources Subcommittee along with him on their effort. It was also requested that at the proper time, the Coalition must send a letter to T&I Committee in appreciation of, and support for, the bill.

We will continue update Coalition members relative to the progress of this legislation.

PRESIDENT'S FEDERAL FISCAL YEAR 2016 BUDGET

The Obama Administration released its proposed Budget for federal FY 2016. The President's targeted funding for the Clean Water SRF and the Drinking Water SRF are lower than the federal FY 2015 enacted levels. The Obama Administration is proposing $1.115 billion (FY 15' - $1.448 Billion) for the Clean Water Program while increasing the Drinking Water Program to $1.186 billion (FY 15' - $906 million). As the Clean Water Construction Coalition has done in the past few years, our efforts will focus on the Congress and specifically the Senate Appropriations Committee where the Coalition continues to succeed in having the funding increased for SRF programs.

COALITION WASHINGTON, D.C. FLY-IN REPORT

In April approximately 11 CWCC Chapters traveled to Washington, D.C. to meet with Congressional representatives to discuss a number of important infrastructure funding bills supported by the Coalition. The Coalition focused its advocacy on the reauthorization of the Clean Water Act as well as urging Congressional members to fully fund the Clean Water/Drinking Water SRF's and the WRDA water related programs.

The Coalition held a business meeting the day prior to visits on the Hill. Attendees discussed a variety of topics including Coalition finances, membership, website, and future meetings. The Coalition was also briefed by Sante Esposito from Federal Advocates concerning the organization's legislative agenda.

Included with this report are minutes of the meeting.

FEDERAL ADVOCATES MAY 2015 REPORT

Attached with this communication is the May 2015 Federal Advocates report from Sante Esposito.

Federal Advocates Inc.

1701 Pennsylvania Avenue
Suite 300
Washington, DC 20006
Phone: (202) 351-6855
Fax: (202) 351-6855
www.federaladvocates.com

May 2015 Insights

House FY16 Energy and Water Appropriations Bill
On April 22, the House Committee on Appropriations approved its version of the FY16 Energy and Water Appropriations Bill. To date, there is no Senate companion bill.

The FY16 budget request for the Civil Works program of the Corps of Engineers is $4,732,000,000, a decrease of$722,500,000 from FY15. After adjusting for the rescission of $28,000,000 of prior-year appropriations in the FY15 Act, the budget request represents a reduction from FY15 of $750,500,000 (¥14%). Each of the four main project-based accounts would see a sharp decrease under the budget request. The Construction account would see the largest dollar reduction ($467,489,000) and largest percentage reduction (29%). The Investigations, Mississippi River and Tributaries, and Operation and Maintenance accounts are reduced by 20, 26, and 7 percent, respectively.

No action to date on the FY16 Interior Appropriations Bill (Clean and Safe Drinking Water SRF's).

House FY16 Transportation Appropriations Bill
On April 29, the House Appropriations Subcommittee marked up its version of the FY16 Transportation Appropriations Bill (no action to date in the Senate) with highlights as follows:

Transportation **–** The bill includes $17.2 billion in discretionary appropriations for the Department of Transportation for fiscal year 2016. This is $1 billion below the fiscal year 2015 enacted level and $6.8 billion below the President's request. Within this amount, funding is prioritized on programs and projects with national need or significance, and that will help make the nation's transportation systems more efficient.

Highways **–** The bill provides over $40.25 billion from the Highway Trust Fund to be spent on the Federal-aid Highways Program. This is equal to the fiscal year 2015 level. This funding is contingent on the enactment of new transportation authorization legislation, as the current authorization expires this year

Air – Included in the legislation is $15.9 billion in total budgetary resources for the Federal Aviation Administration (FAA) – $159 million above the fiscal year 2015 enacted level and $40 million above the request. This will provide full funding for all air traffic control personnel, including 14,500 air traffic controllers, 7,400 safety inspectors, and operational support personnel. The bill also funds FAA's Next Generation Air Transportation Systems (NextGen) at $931 million, and funds Contract Towers at $154 million. These investments will help ease future congestion and help reduce delays for travelers in U.S. airspace. In addition, the bill rejects the Administration's proposals for new passenger facility and general aviation fees.

Rail – The Federal Railroad Administration is funded at $1.4 billion, a reduction of $262 million below the fiscal year 2015 enacted level. This includes $289 million for Amtrak operations – continuing service for all current routes – and $850 million for capital grants. The bill also continues reforms to ensure the best use of tax dollars, such as requiring overtime limits for Amtrak employees to reduce unnecessary costs, and prohibiting federal funding for routes where Amtrak offers a discount of 50% or more off normal, peak fares. No funding is provided for High-Speed Rail. In addition, rail safety and research programs are funded at $226 million, equal to the fiscal year 2015 enacted level. This will fund inspectors and training to help ensure the safety of passengers and local communities. The bill also allows $6.5 million in funding for a highway rail-grade crossing safety initiative.

