



CWCC

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

# April 7, 2015

- AGC of America
- AGC of Texas
- Alabama 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
- Indiana Construction Association
- Long Island Contractors Association
- Maryland Transportation Builders & Materials Association
- Michigan Infrastructure & Transportation Association
- Minnesota Utility Contractors Association\*
- National Rural Water Association
- Ohio Contractors Association
- Public Works Contractors Association of Maryland
- Southern California Contractors Association
- 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

This will be the last update prior to the Coalition Meeting next week in Washington.

Clean Water Construction Coalition Washington Event  
Hyatt Regency Washington Hotel  
400 New Jersey Avenue, NW  
Washington, D.C. 20001

April 14, 2015

9:00am Coalition Breakfast Meeting (Congressional B just off of Lobby)

### MEETING AGENDA

- Coalition Finances
- Future Meetings
- Legislative Priorities and Briefing
- Coalition Website

2:30pm ARTBA Legislative Briefing

### April 15, 2015 Hill Visits

12:00pm Clean Water Construction Coalition Reception  
Transportation Committee Room 2253 Rayburn  
Speaker Rita Culp, Democratic Staff Member  
Subcommittee on Interior, Environment and Related Agencies  
House Committee on Appropriations

### New Member

We would like to welcome Vikki Consiglio and the Georgia Utility Contractors Association as the newest member of the Coalition. Attached, please find an updated list of member contact information.

### Federal Advocates April Report

Also attached to this report is Sante Esposito's April Insights.



## Federal Advocates Inc.

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### *April 2015 Insights*

#### **Key House Committees of Jurisdiction**

The key subcommittee assignments have been completed. In the House of Representative, the key committees of interest to the Coalition are the Committee on Transportation and Infrastructure with jurisdiction over the Clean Water SRF and MAP-21 reauthorization; the Committee on Energy and Commerce with jurisdiction over the Safe Drinking Water SRF and the Committee on Appropriations with jurisdiction over the funding of these and related programs. Within these committees, the focus is on the relevant subcommittee(s) of jurisdiction. The membership of those for the new Congress follows. Note: other House committees are also important but play a secondary role regarding the Coalition's priority issues. An example is the Committee on Ways and Means with jurisdiction over tax issues (private activity bonds, etc.) in general.

#### (1) Transportation and Infrastructure Committee

##### (a) Subcommittee on Highways and Transit: MAP-21 reauthorization

#### Republicans:

Sam Graves, Missouri, Chairman

Eleanor Holmes Norton, District of Columbia, Ranking Member

#### Republicans:

Don Young, Alaska

John J. Duncan, Jr., Tennessee

John L. Mica, Florida

Frank A. LoBiondo, New Jersey

Duncan Hunter, California

Eric A. "Rick" Crawford, Arkansas

Lou Barletta, Pennsylvania

Blake Farenthold, Texas

Bob Gibbs, Ohio

Richard L. Hanna, New York

Daniel Webster, Florida

Jeff Denham, California

Reid J. Ribble, Wisconsin

Thomas Massie, Kentucky  
Tom Rice, South Carolina  
Mark Meadows, North Carolina  
Scott Perry, Pennsylvania  
Rodney Davis, Illinois  
Rob Woodall, Georgia  
John Katko, New York  
Brian Babin, Texas  
Crescent Hardy, Nevada  
Ryan A. Costello, Pennsylvania  
Garret Graves, Louisiana  
Mimi Walters, California  
Barbara Comstock, Virginia  
Bill Shuster, Pennsylvania (Ex Officio)

Democrats:

Jerrold Nadler, New York  
Eddie Bernice Johnson, Texas  
Steve Cohen, Tennessee  
Albio Sires, New Jersey  
Donna F. Edwards, Maryland  
Janice Hahn, California  
Richard M. Nolan, Minnesota  
Ann Kirkpatrick, Arizona  
Dina Titus, Nevada  
Sean Patrick Maloney, New York  
Elizabeth H. Esty, Connecticut  
Lois Frankel, Florida  
Cheri Bustos, Illinois  
Jared Huffman, California  
Julia Brownley, California  
Michael E. Capuano, Massachusetts  
Grace F. Napolitano, California  
Corrine Brown, Florida  
Daniel Lipinski, Illinois  
Peter A. DeFazio, Oregon (Ex Officio)

