



CWCC

Clean Water Construction Coalition
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ROBERT A. BRIANT, JR.
 Chairman

August 1, 2017

**HOUSE ENERGY AND COMMERCE COMMITTEE
 APPROVES SAFE DRINKING WATER SRF REAUTHORIZATION**

On July 27th, by a bipartisan voice vote, the House Committee on Energy and Commerce favorably reported to the House H.R.3387, the "Drinking Water System Improvement Act," which, in part, reauthorizes the Safe Drinking Water SRF. The reauthorization measure substantially increases annual funding for the Drinking Water SRF program. The bill authorizes \$8 billion over a five-year period. Current funding for the Drinking Water program is approximately \$950 million annually.

This is a major step forward for this critical program as it is the first House reauthorization bill in several years to enjoy bipartisan support. In addition, it has been almost two decades since the Drinking Water Program has been reauthorized. This win is also a victory for the Clean Water Construction Coalition, who, through Sante Esposito and the tireless work of Coalition representative, Key Advocates, was one of the most active stakeholders in advocating Energy and Commerce Committee action on this issue.

The House's action will also have a ripple effect, potentially triggering action in both chambers. In the House, the Transportation and Infrastructure Committee will begin to develop and consider the Clean Water SRF reauthorization, as the two SRFs have historically been joined in the House legislative process. Should the full House approve the bill, it will head to the Senate, where the Environment and Public Works Committee has jurisdiction over both revolving funds. After years of delay, the bipartisan House measure will put some pressure on the Senate to work toward consensus in a timely manner.

H.R.3387 Highlights

The bill adds or amends several conditions on the use of DWSRF funding:

- Allows the use of those funds for siting, associated pre-construction activities, and replacing or rehabilitating aging treatment, storage, or distribution facilities of public water systems
- Extends the application of the American iron and steel requirements in section 1452(a)(4) to DWSRF funds for the life of the funding authorization in the bill
- Requires public water systems serving more than 10,000 persons to certify to their State that they have considered the costs and effectiveness of the relevant processes, materials, techniques, and technologies used in the project or activity supported with DWSRF funds
- Increases the amount of loan subsidies available for disadvantaged communities to 35 percent and extends the repayment schedule for DWSRF loans for disadvantaged communities from 30 years to 40 years
- Prohibits the use of those funds for Clean Water Act compliance
- Amends section 1452(k)(2) of the SDWA to allow States to use a portion of their DWSRF allocation to delineate, assess, and update their source water protection plans

Lastly, the bill amends section 1452(m) of the SDWA to reauthorize \$8 billion in capitalization grants for FY 2018 through FY 2022. Specifically, it authorizes:

- \$1.2 billion in FY 2018
- \$1.4 billion in FY 2019
- \$1.6 billion in FY 2020
- \$1.8 billion in FY 2021
- \$2.0 billion in FY 2022

Coalition representatives will continue to advocate for H.R.3387 as it moves to the floor of the House.

- 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

SENATE ENVIRONMENT AND PUBLIC WORKS COMMITTEE BEGINS EFFORTS TO PRIORITIZE INFRASTRUCTURE PROPOSALS

On July 17th, Senate Environment and Public Works Chairman Barrasso (R-Wyo.) and the Committee's Ranking Democrat, Sen. Carper (D-Del), requested from Committee Members their "infrastructure priorities, policy proposals and recommendations" for a committee-produced "comprehensive infrastructure bill." On July 19th, the Coalition sent to the 40 Senators who represent CWCC-member states a request to include the following in their submission to the Committee:

- \$4.2B annually for the Clean Water SRF (triple funding per the President's campaign proposal) with at least \$100M increments for each fiscal year thereafter; and,
- \$2.6B annually for the Safe Drinking Water SRF (triple funding per the President's campaign proposal) with at least \$100M increments for each fiscal year thereafter.

At the same time, work continues regarding the "gang of eight" Democratic Senators' outline 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).