Transit – The bill provides $10.7 billion for the Federal Transit Administration (FTA) – $161 million below the fiscal year 2015 enacted level. Transit formula grants total $8.6 billion, which is consistent with the MAP-21 authorization legislation, to help local communities build, maintain, and ensure the safety of their mass transit systems. This funding is contingent on the enactment of new transportation authorization legislation, as the current authorization expires this year. Within this amount, the legislation provides a total of $1.9 billion for Capital Investment Grants ("New Starts"), full funding for all current "Full Funding Grant Agreement" (FFGA) transit projects, and an additional $250 million for projects that will enter a FFGA by the end of fiscal year 2016. Also included is $40 million for core capacity projects, and full funding for all state and local "Small Starts" projects that will begin in fiscal year 2016. These programs provide competitive grant funding for major transit capital investments – including rapid rail, light rail, bus rapid transit, and commuter rail – that are planned and operated by local communities.

Maritime – The legislation includes $361 million for the Maritime Administration, $19.8 million above the fiscal year 2015 enacted level, to increase the productivity, efficiency and safety of the nation's ports and intermodal water and land transportation. The Maritime Security Program is funded at the full authorized level of $186 million.

Safety – The legislation contains funding for the various transportation safety programs and agencies within the Department of Transportation. This includes $837 million in total budgetary resources for the National Highway Traffic Safety Administration (NHTSA) – an increase of $6.5 million over the fiscal year 2015 enacted level – and $572 million for the Federal Motor Carrier Safety Administration. Also included is $227 million for the Pipeline and Hazardous Materials Safety Administration, an increase of $6.9 million over the fiscal year 2015 enacted level, to help address safety concerns including the transport of energy products.

Grants – The legislation funds National Infrastructure Investment grants (also known as TIGER grants) at $100 million, $400 million below the fiscal year 2015 enacted level and $1.15 billion below the request.

President's FY16 Budget

Clean Water and Safe Drinking Water SRF's: reduces the FY15 Clean Water SRF ($1.448B) by $332M to $1.116B and increases the FY15 Safe Drinking Water SRF ($906M) by $280M to $1.186B.

U.S. Army Corps of Engineers: increases $171M from $4.56B to $4.73B, with funding primarily for aquatic ecosystem and inland navigation construction programs.

Department of Transportation: proposes a major increase in funding to $478B, up from $302B, and extends the length of the proposed reauthorization from four years to six years.

FY15 Omnibus Appropriations

Corps of Engineers**:** $1.640 billion for water resources projects that provide for improvements to navigation, flood risk management and for ecosystem restoration. The bill allows four new construction starts; $302 million for the construction, operation and maintenance of navigation, flood control and ecosystem restoration projects along the Mississippi River; and, (3) $2.9 billion for operation and maintenance of water resources projects. That is $48 million more than the fiscal year 2014 enacted amount.

Department of the Interior: the Clean Water State Revolving Fund receives $1.45 billion in funding, equal to the fiscal year 2014 enacted level; and, the Safe Drinking Water State Revolving Fund receives $906.8 million, equal to the fiscal year 2014 enacted level.

Department of Transportation: Transportation Investment Generating Economic Recovery (TIGER) Grants: $500 million for grants to state and local governments to support a wide variety of transportation options, including roads and bridges, railroads, transit systems and port infrastructure $40.3 billion for the Federal-aid Highways program, which is equal to the level enacted for fiscal year 2014; $1.39 billion for Amtrak; $10.9 billion for transit programs, $141 million more than the fiscal year 2014 enacted level; $15.7 billion for the Federal Aviation Administration which is $83 million more than the fiscal year 2014 enacted level; and, $830 million for the National Highway Traffic Safety Administration which is $11 million more than the fiscal year 2014 level.

MAP-21 Reauthorization

MAP-21, the current Federal-aid highway Federal program, expires on May 31, By then, either a new reauthorization bill will have to be enacted into law or the program will have to be extended for some period of time. The latter is more realistic. The Senate Environment and Public Works Committee (EPW) would like to extend the program until August 1. According to the Department of Transportation, there would be enough funds in the Highway Trust Fund to support the program through July without any additional revenue needed. Extending only until August 1, the Senate argues, would also keep the pressure on to do a substantive, multi-year reauthorization bill. The House Transportation and Infrastructure Committee's (T&I) extension position is different. It would prefer to extend the program until either September 30, the end of the current fiscal year, or December 31. The Committee believes that the Senate's August 1 position is arbitrary and avoids an inevitable further extension. To extend the program until Sept. 30 requires additional revenues of $8-10B. To extend the program until Dec. 31, requires additional revenues of around $11B. The reason for the minimal increase in revenues to extend from Sept 30 to Dec. 31 is because of the down time in highway construction in the fall. To do a multi-year bill, $15-18B in new revenues per each fiscal year would be needed just to keep the program at current levels. The challenge continues to be where to get the additional funds.