(b) Subcommittee on Water Resources and Environment: EPA, Clean Water SRF/Act and WIFIA

Bob Gibbs, Ohio, Chairman  
Grace F. Napolitano, Ranking Member

Republicans:

Candice S. Miller, Michigan  
Duncan Hunter, California  
Eric A. "Rick" Crawford, Arkansas  
Daniel Webster, Florida  
Jeff Denham, California  
Reid J. Ribble, Wisconsin

Thomas Massie, Kentucky  
Tom Rice, South Carolina  
Rodney Davis, Illinois  
Mark Sanford, South Carolina  
Todd Rokita, Indiana  
John Katko, New York  
Brian Babin, Texas  
Cresent Hardy, Nevada  
Garret Graves, Louisiana  
David Rouzer, North Carolina  
Bill Shuster, Pennsylvania (Ex Officio)

Democrats:

Donna F. Edwards, Maryland  
John Garamendi, California  
Lois Frankel, Florida  
Jared Huffman, California  
Eddie Bernice Johnson, Texas  
Ann Kirkpatrick, Arizona  
Dina Titus, Nevada  
Sean Patrick Maloney, New York  
Elizabeth H. Esty, Connecticut  
Eleanor Holmes Norton, District of Columbia  
Richard M. Nolan, Minnesota  
Peter A. DeFazio, Oregon (Ex Officio)

(2) Energy and Commerce Committee

Subcommittee on Health: Safe Drinking Water SRF/Act

Republicans:

Joe Pitts (PA), Chairman  
Brett Guthrie (KY), Vice Chairman  
Ed Whitfield (KY)  
John Shimkus (IL)  
Tim Murphy (PA)  
Michael C. Burgess, M.D. (TX)  
Marsha Blackburn (TN)  
Cathy McMorris Rodgers (WA)  
Leonard Lance (NJ)  
Morgan Griffith (VA)  
Gus Bilirakis (FL)  
Billy Long (MO)  
Renee Ellmers (NC)  
Larry Bucshon (IN)  
Susan Brooks (IN)  
Chris Collins (NY)  
Joe Barton (TX)  
Fred Upton (MI) (Ex Officio)

Democrats:

Gene Green (TX), Ranking Member  
Eliot L. Engel (NY)  
Lois Capps (CA)  
Jan Schakowsky (IL)  
G. K. Butterfield (NC)  
Kathy Castor (FL)  
John Sarbanes (MD)  
Doris O. Matsui (CA)  
Ben Ray Lujan (NM)  
Kurt Schrader (OR)  
Joseph P. Kennedy, III (MA)  
Tony Cardenas (CA)  
Frank Pallone, Jr. (NJ) (Ex Officio)

(3) Appropriations Committee

(a) Subcommittee on Energy and Water Development and Related Agencies: Corps of Engineers

Republicans:

Chairman Mike Simpson (R-ID)  
Rodney Frelinghuysen (R-NJ)  
Alan Nunnelee (R-MS)  
Ken Calvert (R-CA)  
Chuck Fleischmann (R-TN)  
Jeff Fortenberry (R-NE)  
Jaime Herrera Beutler (R-WA)  
David Valadao (R-CA)

Democrats:

*Marcy Kaptur (D-OH), Ranking Member*  
Peter J. Visclosky (D-IN)  
Mike Honda (D-CA)  
Lucille Roybal-Allard (D-CA)

(b) Subcommittee on Interior, Environment, and Related Agencies: Clean Water and Safe Drinking Water SRF's

Republicans:

Chairman Ken Calvert (R-CA)  
Mike Simpson (R-ID)  
Tom Cole (R-OK)  
David Joyce (R-OH)  
Chris Stewart (R-UT)  
Mark Amodei (R-NV)  
Evan Jenkins (R-WV)

Democrats:

*Betty McCollum (D-MN), Ranking Member*  
Chellie Pingree (D-ME)

Derek Kilmer (D-WA)  
Steve Israel (D-NY)

(c) Subcommittee on Transportation, Housing and Urban Development: Highways and Mass Transit

Republicans:

