



CWCC

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ROBERT A. BRIANT, JR.
Chairman

June 7, 2017

PRESIDENT'S INFRASTRUCTURE INITIATIVE ANNOUNCED ALONGSIDE PROPOSED FEDERAL FY 2018 BUDGET

With his May 23rd FY 2018 Budget submission, President Trump unveiled the outline of his highly anticipated infrastructure plan. His intent is to leverage \$1 trillion worth of infrastructure projects from \$200 billion in direct federal spending, incentivized non-Federal funding, and newly prioritized and expedited projects.

The infrastructure initiative is framed by outlining several principles followed by directives meant to expand the spending power of federal dollars. Philosophically, the plan aims to reduce state dependence on federal funding, refocus federal funding toward high-impact projects, reconfigure the overall role of federal Government in financing infrastructure projects, and leverage private sector investment where appropriate.

Legislatively, the plan suggests the following list of policy initiatives as top priority for the Administration: expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program; lift the cap on Private Activity Bonds and expand eligibility to other non-federal public infrastructure; incentivize innovative approaches to congestion mitigation; liberalize tolling policy and allow private investment in rest areas; fund the Water Infrastructure Finance and Innovation Act program (WIFIA); and, encourage the use of Army Corps of Engineers (Corps) Contributed/Advanced Funding Authorities. Even with some details released, it is anticipated that this fall will be the earliest that Congress pivots to infrastructure given the delays on health care and tax reform. Notwithstanding that, Senator John Barasso (R-WY), Chairman of the Environment and Public Works Committee, announced this month that the EPW Committee is proceeding to develop, on a bipartisan basis, its own infrastructure proposal. Coalition representatives have weighed in with the EPW staff and members relative to our goals and objectives for an infrastructure bill.

MORE DETAILS FROM PRESIDENT TRUMP'S FEDERAL FY 2018 BUDGET

The programs that are taking the biggest hits in the Trump Federal FY 2018 budget are those in the domestic discretionary program category with the deepest cuts proposed for environment, labor, agriculture, and foreign aid programs.

For transportation, mandatory programs, such as the highway (formula funding, FAST-LANE grants, etc.) and transit programs funded through the Highway Trust Fund as well as the Airport Improvement Program (AIP), are protected. In the transportation sector, the biggest cuts are proposed for those programs funded with general revenues such as Amtrak, FTA Capital Improvement Grants (CIG), and TIGER grants. CIG programs include New Starts, Small Starts and Core Capacity grants. The plan proposes to cut \$2.4B from DOT discretionary programs overall.

- 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

On the upside, water infrastructure investment fared well in the Administration's proposed budget, even if the agency that oversees it did not. Both water and drinking SRFs had a slight increase over federal FY 2017 levels, which is encouraging given the 31 percent overall reduction in the Environmental Protection Agency (EPA), the reduction of EPA staff by 3,200 positions, and the elimination of more than 50 Agency programs. The Clean Water SRF is up \$2.6 million over the federal FY17 annualized CR level with a line-item of \$1,393,887, the Safe Drinking Water SRF is up \$1.6 million over the federal FY17 annualized CR level at \$863,233,000 million, and WIFIA was recommended to receive \$20 million.

To round out federal FY17, Congress passed H.R. 244, the Consolidated Appropriations Act 2017 (P.L. 115-31) that kept funding level with federal FY16. The Clean Water SRF received \$1,393,887 and \$863,233,000 toward the Safe Drinking Water SRF. WIFIA was allocated \$10M with prior funds, now authorized to loan up to \$3B for various infrastructure projects.

CONGRSSIONAL HEARINGS

On May 18, the Subcommittee on Water Resources and Environment of the House Transportation and Infrastructure Committee held a hearing entitled "Building a 21st Century Infrastructure for America: Improving Water Quality through Integrated Planning." The testimonies focused on the status of EPA's implementation of the integrated planning policy, and at ways to help EPA, States, and Municipalities in developing and implementing integrated plans that provide flexibility for municipal projects necessary to meet CWA regulatory obligations.