Options include a gas tax increase, applying an inflation factor to the gas tax, barrel tax versus taxing at the pump, repatriation funds, etc. All have advantages and disadvantageous both in terms of substance and politics. No one approach has generated widespread support. The general sense in both Houses is that the issue of funding a multi-year program will be decided within the context of an overall tax reform bill. Legislative jurisdiction over funding the Highway Trust Funds lies with the two tax-writing committees of the Congress – the House Ways and Means Committee and the Senate Finance Committee. There are currently ongoing discussions between the two committees on the issue of tax reform. Both the EPW and T&I Committees have been part of the discussions related to Highway Trust Fund spending. Pending that, staffs of both the EPW and T&I Committees continue to meet internally on developing a bill. Two program areas of interest and apparent support on both sides of both Committees are reauthorization of Projects of National and Regional Significance and establishment of a new National Freight Program. If a multi-year bill is not enacted this year, the consensus is that it will be put off until after next year given the presidential election.

Pending bill reauthorization action, MAP-21 hearings continued. On April 21, the Senate Committee on Banking, Housing, and Urban Affairs held a hearing entitled, "Surface Transportation Reauthorization: Building on the Successes of MAP-21 to Deliver Safe, Efficient and Effective Public Transportation Services and Projects." The witness was Therese McMillan, Acting Administrator, Federal Transit Administration. On April 23, the Banking Committee held a second day of hearings on the same subject. The witnesses were Michael Melaniphy, President and CEO, American Public Transportation Association; Janet Kavinoky, Executive Director, Transportation and Infrastructure, U.S. Chamber of Commerce, and Vice President, Americans for Transportation Mobility Coalition; Barbara Cline, Upper Midwest Regional Director, Community Transportation Association of America, and Executive Director, Prairie Hills Transit; and Harry Lombardo, International President, Transport Workers Union of America, AFL-CIO. On April 29, the Committee held a hearing entitled, "Exploring Opportunities for Private Investment in Public Infrastructure." The witnesses were Jane Garvey, North America Chairman, Meridiam Infrastructure; Colleen Campbell, Board Member, Infrastructure Ontario; and Cal Hollis, Managing Executive Officer for Countywide Planning and Development, Los Angeles County Metropolitan Authority. On April 29, the Subcommittee on Highways and Transit of the House Committee on Transportation and Infrastructure held a hearing on "The Future of Commercial Motor Vehicle Safety: Technology, Safety Initiatives, and the Role of Federal Regulation." Witnesses were Danny Schnautz, Operations Manager, Clark Freight Lines; on behalf of the Owner-Operator Independent Drivers Association; Tom Kretsinger, President, American Central Transport; on behalf of the American Trucking Associations; Bill Reese, Captain, Idaho State Police; on behalf of the Commercial Vehicle Safety Alliance; Brian Scott, President, Escot Bus Lines, LLC; on behalf of the United Motorcoach Association; and, LaMont Byrd, Director of Safety and Health, International Brotherhood

<u>President's Transportation Bill (MAP-21 Reauthorization)</u>

To review, on March 30, the Administration unveiled "The Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act," or GROW AMERICA Act, a $478 billion, six year transportation reauthorization proposal that provides increased funding for the nation's highways, bridges, transit, and rail systems. The Administration's proposal is funded by supplementing current revenues from the Highway Trust Fund in combination with a 14 percent transition tax on up to $2 trillion of untaxed foreign earnings that U.S. companies have accumulated overseas. This is intended to prevent Trust Fund insolvency for six years and increase investments to meet national economic goals. Highlights of the proposal are:

*$317 billion for the highways. T*he proposal increases highway funds by an average of about 29 percent above FY 2015 enacted levels.

$1*15 billion for transit. The p*roposal increases average transit spending by 76 percent above FY 2015 enacted levels.

Tools *and resources for regional coordination and local decision-making. The prop*osal includes policy reforms to incentivize improved regional coordination by Metropolitan Planning Organizations (MPOs).

Tools for *dangerous vehicle and tire defects. The* proposal gives NHTSA the authority to issue imminent hazard orders requiring vehicle manufacturers to immediately take action to alleviate harm in cases where there is an imminent risk of injury or death.