Chairman Mario Diaz-Balart (R-FL)  
Kay Granger (R-TX)  
David Joyce (R-OH)  
John Culberson (R-TX)  
Kevin Yoder (R-KS)  
David Valadao (R-CA)  
David Jolly (R-FL)

Democrats:

*David Price (D-NC), Ranking Member*  
Mike Quigley (D-IL)  
Tim Ryan (D-OH)  
Henry Cuellar (D-TX)

### **Key Senate Committees of Jurisdiction**

In the Senate, the key committees of interest to the Coalition are the Committee on Environment and Public Works with jurisdiction over the Clean Water and Safe Drinking Water SRF's and MAP-21 reauthorization and the Committee on Appropriations with jurisdiction over the funding of these and related programs. Within these committees, the focus is on the relevant subcommittee of jurisdiction. The membership of those for the new Congress follows. Note: other Senate committees are also important but play a secondary role regarding the Coalition's priority issues. An example is the Committee on Finance with jurisdiction over tax issues.

Environment and Public Works Committee

Subcommittee on Transportation and Infrastructure: MAP-21 reauthorization

Republicans:

Sen. David Vitter (R-La.), Chair  
Sen. John Barrasso (R-Wy.)  
Sen. Shelly Moore Capito (R-W.V.)  
Sen. Mike Crapo (R-Idaho)  
Sen. John Boozman (R-Ark.)  
Sen. Jeff Sessions (R-Ala.)  
Sen. Roger Wicker (R-Miss.)  
Sen. Deb Fischer (R-Neb.)

Democrats:

Senator Barbara Boxer, Ranking Member  
**Senator** Thomas R. Carper  
Senator Ben Cardin  
Senator Bernie Sanders

Senator Sheldon Whitehouse  
Senator Jeff Merkley  
Senator Kirsten Gillibrand

(2) Subcommittee on Fisheries, Water, and Wildlife: Clean Water and Safe Drinking SRF's and WIFIA

Republicans:

Sen. Dan Sullivan (R-Alaska), Chair  
Sen. John Barrasso (R-Wy.)  
Sen. Shelly Moore Capito (R-W.V.)  
Sen. John Boozman (R-Ark.)  
Sen. Jeff Sessions (R-Ala.)  
Sen. Roger Wicker (R-Miss.)  
Sen. Deb Fischer (R-Neb.)  
Sen. Mike Rounds (R-S.D.)

Democrats:

**Senator Sheldon Whitehouse, Ranking Member**  
Senator Thomas R. Carper  
Senator Ben Cardin  
Senator Bernie Sanders  
Senator Kirsten Gillibrand  
Senator Cory Booker  
Senator Edward Markey

(2) Appropriations Committee

Subcommittee on Energy and Water Development: Corps of Engineers

Republicans:

Lamar Alexander (R-Tenn.), *chairman*  
Thad Cochran (R-Miss.)  
Mitch McConnell (R-Ky.)  
Richard Shelby (R-Ala.)  
Susan Collins (R-Maine)  
Lisa Murkowski (R-Alaska)  
Lindsey Graham (R-S.C.)  
John Hoeven (R-N.D.)  
James Lankford (R-Okla.)

Democrats:

Dianne Feinstein (D-Calif.), *ranking member*  
Patty Murray (D-Wash.)  
Jon Tester (D-Mont.)  
Richard Durbin (D-Ill.)  
Tom Udall (D-N.M.)  
Jeanne Shaheen (D-N.H.)  
Jeff Merkley (D-Ore.)

Chris Coons (D-De

Subcommittee on Interior, Environment, and Related: Clean Water and Safe Drinking Water SRF's

Republicans:

Lisa Murkowski (R-Alaska), *chairman*  
Lamar Alexander (R-Tenn.)  
Thad Cochran (R-Miss.)  
Roy Blunt (R-Mo.)  
John Hoeven (R-N.D.)  
Mitch McConnell (R-Ky.)  
Steve Daines (R-Mont.)  
Bill Cassidy (R-La.)

Democrats:

Tom Udall (D-N.M.), *ranking member*  
Dianne Feinstein (D-Calif.)  
Patrick Leahy (D-Vt.)  
Jack Reed (D-R.I.)  
Jon Tester (D-Mont.)  
Jeff Merkley (D-Ore.)