On May 19, the Subcommittee on Environment of the House Energy and Commerce Committee held a hearing entitled "Drinking Water System Improvement Act and related issues of funding, management, and compliance assistance under the Safe Drinking Water Act." The hearing focused on ways to increase funding for Drinking Water State Revolving Funds and public water system supervision grants, efforts to improve asset management by utilities, and potential partnership options that improve management of systems and the provision of safe drinking water.

INFRASTRUCTURE WEEK

Last May 15TH–19th was Infrastructure Week 2017 with 76 events across America involving 272 organizations. On May 15th, key leaders from American business, labor, and government came together to address the week's theme, "Time to Build." Panels, presentations, and keynotes spoke to the critical role infrastructure plays in America's economy, highlighting new technologies, projects, and priorities for infrastructure in the 21st century and debating how policymakers at all levels of government can work together to pass a transformative infrastructure package.

KEY ADVOCATES JUNE REPORT

Included with this notice is Key Advocates June 2017 report.



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June 2017 Insights

Infrastructure Initiative

Per the President's May 23 FY18 Budget submission, \$200B is included for an infrastructure initiative with a target of \$1 trillion to be funded through a combination of new Federal funding, incentivized non-Federal funding, and newly prioritized and expedited projects. The following proposals have been identified by the Administration as part of the infrastructure initiative: expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program; lift the cap on Private Activity Bonds and expand eligibility to other non-federal public infrastructure; incentivize innovative approaches to congestion mitigation; liberalize tolling policy and allow private investment in rest areas; fund the Water Infrastructure Finance and Innovation Act program (WIFIA); and, encourage the use of Army Corps of Engineers (Corps)

Contributed/Advanced Funding Authorities. An outline of the initiative is expected shortly. We anticipate it to be short on details per the outline the Administration submitted on tax reform. Given the delays on health care reform and with tax reform to follow, it is anticipated that Fall will be the earliest Congress will focus on infrastructure. Notwithstanding that, Senator John Barasso (R-WY), Chairman of the Environment and Public Works Committee, announced this month that the Committee is proceeding to develop, on a bipartisan basis, its infrastructure proposal. The "gang of eight" Democratic Senators who introduced their outline version of a \$1T 10-year infrastructure plan (\$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, \$20 billion for broadband installations; \$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) continue to work on specifics of their proposal. That effort is also involving the House Democratic leadership. Pending all this, Members - primarily House Members - continue to introduce versions of mega infrastructure bills (discussed below) with a view to influencing congressional action on the issue.

House Infrastructure Bills

- Congressman Jerry McNerney (D-CA-9): 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. To review our understanding of what's in the draft, it is to include the project implementation language from the two McNerney Coalition bills that provides for reimbursement for previous costs; an increase in the authorization level for the new

competitive grant program to \$200M; 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.

- Congressman Peter DeFazio (D-OR-4): On May 18, Ranking Member of the House Committee on Transportation and Infrastructure DeFazio, Vice Chair of the House Committee on Transportation and Infrastructure John J. Duncan, Jr. (R-TN-2), and Ranking Member of the House Subcommittee on Water Resources and the Environment Grace Napolitano (D-CA) introduced H.R. 2510, the “Water Quality Protection and Job Creation Act of 2017.” The bill authorizes \$20 billion in Federal grants over five years to capitalize Clean Water SRFs. These funds provide low-interest loans and additional loan subsidizations (e.g., principal forgiveness and negative interest loans) to communities for wastewater infrastructure; authorizes \$1.5 billion over five years for grants for State water pollution control agencies to implement State water pollution control programs; provides \$600 million over five years for Clean Water pilot programs (including Federal technical assistance and/or grants) for watershed-based or system-wide efforts to address wet weather discharges, to promote stormwater best management practices, to undertake integrated water resource management, and to increase the resiliency of treatment works to natural or man-made disasters; authorizes technical assistance to rural, small, and tribal communities to assist them in gaining access to financing wastewater infrastructure; includes economic incentives to encourage the adoption of energy- and water-efficient technologies and practices to maximize the potential for efficient water use, reuse, and conservation, and energy conservation, and realize the potential corresponding cost-savings for water treatment; authorizes \$2.5 billion over five years for grants to address combined and sanitary sewer overflows and recapture and reuse of municipal stormwater under section 221 of the Clean Water Act; and, authorizes \$375 million in grants over five years for alternative water source projects under section 220 of the Clean Water Act, including projects that reuse wastewater and stormwater to augment the existing sources of water.
- Congressman Earl Blumenauer (D-OR-3): Noted because the Congressman is on the Ways and Means Committee that will play a key role in the funding of any mega infrastructure bill, and because his bill is cosponsored by Congressman John Duncan (R-TN-2) who is the senior Republican on the Transportation and Infrastructure Committee. On March 23, the Congressman introduced H.R. 1647, the Water Infrastructure Trust Fund Act of 2017, with the Coalition 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.