$18 b*illion for a multi-modal freight program. The* proposal provides $18 billion over six years to establish a new multimodal freight grant program.

$28.6 billion *for rail investments. The proposal* includes $28.6 billion over six years for high performance and passenger rail programs.

Competitiv*e funding to spur innovation. The proposal pr*ovides $7.5 billion over six years for the TIGER competitive grant program and $6 billion for a new competitive grant program called Fixing and Accelerating Surface Transportation (or "FAST").

Project deliv*ery and the Federal permitting and regulatory review process. The proposal* builds on recent efforts to expedite project approval timelines.

Cost effective i*nvestments. The proposal provides* performance incentives to maintain safety and conditions of good repair and expand research and technology activities.

$6 billion to attra*ct private investment in transportation infrastructure. The* proposal provides $6 billion in TIFIA funding over six years

FY16 Congressional Budget Resolution

Reports are that an agreement has been reached on the FY16 Congressional Budget Resolution. As reported, the agreement boosts defense spending by nearly $40 billion, eliminates the option of using reconciliation for non-Obamacare changes and drops the so-called "premium support" Medicare plan popularized by Rep. Paul Ryan (R-Wis.) last Congress. The agreement also assumes deep cuts to domestic agency budgets and safety net programs for the poor to promise a balanced budget by 2024, eliminates the option of using a fast-track budget bill to target food stamps and Pell Grants and allows for the advance of the 12 annual spending bills for the 2016 budget year beginning Oct. 1 to the House and Senate floors. Category details will be forthcoming. As previously noted, a Budget Resolution itself does not include any program assumptions just overall spending amounts for the major categories of the Federal Government. Re the overall level for the Natural Resource and Environment category of the budget resolutions (the category that includes the SRF's, etc.), the Senate Budget Resolution assumes $36.28B for FY16 compared to $35.35B in the House Budget Resolution.

Note: the following Transportation points regarding the House-passed and Senate-passed Budget Resolutions come directly from the Republican side of the House Budget Committees.

Also, as previously noted, the congressional budget does NOT have the force and effect of law. It is adopted in the form of a concurrent resolution that means that a final version must be approved by both Houses on or before April but does not go to the President for approval or disapproval. It is simply the Congress imposing upon itself a funding discipline. Nor are the policies assumed in the resolution binding on the Congress. The only thing binding by a budget resolution is the overall level of funding via the appropriations process for FY16. How the Appropriations Committees choose to allocate the overall level between various programs is their decision.

"Transportation - A reliable and robust transportation system is vital to growing America's economy. Businesses depend on roads, bridges and other infrastructure to move goods to markets. This budget begins to make the needed reforms to ensure we have fiscally responsible transportation policies. The financial well being of the Highway Trust Fund is eroding year after year. Over the past decade, gas-tax receipts fell while spending continued to grow. Despite $63.1 billion in taxpayer bailouts, CBO projects the Highway Trust Fund still faces insolvency by the end of Fiscal Year 2015. Without reform, the Highway Trust Fund faces two outcomes. Under current law, the Highway Trust Fund cannot incur negative balances, so spending will automatically decrease and the Department of Transportation (DOT) will have to ration the amounts it reimburses to states to maintain a "prudent balance" in the fund. Alternately, Congress will need to continue to provide additional bailouts, in the form of transfers from the general fund, paid for with borrowed money. Our budget advocates sensible reforms to ensure the solvency of the Highway Trust Fund while at the same time providing flexibility for a surface-transportation reauthorization that does not increase the deficit. The budget includes a reserve fund to provide for innovative thinking to bring a new surface-transportation bill to passage, as long as that legislation is deficit neutral. Further, this budget recognizes the need to explore innovative financing mechanisms to support surface-transportation infrastructure and safety programs – for example, with further public-private sector partnerships demonstrated in the Transportation Infrastructure Finance and Innovation Act program. The budget also recommends giving states more flexibility to fund the highway projects they feel are most critical. Beyond the Highway Trust Fund, this budget targets inefficiencies and duplication in a wide range of federal transportation programs to increase effectiveness for travelers and save

Bill Tracking

Note: some of the following bills lack a subject summary. That is because the internal Hill bill information system has still not "caught up" with the number of bills introduced. It will. Also, some of the following bills may drop off the tracking list depending upon what is learned about their subject matter.

H.R.935, To establish a National Freight Network Trust Fund to improve the performance of the national freight network, and for other purposes.