(c) Subcommittee on Transportation, HUD and Related Agencies: Highways and Mass Transit

Republicans:

Susan Collins (R-Maine), *chairman*  
Richard Shelby (R-Ala.)  
Lamar Alexander (R-Tenn.)  
Mark Kirk (R-Ill.)  
Roy Blunt (R-Mo.)  
John Boozman (R-Ark.)  
Shelley Moore Capito (R-W.Va.)  
Bill Cassidy (R-La.)  
Steve Daines (R-Mont.)

Democrats:

Jack Reed (D-R.I.), *ranking member*  
Barbara Mikulski (D-Md.)  
Patty Murray (D-Wash.)  
Richard Durbin (D-Ill.)  
Dianne Feinstein (D-Calif.)  
Chris Coons (D-Del.)  
Brian Schatz (D-Hawaii)  
Chris Murphy (D-Conn.)

Appropriations Committee Chairman Cochran and Vice Chairwoman Mikulski are also ex-officio members of each subcommittee of which they are not regular members.



### **President's FY16 Budget**

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

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

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

### **MAP-21 Reauthorization**

A decision on whether to move a long-term highway and transit bill or focus on a short-term patch will come after Easter recess, House Transportation Chairman Bill Shuster said. "I'm focused on getting something done before May 31 but if we have to do it, then we'll have to address that," Shuster said when asked about a short-term patch to shore up the Highway Trust Fund. "After Easter recess is probably when we've got to make a decision." Some members of the House Ways and Means Committee have already said a short-term fix is the realistic option but Shuster said he's still optimistic about a multiyear bill at this point. Transportation officials are urging Congress to pass a short-term extension of highway programs if they can't complete a multi-year plan this spring, warning that failure to act may slow or halt local infrastructure projects. While still pressing for a robust long-term funding plan, transportation officials are arguing that they want to get something done to keep programs running before funding runs out in May. "We've certainly made the case to Members of Congress that not acting before May 31 is going to result in significant disruption to the local projects around this country," Bud Wright, President and Executive Director of the American Association of State Highway and Transportation Officials. Michael P. Melaniphy, President and Chief Executive of the American Public Transportation Association, said local transportation systems are evaluating plans in case Federal funding is disrupted. But he's expecting "more of a short term" continuing resolution if a highway bill doesn't make it by the deadline. While reauthorization hearings are underway, there is still no surface transportation bill on the table. The officials also said they want the Federal government to revamp transportation funding plans to reflect a changing population that increasingly demands options for getting around that don't involve a car. Despite local support for public transit funding — the American Public Transportation Association says public transit tax initiatives had an almost 70 percent passage rate in 2014 — a sweeping transit transportation overhaul seems unlikely in this year's Congress.

In addition, the American Road and Transportation Builders Association recently called for Congress to increase the Federal gasoline tax by 15 cents per gallon, offset by a federal tax rebate for Middle America. The proposal shows a single tax filer with an adjusted gross income of \$100,000 or less receiving a rebate of \$90 per year, what ARTBA says is the average annual cost to them of a 15 cent-per-gallon increase. The group says the rebate at the levels they propose would offset the increase for 94 percent of Americans. The proposal essentially shifts the burden of finding new money away from the Highway Trust Fund, and onto a tax rebate. ARTBA's proposal notes it's up to the tax-writing committees "to figure out how to pay for the tax rebate," valued at \$103.3 billion over six years. ARTBA suggests using repatriation to pay for the rebate instead of directing that money to the Highway Trust Fund for the next long-term bill. At the same time, transportation advocacy groups aren't the only ones trying to put the kibosh on any kind of devolution talk as work on the highway and transit bill ramps up. Leaders of the House

Transportation Committee have made it public enemy No. 1. At a recent hearing, T&I Ranking Member Peter DeFazio declared his desire to shun the idea once and for all. “We still have a few devolutionists around here,” DeFazio said. “I just want to put a nail in the coffin, a stake through the heart and garlic around the neck.” DeFazio used his first question to ask witnesses to outline why devolution would be a bad idea. Committee Chairman Bill Shuster used his first question for the same purpose. Senate Environment and Public Works Committee Chairman Jim Inhofe did the same at a Senate hearing last month. In the meantime, reauthorizations hearings continue.