- Congressman John Delaney (D-MD-6): H.R. 1669, “Partnership to Build America of 2017.” Noted because it has bipartisan support. Included under the Bill Tracking section.

FY18 President’s “Water” Budget

On May 23, the President submitted his FY18 Budget which includes:

Clean Water SRF: \$1,393,887M (+\$2.6M over the FY17 annualized CR level) *

Safe Drinking Water SRF: \$863,233,000M (+\$1.6M over the FY17 annualized CR level)

WIFIA: \$20M

*As proposed, the budget would lead to a 31 percent reduction in funding for the Environmental Protection Agency, the reduction of EPA staff by 3,200 positions and the elimination of more than 50 EPA programs

FY18 President’s “Transportation” Budget

The programs that are taking the biggest hits in the Trump FY18 budget are those in the domestic discretionary program category with the deepest cuts proposed for environment, labor, agriculture, and foreign aid programs.

Mandatory programs, such as the highway (state apportionments, FASTLANE grants, etc.) and transit programs funded through the Highway Trust Fund as well as the Airport Improvement Program (AIP), are protected. **NOTE: for FY18, FASTLANE, \$900M; transit grants, \$9.73B; and AIP, \$3.35B**. In the transportation sector, the biggest cuts are proposed for those programs funded with general revenues such as Amtrak, FTA Capital Improvement Grants (CIG), and TIGER grants. CIG programs include New Starts, Small Starts and Core Capacity grants. The plan proposes to cut \$2.4B from DOT discretionary programs overall.

The budget proposes to limit CIG grants to only those projects with existing Full Funding Grant Agreements (FFGAs). Future investments in new transit projects would be funded "by the localities that use and benefit from these localized services". It proposes to eliminate funding for Amtrak's long distance trains (**note: for FY17, Congress rejected this and appropriated \$1.45B for Amtrak including funding for its long distance lines**). It eliminates funding for the TIGER discretionary grant program (**note: TIGER is funded at \$500M in FY17**). It supports legislation to authorize the highly controversial proposal to shift FAA's Air Traffic Control (ATC) function to the private sector.

Given past congressional action, the CIG and TIGER programs, in particular, and Amtrak to some degree, enjoy significant support in Congress from Members whose districts/states are recipients of these grants. Proposed cuts to critical transportation and other infrastructure programs also seem to be a significant disconnect with Trump's commitment for \$1T for infrastructure investment.

FY 17 Appropriations

On May 4, the Congress passed H.R. 244, the Consolidated Appropriations Act 2017 (P.L. 115-31) that included the following water and transportation funding:

Clean Water SRF - \$1,393,887, same as the FY16 level.

Safe Drinking Water SRF - \$863,233,000, same as the FY16 level.

WIFIA - \$10M, with prior funds, now authorized to loan up to \$3B for various infrastructure projects.

FHWA - the full FAST Act authorized level of \$43.26B for the highway program. This includes the FAST Act authorized level of \$850M for FASTLANE grants and full funding for TIFIA at \$275M.

