



**July 1, 2020**

## **HOUSE PROPOSES ACTION ON INFRASTRUCTURE FUNDING, INCLUDING WATER**

Based on reports from our DC-based lobbyist Sante Esposito, we are providing you this update to ensure you have up to the minute information on Coalition priorities. Recently, Democrats in the House of Representatives unveiled a \$1.5 Trillion infrastructure plan known as the “Moving Forward Act” (HR2). HR 2 calls for a huge increase in funding to repair roads and bridges while expanding broadband access in rural areas. It also has major wins for the Coalition on water infrastructure funding including:

- Clean Water SRF - \$40B (\$8B annually for 5 years)
- Safe Drinking Water SRF - \$4.140B for FY22; \$4.8B for FY23; and \$5.5B for FY 24 and 25
- Alternative Water Source Program - \$600M
- Title 16 WIIN Grants - \$500M

**These funding levels meet or exceed the goals set by the Coalition.** Our collective advocacy and that of our partners is finally breaking through.

As reported previously, the surface transportation bill advanced by the House Transportation Committee last week is the centerpiece, but this is much more than a transportation bill. It addresses tax changes, energy and water infrastructure investments, housing, schools and more. The bill proposes addressing the insolvency of the Highway Trust Fund with a massive transfer from the general fund, \$145.3 billion, which is more than the sum of every other transfer to the Highway Trust Fund since 2008 combined. A House Ways and Means Committee said that the bill is the “opening salvo” of a conversation about how to pay for infrastructure, a debate that will dominate surface transportation negotiations going forward. It also includes a safety section that originated in the Energy and Commerce Committee that includes provisions aimed at preventing deaths from hot cars, keyless ignition, drunk and distracted driving and more. It’s a collection of safety advocates’ biggest priorities from the past few years, some of which have been on E&C’s radar for a while but have yet to be enacted. Consumer Reports called it “transformative and necessary.” It would mandate crash-avoidance technologies in all new passenger vehicles. Another would require vehicle headlights that reduce glare and automatically adapt to oncoming traffic or curves in the road. And a third would require new cars to include technology to detect the presence of a person in the backseat when a driver is exiting and provide a warning.

**Text of the Moving Forward Act is [here](#).**

**A Section by Section is [here](#).**

**A Fact Sheet is [here](#).**

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Robert Briant, Jr. – Chairman

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 • NYSLECET • Ohio Contractors Association • Public Works Contractors Association of Maryland • Tennessee RoadBuilders 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



Concurrently, the Transportation & Infrastructure (T&I) Committee passed the surface transportation component of that legislation. Known as the INVEST in America Act, the measure was passed by a party-line vote and would authorize \$494 billion over five years, including \$309 billion for highways (42% increase over current levels) and \$105 billion for public transit (72% increase).

Floor votes are expected by the end of this week after a series of surgical amendments are considered / approved. Then the measure moves to the Senate, which we hope will take up these measures at the funding levels produced by the House. HR2 is loaded up with Democratic priorities, so we know that it will not be a rubber stamp in the Senate if and when it proceeds.

While we are very excited about the advancement of the surface bill and announcement of the broader infrastructure investment, its ultimate success is in the hands of Senate Majority Leader Mitch McConnell and ultimately, President Trump. If the upper house passes their own legislation, the two measures will be put into conference committee and a deal will need to be reached. Alternatively, the Senate could stall until after the election, perhaps passing a clean extension in the interim. Finally, but least likely, major infrastructure investment could be included in the next round of stimulus relief, which is expected to pass before the August recess.

No matter how it plays out, we are very encouraged to see tangible progress being put forth by Congress. Infrastructure has been a hot button issue since the start of the Trump Administration, yet our industry has not seen the promised uptick in infrastructure spending. As the economy begins to heal from wounds of the COVID-19 pandemic, we remain hopeful that Congress will look to infrastructure construction as an essential part of our national recovery and pass a reauthorization of the surface bill.

### **WRDA Bills in Senate and House**

The current WRDA law expires Sept. 30 of this year. We have learned that the 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. If HR2 (cited above) doesn’t move past the Senate, the WRDA process allows us an avenue to continue to push CWCC priorities.