Introduced on Feb. 12 by Congresswoman Janice Hahn (D-CA-44) with 11 cosponsors. The bill was referred to the Committees on Transportation and Infrastructure and Ways and Means.
Last Congress: On July 14, Congresswoman Janice Hahn (D-CA), Co-Chair of the Congressional Ports Caucus, introduced H.R. 5101, the "National Freight Network Trust Fund Act of 2014". The legislation (with 39 cosponsors) calls for transferring five percent of all import duties collected by U.S. Customs and Border Protection (calculated to be about $1.9B annually) into a new freight trust fund. Her goal is to use this bill to continue the freight funding discussion as the House Transportation and Infrastructure Committee starts to draft its MAP-21

reauthorization bill. Hahn's bill: operates as a competitive grant program in which the U.S. Secretary of Transportation makes the selections; requires a federal project cost share of 90 percent; names ports, states, and local and regional transportation bodies as eligible entities; names state freight plan projects and state transportation plan projects as eligible; specifies that funds can be used for connectors, regional freight projects, cross-border projects, on dock rail, and intermodal freight facility projects; and, requires state freight plans be updated every five years.

H.R.198, the "MOVE Freight Act of 2015"
Introduced on January 7 by Congressman Albio Sires (D-NJ-8) with no cosponsors. The bill was referred to the House Committee on Transportation and Infrastructure. The Multimodal Opportunities Via Enhanced Freight Act of 2015 or "MOVE Freight Act of 2015"defines the "national freight network" as a network composed of highways, railways, navigable waterways, seaports, airports, freight intermodal connectors, and aerotropolis transportation systems most critical to the multimodal movement of freight; revises requirements for establishment and designation of a national freight network; directs the Secretary of Transportation (DOT) to establish a national freight network for efficient movement of freight on highways (as currently), railways, and navigable waterways, as well as into and out of inland ports, seaports, and airports; recharacterizes the primary freight network as multimodal, including critical rail corridors, critical intermodal connections, and critical inland port, seaport, and airport infrastructure; directs the Secretary to require (currently, encourage) states to develop state freight plans for immediate and long-range planning activities and investments with respect to freight. Requires states to coordinate with neighboring states to ensure multistate network continuity and connectivity; directs the Secretary to establish a competitive grant program for capital investment projects that improve the efficiency of the national transportation system to move freight; limits the federal share of project net capital costs to 80%; and, requires a grant recipient to submit to the Secretary: (1) a project management plan and an annual financial plan for a project with a total cost of $500 million or more, or (2) an annual financial plan for a project with a total cost of $100 million or more.

S.206, Local Transportation Infrastructure Act
Introduced on January 21 by Senator Kelly Ayotte (D-NH) with no cosponsors. The bill was referred to the Committee on Commerce, Science and Transportation. The bill revises and reauthorizes the state infrastructure bank program for FY2015 and FY2016.

H.R.652, State Transportation and Infrastructure Financing Innovation Act (STIFIA)
Introduced on February 3 by Congressman Richard Hanna (R-NY-22) with 3 cosponsors. The bill was referred to the Subcommittee on Highways and Transit of the Transportation and Infrastructure Committee. The bill revises and reauthorizes the state infrastructure bank program for FY2016-FY2020.

H.R.413, Partnership to Build America Act of 2015
Introduced on January 21 by Congressman John Delaney (D-MD-6) with 34 cosponsors. The bill was referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials of the Transportation and Infrastructure Committee. The bill establishes the American Infrastructure Fund (AIF) as a wholly-owned government corporation to provide bond guarantees and make loans to state and local governments, non-profit infrastructure providers, private parties, and public-private partnerships for state or local government sponsored transportation, energy, water,

communications, or educational facility infrastructure projects (Qualified Infrastructure Projects [QIPs]). Authorizes AIF also to make equity investments in QIPs. Directs the Secretary of the Treasury, acting through the AIF, to issue American Infrastructure Bonds with an aggregate face value of $50 billion. Requires proceeds from the sale of the bonds to be deposited into the AIF. Amends the Internal Revenue Code to allow U.S. corporations to exclude from gross income qualified cash dividend amounts received during a taxable year from a foreign-controlled corporation equal to the face value of qualified infrastructure bonds the corporation has purchased. Prohibits allowance of a foreign tax credit to the excluded portion of any dividend received by a U.S. corporation. Prohibits also the allowance of a deduction for expenses related to that excludable portion.