FAA - the full authorized level of \$3.35B for the construction-related Airport Improvement Program (AIP).

FRA -\$1.45B total for Amtrak (versus the FY16 level of \$1.39B).

TIGER - the same level of \$500M as in FY16.

FTA - the full FAST Act authorized level of \$9.73B for transit formula grants, in addition to \$2.41B (versus \$2.17B in FY'16) for Capital Improvement Grants (CIG) - New Starts, Small Starts and Core Capacity Projects.

House Clean Water Caucus

Taking over for Jonathan Freye, with Congressman Lipinski, on the Clean Water Caucus is Joel Creswell, Ph.D. in environmental chemistry, 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

On May 17, the Senate Committee on Environment and Public Works held a hearing entitled “Improving America’s Transportation Infrastructure: The Road Forward.” The only witness was Secretary of Transportation Elaine Chao. The hearing covered a lot of territory over about two hours - from DOT's big-picture goals to President Trump's budget, and from the Gateway Program in the Northeast to the Caltrain electrification project on the West Coast. Chao said the Trump administration's infrastructure plan "will not specify any list of projects." The comment came in response to Sen. Joni Ernst (R-Iowa), who asked Chao to elaborate on what she meant when she said Monday that the Administration would want to provide direct funding to projects that can't attract private dollars but "have the potential to significantly increase GDP growth or to lift the American spirit." Chao didn't explain the "American spirit" line, but said her remarks were meant to reassure "that this administration understands the needs of rural America" and will address those needs. Not much else new was said about the infrastructure plan. Chao said Trump is "very impatient" and "has asked that principles be released around the latter part of May," though she added the "principles have not been finalized for release.” Chao gave the same line about leveraging private dollars to invest \$1 trillion in infrastructure. "In this particular environment, 100 percent government funding is probably not realistic, given the tremendous amount of resources that we need to devote," she said. For infrastructure, "nothing is off the table" in terms of funding and financing options, Chao said.

On May 18, the Subcommittee on Water Resources and Environment of the House Transportation and Infrastructure Committee held a hearing entitled “Building a 21st Century Infrastructure for America: Improving Water Quality through Integrated Planning.” Witnesses were Pete Buttigieg, Mayor, City of South Bend, Indiana; on behalf of the U.S. Conference of Mayors; Johnny L. DuPree, Ph.D., Mayor, City of Hattiesburg, Mississippi; on behalf of the National League of Cities; Todd Portune, Commissioner, Hamilton County, Ohio; on behalf of the National Association of Counties; Craig Butler, Director, Ohio Environmental Protection Agency; on behalf of the Environmental Council of the States; William E. Spearman, III, P.E., Principal, WE3 Consultants, LLC; on behalf of the American Public Works Association; and, Lawrence Levine, Senior Attorney, Natural Resources Defense Council. The testimonies focused on the status of EPA’s implementation of the integrated planning policy, and at ways to help EPA, states, and municipalities in developing and implementing integrated plans that provide flexibility for municipal projects necessary to meet CWA regulatory obligations.

On May 19, the Subcommittee on Environment of the House Energy and Commerce Committee held a hearing entitled “H.R. __, Drinking Water System Improvement Act and related issues of funding, management, and compliance assistance under the Safe Drinking Water Act.” The hearing continued a discussion on issues raised at the Subcommittee’s previous drinking water infrastructure hearing. The hearing looked at ways to increase funding for drinking water State revolving loan funds and public water system supervision grants, efforts to improve asset management by utilities, and potential partnership options that improve management of systems and the provision of safe drinking water. Witnesses were: Lisa Daniels, Director, Bureau of Safe Drinking Water, Pennsylvania Department of Environmental Protection, on behalf of the Association of State Drinking Water Administrators; Kurt Vause, Special Projects Director, Anchorage Water and Wastewater Utility, on behalf of the American Water Works Association; Scott Potter, Director of Nashville Metro Water Services, Nashville, TN, on behalf of the Association of Metropolitan Water Agencies; Martin A. Kropelnicki, President and CEO,

California Water Service Group, on behalf of the National Association of Water Companies; Steve Fletcher, Manager, Washington County Water Company, Nashville, IL, on behalf of the National Rural Water Association; and, Lynn Thorp, National Campaigns Director, Clean Water Action; and James Proctor, Senior Vice President and General Counsel, McWane, Inc.