TRUMP ADMINISTRATION'S INFRASTRUCTURE PLAN CONTINUES TO BE A WORK IN PROGRESS

The Trump Administration has been relatively quiet this past month with respect to its infrastructure initiative – the current priorities being health care reform, tax reform and the Russia investigation. However, the Administration did provide some insight into its overall funding, as follows:

- \$200B infrastructure funding including –
 - \$25B for rural infrastructure
 - \$15B for transformative projects (it is not clear how "transformative" will be defined or if actual proper name projects will be identified by the Administration)
 - \$100B for local prioritization of infrastructure needs (it is not clear what this money will be used for)
 - 1 million apprentices in 2 years
 - 8-year reduction in permit process time (from 10 years to two years)

That leaves approximately \$60B out of the total of \$200B undefined. The \$200B in new direct federal funding over ten years will be used to leverage additional funding from the private sector, states, and local governments to total \$1T. A description of what types of projects (beyond transportation, water and energy) would be eligible for this funding has not yet been provided by the Administration. It is still unclear when the Administration will release a formal legislative proposal to Congress to implement the President's campaign promise of a \$1T infrastructure plan, although DOT Secretary Chao has said to expect something in the third quarter.

FEDERAL FISCAL YEAR 2018 House Interior Appropriations

On July 18th, the House Appropriations Committee approved the FY18 Interior and Environment Appropriations bill on a vote of 30-21. The legislation includes funding for the Department of the Interior, the Environmental Protection Agency, the Forest Service, the Indian Health Service, and various independent and related agencies. In total, the bill provides \$31.4 billion, \$824 million below the FY17 enacted level and \$4.3 billion above the President's budget request. For the Clean Water SRF, the bill provides \$1,143,887,000 (compared to \$1,393,887,000 for FY17) and for the Safe Drinking Water SRF, \$863,233,000 (the same amount appropriated for FY17). Also included is \$25M for WIFIA. No action to date in the Senate.

FY18 Appropriations: Comparisons

On July 17th, the House Appropriations Committee approved the Federal Fiscal Year 2018 Transportation Appropriations Bill on a vote of 31-20. The bill fully funds the highway and transit formula programs that are funded through the Highway Trust Fund at the levels authorized by the FAST Act.

On July 27th, the Senate Appropriations Committee approved its Federal Fiscal Year 2018 Transportation Appropriations Bill. The measure provides \$60.058B in spending for DOT, HUD and related agencies. The bill is \$2.407B above Federal FY17 enacted levels. The \$19.47B in appropriations for DOT is \$978M above the FY17 enacted level.

Below is a breakdown of the action in both houses:

- TIGER Grants – The House bill zeros out the TIGER grant program. However, the House has proposed to eliminate funding for TIGER many times in the past and the Senate, where there are several key TIGER champions, always restores all or most of the funding. The Senate opted to fund the widely popular program at \$550M, which is \$50M above the FY17 enacted level.
- FHWA - The House allocated \$44.23B - the amount authorized in the FAST Act, a 2.2% increase over current funding. However, the bill also calls for an \$800M rescission of highway contract authority, similar to the \$857M rescission in FY'17. The Senate kept it level, dedicating \$45B from the Highway Trust Fund to be spent on the Federal-aid Highways Program, consistent with the FAST Act.
- Transit – The House \$1.75B for the Capital Improvement Grant (CIG) program which funds New Start/Small Start/Core Capacity projects. This is above the Administration's request of \$1.23B, but well below the current funding of \$2.41B. CIG fared slightly better in the Senate, with a total of \$2.133B for Capital Investment Grants ("New Starts"), fully funding all current "Full Funding Grant Agreement" (FFGA) transit projects, which is \$280M below the FY17 enacted level.
- Rail - The House suggested \$1.43B for Amtrak, significantly above the \$760M which the Trump Administration had requested and only slightly below the \$1.49B funded in FY17. The approximately \$60M in cuts is taken out of funding for the National Network, not the Northeast Corridor (NEC). In addition, the bill includes \$500M for a new FAST Act authorized State of Good Repair program which is currently only funded at \$25M.