H.R.625, Infrastructure 2.0 Act

Introduced on January 30 by Congressman John Delaney (D-MD-6) with 4 cosponsors. The bill was referred to the Committees on Ways and Means and Transportation and Infrastructure. Amends the Internal Revenue Code, with respect to the taxation of earnings and profits of a deferred foreign income corporation, to: (1) make such earnings and profit subject to taxation in the last taxable year that ends before the enactment of this Act; (2) reduce the rate of tax on such earnings and profits by allowing an exemption of 75% (equal to a tax of 8.75% of repatriated earnings and profits); and (3) allow such corporations to elect to pay such tax in eight installments. Establishes the American Infrastructure Fund to provide assistance to states, local governments, and other public and private entities for investment in public infrastructure projects. Appropriates tax revenues from this Act to the Highway Trust Fund. Establishes the Highway Trust Fund Solvency Commission to submit recommendations and proposed legislation for achieving long-term solvency of the Highway Trust Fund. Sets forth congressional procedures for the expedited consideration of a bill containing such legislation. Directs the Secretary of Transportation to establish a regional infrastructure accelerator pilot program to assist public entities in developing infrastructure projects. Establishes a deadline of 18 months after the enactment of this Act for the enactment of legislation that reforms the international tax system by eliminating the incentive to hold earnings in low-tax jurisdictions. Imposes a tax on repatriated offshore corporate earnings upon the expiration of the deadline. Sets forth provisions for the reform of the international tax system (to be effective if reform legislation is not enacted by the 18-month deadline established by this Act), including provisions relating to subpart F income and insurance income, gains and losses from the sale or exchange of stock in controlled foreign corporations, limitations on the foreign tax credit, and the tax treatment of previously deferred foreign income.

H.R.211, REBUILD Act

Introduced on January 8 by Congressman Ken Calvert (R-CA-42) with no cosponsors. The bill was referred to the House Committee on Natural Resources.

S.268, Rebuild America Act of 2015

Introduced on January 27 by Senator Bernard Sanders (I-VT) with one cosponsor. The bill was referred to the Committee on Banking, Housing, and Urban Affairs.

H.R.1308, Economy in Motion: The National Multimodal and Sustainable Freight Infrastructure Act

Introduced on March 4 by Congressman Alan Lowenthal (D-CA-47) with 3 cosponsors. The bill was referred to the Committees on Transportation and Infrastructure and Ways and Means. The bill directs the Secretary of Transportation to: (1) establish a Multimodal Freight Funding Formula Program to distribute funds to states, and a National Freight Infrastructure Competitive Grant Program to make grants to entities for projects, to improve the efficiency and reliability of freight movement in the United States; (2) establish a multimodal national freight network to accomplish the goals of the national freight policy, including increasing the productivity and efficiency of the national freight system and improving its safety, security, and resilience; (3) develop, maintain, and post on the public website of the Department of Transportation a national freight strategic plan that includes an assessment of the condition and performance of the national freight system; and (4) develop and improve tools to support an outcome-oriented, performance-based approach to evaluate proposed freight-related and other transportation projects. Amends the Moving Ahead for Progress in the 21st Century Act (or MAP-21) to: (1) expand the membership and duties of state freight advisory committees; and (2) require state freight plans to include strategies and goals to decrease greenhouse gas emissions, local air pollution, water runoff, and wildlife habitat loss. Amends the Internal Revenue Code to: (1) impose a 1% excise tax upon taxable ground transportation of property (i.e., transportation by freight rail or truck trailer and semitrailer chassis and bodies, suitable for use with a trailer or semitrailer with a gross vehicle weight of 26,000 pounds or more), and (2) deposit such tax revenues into a Freight Trust Fund (established by this Act) to finance the Multimodal Freight

H.R.1330, American-Made Energy and Infrastructure Jobs Act

Introduced on March 4 by Congressman Steve Stivers (R-OH-15) with one cosponsor. The bill was referred to the Subcommittee on Water Resources and Environment of the Transportation and Infrastructure Committee. Directs the Secretary to collect non-refundable fees from the operators of facilities subject to inspection under this Act. Establishes in the Treasury the Ocean Energy Enforcement Fund as depository for oil and gas leasing fees. Redefines the OCS to include all submerged lands lying within the U.S. exclusive economic zone and the Continental Shelf adjacent to any U.S. territory. Authorizes the Secretary of the Treasury, with the President's approval, to: (1) borrow for highway and transportation project expenditures and for water infrastructure expenditures, and (2) issue interest-bearing infrastructure revenue bonds for the amounts borrowed. Amends the Internal Revenue Code to appropriate to the Highway Trust Fund 95% of any proceeds from the issuance of such infrastructure revenue bonds. Makes available to the Administrator of the Environmental Protection Agency for making capitalization grants to eligible states: (1) 2.5% of infrastructure revenue bond proceeds for grants under the Federal Water Pollution Control Act, and (2) 2.5% of such proceeds for grants under Safe Drinking Water Act.