The Senate Committee on Environment and Public Works held a hearing on February 25 entitled, “The Importance of MAP-21 Reauthorization: Perspectives from Owners, Operators, and Users of the System.” The purpose of the hearing was to examine the link between a long-term federal surface transportation bill and economic productivity, and the importance of partnering with states to maintain, modernize and expand infrastructure to ensure a reliable national surface transportation network. Witnesses were Steve Heminger, Executive Director, Metropolitan Transportation Commission; Thomas J. Riordan, President and CEO, Neenah Enterprises, Inc.; Carlos Braceras, Executive Director, Utah Department of Transportation; Walt Rowen, President, Susquehanna Glass Company; and, David Gardner, Vice President Supply Chain and Customer Experience, Ingredion Incorporated. The Senate Commerce Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety and Security held an oversight hearing on March 4 entitled “Surface Transportation Reauthorization - Oversight and Reform of the Federal Motor Carrier Safety Administration.” This hearing was the first in a series of hearings that examine the reauthorization of highway safety programs. The hearing focused on truck safety programs and Federal Motor Carrier Safety Administration regulations. Witnesses were Scott Darling, III, Acting Administrator, Federal Motor Carrier Safety Administration, U.S. Department of Transportation; Joseph W. Comé, Deputy Principal Assistant Inspector General for Auditing and Evaluation, Office of the Inspector General; Susan Fleming, Director, U.S. Government Accountability Office; and, Christopher Hart, Acting Chairman, National Transportation Safety Board. On March 17, the House Committee on Transportation and Infrastructure held a hearing on “Surface Transportation Reauthorization Bill: Laying the Foundation for U.S. Economic Growth and Job Creation Part II.” Witnesses were Patrick McCrory, Governor, State of North Carolina; on behalf of the National Governors Association; Ralph Becker, Mayor, Salt Lake City, Utah; on behalf of the National League of Cities; and, John Cox, Director, Wyoming Department of Transportation; on behalf of the American Association of State Highway and Transportation Officials.

Also of interest, on March 23-24, the 2015 SelectUSA Summit was held bringing together 2,500 participants, including investors from more than 60 countries, to showcase the diversity of investment opportunities available nationwide. The purpose was for Investors to learn about the practical tools, information, and connections they need to move investments in the United States forward. One of the sessions was on “Innovative Approaches to Infrastructure Investing,” that focused on public-private partnership models and best practices for investors. In 2014, President Obama launched the Build America Investment Initiative to increase investment in ports, roads, bridges, broadband networks, water and sewer systems, and other projects by facilitating partnerships between federal, state, and local governments and private-sector investors. Panel participants were The Honorable Anthony Foxx, Secretary of Transportation; The Honorable John Hickenlooper, Governor of Colorado; Bill Banks, Global Infrastructure Leader, Ernst & Young; Nicolás Rubio de Cárdenas, US President, Cintra; and, Christopher Leslie, Chief Executive Officer, Macquarie Infrastructure Partners Inc.

## **President's Transportation Bill (MAP-21 Reauthorization)**

Note: if the Congress' treatment of the Administration's last big transportation package is any gauge, this version is unlikely to receive much serious consideration.

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

*\$317 billion for the highways and highway safety.* The proposal will increase the amount of highway funds by an average of about 29 percent above FY 2015 enacted levels, emphasizing "Fix-it-First" policies and reforms that prioritize investments for repairs and improvements to the safety of roads and transit services, with particular attention to investments in rural and tribal areas. The proposal will also provide more than \$10 billion for the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration to improve safety for all users of highways and roads.

*\$115 billion for transit.* The proposal increases average transit spending by 76 percent above FY 2015 enacted levels. The GROW AMERICA Act proposes a \$5.1 billion increase in investments to address public transit's maintenance backlog to reduce bus and rail system breakdowns; create more reliable service; and stop delays that make it harder for all commuters to get to work. The proposal also includes the innovative Rapid Growth Area Transit Program, which will provide \$3.4 billion over six years to fast growing communities for bus rapid transit and other multimodal solutions to get ahead of the challenges caused by rapid growth.