Infrastructure Week

May 15-19 was Infrastructure Week 2017 - 76 events across America involving 272 organizations. On May 15, key leaders from American business, labor, and government came together to address the week's theme, "Time to Build." Panels, presentations, and keynotes spoke to the critical role infrastructure plays in America's economy, highlighting new technologies, projects, and priorities for infrastructure in the 21st century and debating how policymakers at all levels of government can work together to pass a transformative infrastructure package.

Speakers included:

The Honorable Elaine Chao, U.S. Secretary of Transportation
Michael Burke, Chairman and CEO, AECOM
Thomas J. Donohue, President and CEO, U.S. Chamber of Commerce
Mayor Eric Garcetti, City of Los Angeles, CA
Mayor Michael Hancock, City of Denver, CO
George Hawkins, CEO and General Manager, DC Water
Jacqueline Hinman, Chair, Business Roundtable Infrastructure Committee; Chairman and CEO, CH2M
John Hopkins, Chairman, US Chamber of Commerce and CEO, NuScale Energy
Speaker Gregory Hughes, Speaker, Utah State Legislature
Gregory Kelly, President and CEO, WSP USA and Latin America
Judith Marks, President and CEO, Siemens USA
Norma Jean Mattei, President, American Society of Civil Engineers
Sean McGarvey, President, North America's Building Trades Unions
Terry O'Sullivan, General President, Laborers' International Union of North America
Robert Slimp, Chairman, President and CEO, HNTB
Jay Timmons, President and CEO, National Association of Manufacturers
Richard Trumka, President, AFL-CIO (video participant)
Glenn Youngkin, President and COO, The Carlyle Group

Agenda items included:

- (1) Engine for American Growth: Infrastructure, the Economy and Jobs
America's infrastructure is the central nervous system of America's economy. From manufacturers, retailers, and their vast supply chains to the lights and water in families' homes and their commutes to work, school, and vacation: infrastructure is fundamental to America's economic vitality, our safety and security, and so much more.

- (2) The State of America's Infrastructure: Presentation of the 2017 ASCE Report Card on America's Infrastructure
Smarter, Faster, Safer: Infrastructure for the 21st Century

Meeting America's infrastructure challenge means ensuring a state of good repair. But it is increasingly about innovation and deploying new technologies. It's about ensuring our infrastructure keeps us secure against 21st century threats – from cyber-attacks to terrorism to extreme weather. It's about re-imagining the projects we build; how transportation, water, energy, and communications interact with each other; and how they impact the lives of everyday citizens.

(3) Collaboration, Compromise, Consensus: Building A Blueprint for National Infrastructure Investment

There exists greater common ground amongst leaders in Washington on addressing America's infrastructure than on any other issue. But building a plan to pay for America's infrastructure will demand compromise and collaboration between the Administration, Congress and state and local leaders.

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)

New WATER Act

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.

This bill authorizes the Department of the Interior, for 15 years after this bill's enactment, to provide financial assistance, such as secured loans or loan guarantees, to entities that contract under federal reclamation law to carry out water projects within the 17 western states served by the Bureau of Reclamation, other states where the Bureau is authorized to provide project assistance, Alaska, and Hawaii. Projects eligible for assistance include: non-federal water infrastructure projects that would contribute to a safe, adequate water supply for domestic, agricultural, environmental, or municipal and industrial use; projects for enhanced energy efficiency in the operation of a water system; projects for accelerated repair and replacement of aging water distribution facilities; brackish or sea water desalination projects; and the acquisition of real property or an interest therein for water storage, reclaimed or recycled water, or wastewater that is integral to such a project. To be eligible for assistance, a project must be deemed creditworthy. Eligible project costs must be reasonably anticipated to be at least \$20 million. Interior shall establish criteria for project selection and may enter into a master credit agreement for projects secured by a common security pledge on terms acceptable to it. Interior may enter into agreements with obligors to make secured loans to finance or refinance eligible project costs or to refinance long-term project obligations or federal credit instruments to provide additional funding capacity for the completion, enhancement, or expansion of a project. The total amount of federal assistance for a project shall not exceed 80% of its total cost. Interior shall establish: (1) a repayment schedule for each secured loan based on the useful life of the project, and (2) a uniform system to service the federal credit instruments made available under this bill. Interior shall report biennially on the financial performance of the projects that receive assistance under this bill.