H.R.278, Transportation Investment Generating Economic Recovery for Cities Underfunded Because of Size Act of 2015 or TIGER CUBS Act

Introduced on January 12 by Congressman Rick Larsen (D-WA-2) with one cosponsor. The bill was referred to the Committees on Appropriations and Budget. The bill provides $500 million in supplemental FY2015 appropriations to the Department of Transportation for national infrastructure investments under a competitive grant program commonly known as the Transportation Investment Generating Economic Recovery (TIGER) program. At least $100 million of the funds must be used for projects located in cities with populations between 10,000 and 50,000. The funding provided by this bill is designated as an emergency requirement pursuant to the Balanced Budget and Emergency Deficit Control Act of 1985. This funding is only available if the President designates the amounts as an emergency and submits the designation to Congress.

H.R.680, Update, Promote, and Develop America's Transportation Essentials Act of 2015

Introduced on February 3 by Congressman Earl Blumenauer (D-OR-3) with 25 cosponsors. The bill was referred to the House Committee on Ways and Means. The bill expresses the sense of Congress that by 2024 the gas tax should be repealed and replaced with a more sustainable, stable funding source. Amends the Internal Revenue Code, with respect to the excise tax on motor fuels, to increase the rate of tax on: (1) gasoline other than aviation gasoline to 26.3 cents per gallon in 2016, 30.3 cents per gallon in 2017, and 33.3 cents per gallon after 2017 and before 2028; (2) diesel fuel or kerosene to 32.3 cents per gallon in 2016, 36.3 cents per gallon in 2017, and 39.3 cents per gallon after 2017 and before 2027; and (3) diesel-water fuel emulsion. Delays the termination of such increased rates from the end of FY2016 to December 31, 2026. Requires an adjustment for inflation to such increased rates beginning after 2017. Increases allocations in the Mass Transit Account of the Highway Trust Fund in 2016 and 2017 and after 2017. Imposes a floor stocks tax on rate increases for gasoline, diesel fuel, and kerosene (other than aviation-grade kerosene), subject to specified exemptions for exempt uses and low-volume producers.

S.762, Innovation in Surface Transportation Act of 2015

Introduced on March 17 by Senator Roger Wicker (R-MS) with 3 cosponsors. The bill was referred to the Committee on Environment and Public Works. The bill directs the Secretary of Transportation, in coordination with state transportation departments, to establish an innovation in surface transportation program. Requires states to make competitive grants for innovative surface transportation projects to eligible entities, including local governments, metropolitan planning organizations, regional transportation authorities, transit agencies, tribal governments, private providers of public transportation, nonprofit transportation organizations, port authorities, joint power authorities, freight rail providers, and local rail authorities. Requires each state (including the governor and state department of transportation) to establish an innovation in surface transportation selection panel to formulate criteria for selecting projects. Requires a state to reserve certain percentages of federal funds apportioned for the national highway performance, the highway safety improvement, the congestion mitigation and air quality improvement, surface transportation, and transportation alternatives programs in order to fund related projects under state innovative surface transportation grants. Authorizes states to reserve a certain percentage of such funds for a fiscal year to meet specific requests for project application support from eligible rural local governments.

H.R.1620, 414 Plan Act of 2015

Introduced on March 25 by Congressman Randy Forbes (R-VA-4) with no cosponsors. The bill was referred to the House Committee on Transportation and Infrastructure. Declares that federal laws and regulations (including prevailing rate of wage requirements under the Davis-Bacon Act) shall not apply to any federal-aid highway or highway safety construction project, except those relating to: (1) the safety or durability of a highway facility, or (2) public or workplace safety. Repeals the prohibition against approval of federal-aid highway projects or regulatory actions that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless the project or action provides for a reasonable alternative route or such a route exists. Defines "transportation alternatives" as any of the following activities when carried out as part of an authorized or funded federal-aid highway program or project, or as an independent program or project related to surface transportation for the construction, planning, and design of: (1) transportation projects to achieve compliance with the Americans with Disabilities Act of 1990; or (2) infrastructure-related projects and systems that will provide safe routes for nondrivers, including children, older adults, and individuals with disabilities to access daily needs. Repeals the authorization for states to use certain funds for construction of pedestrian walkways and bicycle transportation facilities. Eliminates the requirement that statewide transportation plans and statewide transportation improvement programs provide for the development of accessible pedestrian walkways and bicycle transportation facilities. Expresses the sense of Congress that states, federal agencies, localities, and private stakeholders should take steps toward increased cooperation to further expedite surface transportation projects.