As previously reported, on May 6, the Senate Environment and Public Works Committee reported two water bills – S. 3591, the “America’s Water Infrastructure Act of 2020” (AWIA) and S. 3590, the “Drinking Water Infrastructure Act of 2020.” 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.

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### Highlights and thoughts on both bills from Key Advocates -

- \$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 \$14B over 5 fiscal years;
- Reauthorization and expansion of the Drinking Water Infrastructure Risk and Resiliency Program (\$10M for FY 2022-2024 of the Drinking Water bill), and the creation of a companion \$15M 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;

### KEY ADVOCATES REPORT

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

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## *July 2020 Insights*

### **Infrastructure**

NOTE: House passage expected this week.

The House Democratic Leadership has fashioned a multi-jurisdictional \$1.3T mega infrastructure proposal, per below, for highlights and links to Fact Sheet, Section-by-Section, and Bill Text.

Of interest to the Coalition - -

- Alternative Water Source Program - \$600M - see p. 49 of the Section-by-Section and pp.1122-1124 of the Bill Text;
- Clean Water SRF - \$40B (\$8B annually for 5 years) - see p.50 of the Section-by-Section and pp.1132-1133 of the Bill Text;
- Safe Drinking Water SRF - \$4.140B for FY22; \$4.8B for FY23; and \$5.5B for FY 24 and 25 - see p.61 of the Section-by-Section and p.1463 of the Bill Text; and,
- Title 16 WIIN Grants - \$500M - see p.78 of the Section-by-Section and pp.1781-1783 of the Bill Text.

\$500 billion investment to rebuild and reimagine the nation's transportation

\$130 billion in school infrastructure targeted at high-poverty schools

Addresses structural challenges and upgrades child care facilities

\$100 billion into our nation's affordable housing infrastructure

\$25 billion for safe drinking water

\$70 billion to modernize energy infrastructure

\$100 billion for affordable high-speed broadband Internet access to all parts of the country

\$30 billion to modernize the health care infrastructure

\$25 billion to modernize and strengthen the Postal Service

Promotes new renewable energy infrastructure

Promotes investments in communities

**Text of the Moving Forward Act is [here](#).**

**A Section by Section is [here](#).**

**A Fact Sheet is [here](#).**

To review, in the Senate Senator Barrasso, Chair of the Environment and Public Works Committee, has said that he wants the Committee's bipartisan FAST Act and WRDA reauthorization bills included in any infrastructure package.

To review, in the Administration 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

## Senate WRDA Bill

**Status:** Floor action pending.

To review, on May 6, the Senate Environment and Public Works Committee reported two water bills – S. 3591, the “America's Water Infrastructure Act of 2020” (AWIA) and S. 3590, the “Drinking Water Infrastructure Act of 2020.” 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 \$14B over 5 fiscal years;
- Reauthorization and expansion of the Drinking Water Infrastructure Risk and Resiliency Program (\$10M for FY 2022-2024 of the Drinking Water bill), and the creation of a companion \$15M for FY2022-2024 program for clean water systems;
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- \$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;

## **House 2020 WRDA**

**Status:** Still waiting on a bill.

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:** No word on negotiations for a bipartisan bill.

To review, support by Senator Manchin, Ranking Democrats on the Energy and Natural Resources Committee, of the bipartisan compromise bill is still pending. His issue has to do with stormwater – funding and policy. Before the lockdown, Watts said agreement was reached in concept on funding with policy matters still undecided. The challenge has been how to resolve these given the shelter in place situation. Also, once agreement is reached, a hearing would follow. Those are also challenging. To review, 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, 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:** Included in the Democratic mega infrastructure bill.

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. On March 11, the Full Committee marked up 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:** Still waiting on Committee bill report. Bill could either go on its own or as part of WRDA. No matter which, she believes that its issues will end up in WRDA conference deliberations. Also, CWSRF and Alternative Water Source Program authorizations included in Democratic mega infrastructure bill.

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:** Waiting on introduction.