The Senate gave the Federal Railroad Administration a boost with its \$1.974B allocation, which is \$122M above the FY17 enacted level. This includes \$1.6B for Amtrak for the Northeast Corridor and National Network, continuing service for all current routes. The bill also provides \$92.5M for the Consolidated Rail Infrastructure and Safety Improvement grants program, of which \$35.5M is for initiation or restoration of passenger rail, \$26M for Federal-State Partnership for State of Good Repair grants, and \$5M for Restoration and Enhancement grants.

- Safety – The Senate bill also includes \$272M for the Pipeline and Hazardous Materials Safety Administration

KEY ADVOCATES AUGUST REPORT

Included with this notice is Key Advocates August 2017 report.



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August 2017 Insights

House Safe Drinking Water SRF Reauthorization

On July 27, by a bipartisan voice vote, the House Committee on Energy and Commerce favorably reported to the House H.R.3387, the “Drinking Water System Improvement Act,” which, in part (per below) reauthorizes the Safe Drinking SRF. Key sections are noted as follows.

The bill adds or amends four conditions on the use of DWSRF funding. First, it allows the use of those funds for siting, associated preconstruction activities, and replacing or rehabilitating aging treatment, storage, or distribution facilities of public water systems. Next, it extends the application of the American iron and steel requirements in section 1452(a)(4) to DWSRF funds for the life of the funding authorization in the bill. Third, it requires public water systems serving more than 10,000 persons to certify to their State that they have considered the costs and effectiveness of the relevant processes, materials, techniques, and technologies used in the project or activity supported with DWSRF funds. Finally, it increases the amount of loan subsidies available for disadvantaged communities to 35 percent and extends the repayment schedule for DWSRF loans for disadvantaged communities from 30 years to 40 years.

The bill amends section 1452(k)(2) of the SDWA to allow States to use a portion of their DWSRF allocation to delineate, assess, and update their source water protection plans. The section also prohibits the use of those funds for Clean Water Act compliance.

The bill amends section 1452(m) of the SDWA to reauthorize \$8 billion in capitalization grants for FY 2018 through FY 2022. Specifically, it authorizes \$1.2 billion in FY 2018, \$1.4 billion in FY 2019, \$1.6 billion in FY 2020, \$1.8 billion in FY 2021, and \$2 billion in FY 2022

Administration’s Infrastructure Initiative

The Administration has been relatively quiet this past month with respect to its infrastructure initiative – the current priorities being health care reform, tax reform and the Russia investigation. However, of note, the Administration did provide some insight into its overall funding, as follows:

- \$200B infrastructure funding including –
 - \$25B for rural infrastructure
 - \$15B for transformative projects (it is not clear how 'transformative' will be defined or if actual proper name projects will be identified by the Administration)
 - \$100B for local prioritization of infrastructure needs (it is not clear what this money will be used for)
- 1M apprentices in 2 years
- 8-year reduction in permit process time (from 10 years to two years)

That leaves approximately \$60B out of the total of \$200B undefined. The \$200B in new direct federal funding over ten years will be used to leverage additional funding from the private sector, states, and local governments to total \$1T. A description of what types of projects (beyond transportation, water and energy) would be eligible for this funding has not yet been provided by the Administration. It is still unclear when the Administration will release a formal legislative proposal to Congress to implement the President's campaign promise of a \$1T infrastructure plan, although DOT Secretary Chao has said to expect something in the third quarter.