S.176, W21, Water in the 21st Century Act

Introduced on January 13 by Senator Barbara Boxer-D-CA) with twp cosponsors. The bill was referred to the Committee on Environment and Public Works. The House companion bill is H.R.291.Water in the 21st Century Act or W21 establishes within the Environmental Protection Agency (EPA) a WaterSense program to identify, label, and promote water efficient products, buildings, landscapes, facilities, processes, and services. This bill establishes a program to provide financial incentives for consumers to purchase and install products, buildings, landscapes, facilities, processes, and services labeled under the WaterSense program. The EPA is required to make grants to owners or operators of water systems to address any ongoing or forecasted impact of climate change on a region's water quality or quantity. The Department of the Interior may: (1) provide financial assistance to water projects in specified states, including projects for water recycling, water infrastructure, enhanced energy efficiency, desalination, and water storage and conveyance; and (2) transfer to nonfederal entities title to any reclamation projects or facility in need of rehabilitation that are authorized before enactment of this Act. The U.S. Geological Survey must establish an open water data system to advance the availability, timely distribution, and widespread use of water data and information for water management, education, research, assessment, and monitoring purposes. This bill reauthorizes through FY2020 the Water Desalination Act of 1996 and water resources research and technology institutes under the Water Resources Research Act of 1984. After receiving a request from a nonfederal sponsor, the U.S. Army Corps of Engineers must review the operation of a reservoir and, if appropriate, update the water control manual to incorporate improved weather and runoff forecasting methods. The EPA is required to develop voluntary national drought resilience guidelines relating to preparedness planning and investments for water users and providers. The U.S. Fish and Wildlife Service must prepare a salmon drought plan for California.

This is the same bill introduced last Congress. The Coalition had worked very closely with Senator Boxer on the text, supported its introduction and successfully secured incorporation of the following:

(1*) We requested in the "WIFIA-like" loan and loan guarantee title language making eligible "any water infrastructure project not specifically authorized by law" (thereby allowing for more projects to receive funding) - the bill includes this language;*
(2) We requested that the $20M de minimus level regarding eligible project costs either be deleted or that language be included to allow for "bundling" of projects to meet the de minimus requirement - the bill allows for bundling and reduces the de minumus level from $20M to $10M;
*(*3*) We requested 100% percent project financing compared to 90% in the earlier draft - the bill allows for 100% project financing;*
(4) We requested flexibility in interest rates to allow for an interest rate "not more than" the Treasury rates which means it could be less – the bill allows for subsidized negative interest rates;
*(*5*) We requested in the Water Storage Projects grant title that the word "wastewater" be added as another source of eligible projects - the bill includes this language;*
*(*6*) We requested that projects not be required to have been previously authorized - the bill includes the phrase "eligible for assistance under this title" which avoids the need for prior authorization by the Congress.*

H.R.291, W21, Water in the 21st Century Act

Introduced on January 14 by Congresswoman Grace Napolitano (D-CA-32) with 28 cosponsors. The bill was referred to the Subcommittee on Water Resources and Environment of the Transportation and Infrastructure Committee. The Senate companion bill is S.176. Water in the 21st Century Act or W21 establishes within the Environmental Protection Agency (EPA) a WaterSense program to identify, label, and promote water efficient products, buildings, landscapes, facilities, processes, and services. This bill establishes a program to provide financial incentives for consumers to purchase and install products, buildings, landscapes, facilities, processes, and services labeled under the WaterSense program. The EPA is required to make grants to owners or operators of water systems to address any ongoing or forecasted impact of climate change on a region's water quality or quantity. The Department of the Interior may: (1) provide financial assistance to water projects in specified states, including projects for water recycling, water infrastructure, enhanced energy efficiency, desalination, and water storage and conveyance; and (2) transfer to nonfederal entities title to any reclamation projects or facility in need of rehabilitation that are authorized before enactment of this Act. The U.S. Geological Survey must establish an open water data system to advance the availability, timely distribution, and widespread use of water data and information for water management, education, research, assessment, and monitoring purposes. This bill reauthorizes through FY2020 the Water Desalination Act of 1996 and water resources research and technology institutes under the Water Resources Research Act of 1984. After receiving a request from a nonfederal sponsor, the U.S. Army Corps of Engineers must review the operation of a reservoir and, if appropriate, update the water control manual to incorporate improved weather and runoff forecasting methods. The EPA is required to develop voluntary national drought resilience guidelines relating to preparedness planning and investments for water users and providers. The U.S. Fish and Wildlife Service must prepare a salmon drought plan for California.

H.R.499, Sustainable Water Infrastructure Investment Act of 2015

Introduced on January 22 by Congressman John Duncan (R-TN-2) with one cosponsor. The bill was referred to the Ways and Means Committee. Amends the Internal Revenue Code to exempt from state volume caps tax-exempt facility bonds for sewage and water supply facilities.

H.R.1663, Infrastructure Jobs and Energy Independence Act

Introduced on March 26 by Congressman Tim Murphy (D-PA-18) with 3 cosponsors. The bill was referred to the Committees on Natural Resources, Energy and Commerce, Judiciary, Rules, Budget and Transportation and Infrastructure.