Status Update: summary added since the last report.

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

Status Update: no change since the last report.

H.R.465 — 115th Congress (2017-2018)

Water Quality Improvement Act of 2017

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

Cosponsors: (1, now 6)

Committees: House - Transportation and Infrastructure

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

This bill amends the Federal Water Pollution Control Act (commonly known as the Clean Water Act) by requiring the Environmental Protection Agency (EPA) to establish an integrated planning and permitting process for municipal wastewater and storm water management that: enables municipalities to identify the most cost-effective and protective approaches to comply with the Act's requirements; helps them prioritize their investments in addressing the requirements; and is comprehensive and flexible. The EPA must provide technical assistance to the municipalities or states for developing an integrated plan upon request. The EPA must: (1) update its financial capability assessment guidance entitled, "Combined Sewer Overflows--Guidance for Financial Capability Assessment and Schedule Development," and dated February 1997; and (2) ensure that the guidance may be used for assessing the financial capability of municipalities to implement effluent limitations and other pollution control measures. During the next 5 years, the EPA must work with at least 15 municipalities to develop and implement integrated plans and permits to meet the requirements of the national pollutant discharge elimination system.

Status Update: five cosponsors and summary of text added since the last report.

H.R.100 — 115th Congress (2017-2018)

Support Local Transportation Act

Sponsor: Rep. Brownley, Julia [D-CA-26] (Introduced 01/03/2017) **Cosponsors:** (0, now 1)

Committees: House - Transportation and Infrastructure

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

Status Update: no change since the last report.

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, now 79)

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.

Status Update: no change since the last report.

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 Resources

This bill amends the National Environmental Policy Act of 1969 (NEPA) to authorize: (1) the assignment to states of federal environmental review responsibilities under NEPA and other relevant federal environmental laws for covered federal projects, and (2) states to assume all or part of those responsibilities. Each responsible federal official who is authorized to assign such responsibility must promulgate regulations that establish requirements relating to information required to be contained in state applications to assume those responsibilities. An official may approve an application only if: (1) public notice requirements have been met, (2) the state has the capability to assume the responsibilities, and (3) the head of the state agency having primary jurisdiction over covered projects enters into a written agreement with an official to assume the responsibilities and to maintain the financial resources necessary to carry them out. The officials must audit state compliance with federal laws for which responsibilities are assumed. The officials may terminate the responsibilities assigned to states after providing notice to states of any noncompliance and an opportunity to take corrective action.

Status Update: no change since the last report.

H.R.966 — 115th Congress (2017-2018)

TIGER CUBS Act

Sponsor: Rep. Larsen, Rick [D-WA-2] (Introduced 02/07/2017) **Cosponsors:** (5, now 8)

Committees: House - Appropriations, Budget

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

This bill provides \$500 million in supplemental FY2017 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. The emergency funding is exempt from discretionary spending limits and is only available if the President subsequently designates the amounts as an emergency and submits the designation to Congress.

Status Update: no change since the last report.

S.846 — 115th Congress (2017-2018)

SAFE Bridges Act of 2017

Sponsor: Sen. Shaheen, Jeanne [D-NH] (Introduced 04/05/2017) **Cosponsors:** (4)

Committees: Senate - Environment and Public Works

Latest Action: 04/05/2017 Read twice and referred to the Committee on Environment and Public Work

Status Update: no change since the last report.

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: no change since the last report.