Senate Infrastructure Initiatives

On July 17, Senate Environment and Public Works Chairman Barrasso (R-Wyo.) and the Committee's Ranking Democrat, Sen. Carper (D-Del), put a call out to panel members (and likely beyond) for "infrastructure priorities, policy proposals and recommendations" for a committee-produced title of a "comprehensive infrastructure bill – responses due July 21. On July 19, the Coalition requested of the Senators whose state membership is reflected in the Coalition (40 Senators) that the following be included in their submission to the Committee:

- \$4.2B for the Clean Water SRF (triple funding per the President's campaign proposal) with at least \$100M increments for each fiscal year thereafter; and,
- \$2.6B for the Safe Drinking Water SRF (triple funding per the President's campaign proposal) with at least \$100M increments for each fiscal year thereafter.
-

Apparently the plan is for the Committee to review the submissions over the August recess and release a "plan" in September. Other Senate committees –including, but not limited to, Banking, Commerce and Finance – have not taken any action to date on the infrastructure issue.

At the same time, work continues regarding the "gang of eight" Democratic Senators' outline 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).

Other House Infrastructure Initiatives

On July 17, Congressman McNerney introduced H.R. 3275, his omnibus water bill, with no cosponsors. The bill was referred to eight committees. As of this writing, its formal title and text are not online. However, the following relevant points are included in the last draft the Coalition reviewed:

- Amends new \$50M USBR grant program by providing reimbursements for prior costs. This is our WRWC requested language.
- Reauthorizes CWSRF at \$2B FY18, \$2.4B FY19. Instead of \$100M increments over 5 years, they rolled all the money into 2 years.
- At least 20% of CWSRF funds will go to green projects, including RW projects.
- Exempts from the private activity bond cap, bonds for water infrastructure projects (including RW) in areas of drought or disaster.
- Establishes within DOE various programs focusing on the nexus between energy and water. Energy needed to reuse water is included in the definition of the nexus. Provides national water-energy nexus database, technologies and a small smart energy-water efficiency pilot program.
- Requires USGS to conduct annual consumptive water use survey, including recycled water.
- Authorizes funding for EPA to conduct research for potable reuse regulations.

- Establishes within EPA a water system mitigation and adaptation grant program, \$10M/year for FY 18-FY22, 50% Federal share. Grants to increase water systems' resilience to climate change.
- Reauthorizes Safe Drinking Water Act at \$1.2B for FY18 and FY19.
- Reauthorizes the Alternative Water Source Program
- Includes old Boxer language on Water Sense.
- Includes conservation language.
- Includes storm water planning.
- Includes Flint Michigan language.

On May 18, Congressman Peter DeFazio (D-OR-4), 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 includes \$20B for CWSRF, \$375M for Alternative Water Source Program, and numerous other funding programs. No further developments at this time.

On March 23, Congressman Earl Blumenauer (D-OR-3) introduced H.R. 1647, the Water Infrastructure Trust Fund Act of 2017, with the Coalition cited as one of the supporting entities. The bill establishes 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 (approximately \$7B). No further developments at this time.

Congressman John Delaney (D-MD-6) introduced H.R. 1669, "Partnership to Build America of 2017." Noted because it has bipartisan support. Included under the Bill Tracking section. No further developments at this time.

FY18 Interior Appropriations

On July 18, the House Appropriations Committee approved the FY18 Interior and Environment Appropriations bill on a vote of 30-21. The legislation includes funding for the Department of the Interior, the Environmental Protection Agency, the Forest Service, the Indian Health Service, and various independent and related agencies. In total, the bill provides \$31.4 billion, \$824 million below the FY17 enacted level and \$4.3 billion above the President's budget request. **For the Clean Water SRF the bill provides \$1,143,887,000 (compared to \$1,393,887,000 for FY17) and for the Safe Drinking Water SRF, \$863,233,000 (the same amount appropriated for FY17). Also included is \$25M for WIFIA.** No action to date in the Senate.

FY18 House Transportation Appropriations

On July 17, the House Appropriations Committee approved the FY18 Transportation Appropriations Bill on a vote of 31-20. The bill fully funds the highway and transit formula programs that are funded through the Highway Trust Fund at the levels authorized by the FAST Act. Other programs, primarily those discretionary programs funded with general funds, did not fare as well. The bill zeros out the TIGER grant program. However, the House has proposed to eliminate funding for TIGER many times in the past and the Senate, where there are several key TIGER champions, always restores all or most of the funding.