To review, 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 provision

## **House Highway Bill**

**The Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America) Act is a 5-year, \$494 billion investment** to get our existing infrastructure working again and fund new, transformative projects that will create millions of jobs and support American manufacturing and ingenuity while reducing carbon pollution, dramatically improving safety, and spurring economic activity. It's investing in infrastructure that is **smarter, safer, and made to last.**

- **Highways Investments: \$319 Billion**
  - Delivers better roads and bridges faster by prioritizing fixing the broken, outdated infrastructure we already have, including 47,000 structurally deficient bridges, before building new highway capacity.

- Modernizes our infrastructure with bold new funding for addressing gridlock and the most impactful projects and bottlenecks that affect local regions and the national transportation network.
- Measures state-by-state greenhouse gas emissions, with incentives for best performers in carbon pollution reduction, and a new program to fund resilient infrastructure that can withstand the impacts of climate change.
- Dramatically increases funding for development of charging stations and other alternative fueling options for electric and zero-emissions vehicles.
- Addresses rising rates of pedestrian and bicyclist deaths by requiring States with the highest rates to set aside funding to tackle the problem, codifies and expands eligibility for safe routes to school, provides funding to develop active transportation networks, and strengthens emphasis on high risk rural roads.
- Doubles funding for technology deployment to increase innovation and creates new program to fund green materials research and to deploy green construction materials and practices to create smarter, more efficient transportation systems.
- **Transit Investments: \$105 Billion**
  - Increases funding for transit agencies to add new routes and provide more reliable service, encouraging viable public transit options and fewer single-occupant cars clogging highways.
  - Creates a Mobility Innovation program to permit transit agencies to collaborate on mobility on demand services.
  - Strengthens Buy America provisions to boost domestic jobs in rail and bus manufacturing.
  - Increases investment in zero-emission buses to reduce carbon pollution.
  - Streamlines project delivery by reforming the Capital Investment Grants program so that our investments get shovels in the ground quicker and commuters see results faster.
  - Provides the investments needed to address the growing backlog of transit maintenance needs, making public transit safer and more reliable.
- **Passenger Vehicle and Commercial Motor Vehicle Safety Investments: \$10 billion**
  - Boosts funding for highway safety programs under the National Highway Traffic Safety Administration, providing \$5.3 billion over five years.
  - Increases funding for truck and bus safety programs under the Federal Motor Carrier Safety Administration, providing \$4.6 billion over five years.
- **Rail Investments: \$60 Billion**
  - Triples funding for Amtrak to \$29 billion over five years, allowing for improvement and expansion of the Nation's passenger rail network, including the Northeast Corridor (NEC) and the National Network, giving travelers a reliable, low-carbon option to travel both short and long distances, including to regions that lack frequent or affordable airport service.
  - Invests in Amtrak stations, facilities, services, and modernization of its equipment, while continuing Amtrak's legacy of serving long-distance, state-supported, and Northeast Corridor passengers and ensuring a skilled Amtrak workforce.
  - Creates a new \$19 billion program, the Passenger Rail Improvement, Modernization and Expansion (PRIME) grant program, devoted entirely to passenger rail improvements and expansion, performance optimization, and intercity passenger rail transportation expansion.
  - Dramatically increases funding for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program to \$7 billion to fund passenger and freight rail projects. Expands program eligibilities and allows commuter rail authorities to compete for funds.

- Helps communities improve safety at rail crossings with a new \$2.5 billion grade separation grant program.
- Addresses “long trains,” trains longer than 7,500 feet, as well as train crossings that are blocked more than 10 minutes, which impact local traffic and emergency response times.
- Prohibits U.S. DOT from allowing the transport of liquified natural gas by rail tank car until extensive safety analysis is performed and additional conditions are met

## **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.

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.

## **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.

## **President’s FY21 “Water” Budget**

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

## Bill Tracking

**NOTE: the summary of bills will appear only once but can be made available as requested.**

S.40 — 116th Congress (2019-2020)

### **Bureau of Reclamation Transparency Act**<sup>[SEP]</sup>

Sponsor: Sen. Barrasso, John [R-WY] (Introduced 01/08/2019) Cosponsors: (1)<sup>[SEP]</sup> Committees: Energy and Natural Resources

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

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.<sup>[1]</sup><sub>[SEP]</sub>

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.