FHWA - \$44.23B - the amount authorized in the FAST Act, a 2.2% increase over current funding. However, the bill also calls for an \$800M rescission of highway contract authority, similar to the \$857M rescission in FY'17.

FTA - \$1.75B for the Capital Improvement Grant (CIG) program which funds New Start/Small Start/Core Capacity projects. This is above the Administration's request of \$1.23B, but well below the current funding of \$2.41B. This appears to only be sufficient funding for New Start projects with existing FFGAs (\$1B), existing Core Capacity projects (\$145.7M) and several Small Start projects (\$182M). The remaining \$400M appears to be set aside for the NJ/NY Gateway project. The bill provides \$150M (the amount authorized) for DC's WMATA system.

FAA - \$3.35B for the Airport Improvement Program - the same as in previous years.

FRA - \$1.43B for Amtrak - this is significantly above the \$760M which the Trump Administration had requested and only slightly below the \$1.49B funded in FY17. The approximately \$60M in cuts is taken out of funding for the National Network, not the Northeast Corridor (NEC). In addition, the bill includes \$500M for a new FAST Act authorized State of Good Repair program which is currently only funded at \$25M. It appears that the majority of these new funds are to be directed to the NJ/NY Gateway project. The bill includes \$25M for the new Consolidated Rail Infrastructure & Safety Improvement (CRISI) discretionary grant program, down from the \$68M in FY'17. The usual language prohibiting federal funds from being used for the California high-speed rail project is included, however, in the past that language has always been stripped out in the final bill.

FY18 Senate Transportation Appropriations Bill

On July 27, the Senate Appropriations Committee approved its FY18 Transportation Appropriations Bill. The bill provides \$60.058B in spending for DOT, HUD and related agencies. The bill is \$2.407B above FY17 enacted levels. The \$19.47B in appropriations for DOT is \$978M above the FY17 enacted level, as follows:

TIGER Grants – \$550M, \$50M above the FY17 enacted level.

Highways – \$45B from the Highway Trust Fund to be spent on the Federal-aid Highways Program, consistent with the FAST Act.

Aviation – \$16.97B for the FAA, \$563M above the FY17 enacted level.

Rail – \$1.974B for the Federal Railroad Administration, \$122M above the FY17 enacted level. This includes \$1.6B for Amtrak for the Northeast Corridor and National Network, continuing service for all current routes. The bill also provides \$250.1M for FRA safety and operations, as well as research and development activities. The bill also provides \$92.5M for the Consolidated Rail Infrastructure and Safety Improvement grants program, of which \$35.5M is for initiation or restoration of passenger rail, \$26M for Federal-State Partnership for State of Good Repair grants, and \$5M for Restoration and Enhancement grants.

Transit – \$12.129B for the Federal Transit Administration, \$285M below the FY17 enacted level. Transit formula grants total \$9.733B, consistent with the FAST Act. The bill provides a total of \$2.133B for Capital Investment Grants (“New Starts”), fully funding all current “Full Funding Grant Agreement” (FFGA) transit projects, which is \$280M below the FY17 enacted level.

Maritime – \$577.6M for the Maritime Administration, \$55M above the FY17 enacted level.

Safety – This includes \$908.6M for the National Highway Traffic Safety Administration and \$744.8M for the Federal Motor Carrier Safety Administration. Of this amount, \$68M is to complete the modernization of border facilities to improve inspections along the Southern border. The bill also includes \$272M for the Pipeline and Hazardous Materials Safety Administration.

Earmarks

No change since the last report. They are still targeting the fall for consideration of the earmark issue.

House Clean Water Caucus

The Caucus has decided to host a fall event on recycled water: “Recycled Water 101” - a primer - what is recycled water; where does it come from; what is it used for; how much does it cost to produce; and, what are its benefits. Previously, the Caucus hosted a congressional field trip to the DC Water Blue Plains Wastewater Treatment Plant.

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: no change 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, now 14)

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: no change 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 2)

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: no change 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, now 24))

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.