*Tools and resources for regional coordination and local decision making.* The proposal includes policy reforms to incentivize improved regional coordination by Metropolitan Planning Organizations (MPOs). High-performing large MPOs will be granted control of a larger portion of funds under the Surface Transportation Program (STP) and the Transportation Alternatives Program (TAP) and these MPOs will also receive funds through a set aside under the new Fixing and Accelerating Surface Transportation (FAST) program.

*Tools for dangerous vehicle and tire defects.* The GROW AMERICA Act will give NHTSA the authority to issue imminent hazard orders requiring vehicle manufacturers to immediately take action to alleviate harm in cases where there is an imminent risk of injury or death. Additionally, it will address vehicle and tire recall efforts by taking steps to ensure the public is informed of recalls at franchise dealerships, independent tire stores and state departments of motor vehicles. The Act also provides consumers more time to get tire defects fixed for free.

*\$18 billion for a multi-modal freight program.* The Act provides \$18 billion over six years to establish a new multimodal freight grant program to fund innovative rail, highway, and port projects that will improve the efficient movement of goods across the country. The GROW AMERICA Act will also give shippers and transportation providers a real seat at the table for making investment decisions and incentivizes States to collaborate and establish long term freight strategic plans.

\$28.6 billion *for rail investments*. *The proposal* includes \$28.6 billion over six years for high performance and passenger rail programs with a focus on improving the connections between key regional city pairs and high traffic corridors throughout the country. This system will provide 80 percent of Americans with convenient access to a high-performance passenger rail system within 25 years.

*Competitive funding to spur innovation*. *The proposal will provide* \$7.5 billion over six years - an increase of more than 100 percent - for the highly successfully TIGER competitive grant program and \$6 billion embedded in the highway and transit requests for a competitive grant program called Fixing and Accelerating Surface Transportation (or "FAST"). Modeled after the Department of Education's Race to the Top program, FAST will award States, Tribes, and MPOs that adopt bold, innovative strategies and best practices in transportation that will have long-term impact on all projects across the transportation programs.

*Project delivery and the Federal permitting and regulatory review process*. *The GROW AMERICA Act will build on recent efforts to expedite project approval timelines while delivering better outcomes for communities and the environment*. The proposal expands on a series of successful efforts by the Administration to expedite high priority projects and identify best practices to guide future efforts without undermining bedrock environmental laws or public engagement. Not only will important projects break ground faster, but the increased level of transparency and accountability will lead to delivering better environmental outcomes, as the proposal will improve interagency coordination by advancing concurrent, rather than sequential, project reviews and will improve transparency of project reviews and timelines through online "dashboards." It will also increase flexibility for recipients to use Federal transportation funds to support environmental reviews, and help to integrate overlapping requirements.

*Cost effective investments*. *The proposal will strengthen the performance incentives to maintain safety and conditions of good repair, and expand research and technology activities in order to improve the productivity of our transportation systems, thereby increasing taxpayer return on investment*.

\$6 billion to attract *private investment in transportation infrastructure*. *The Transportation Infrastructure Finance and Innovation Act (TIFIA) program leverages Federal dollars by facilitating private participation in transportation projects and encouraging innovative financing mechanisms that help advance projects more quickly*. The GROW AMERICA Act calls for \$6 billion in funding over six years, which is estimated to support \$60 billion in loans. The GROW America Act will strengthen the Railroad Rehabilitation and Improvement Financing (RRIF) financing Program by reducing the cost of obtaining a loan, making RRIF more accessible to short line and regional railroads. The proposal will raise the cap of Private Activity Bonds to \$19 billion, making room for more projects considering a public-private partnership approach to be able to take advantage of this cost-saving tool.

### **FY16 Congressional Budget Resolutions**

A Budget Resolution itself does not include any program assumptions just overall spending amounts for the major categories of the Federal Government. The underlying assumptions are addressed, if at all, in the report accompanying the resolution. To date, the reports for both FY16 Budget Resolutions have not been filed. Re the overall level for the Natural Resource and Environment category of the budget resolutions (the category that includes the SRF's, etc.), the

Senate Budget Resolution assumes \$36.28B for FY16 compared to \$35.35B in the House Budget Resolution. What that translates into re the Clean Water and Safe Drinking Water SRF's, the Corps of Engineers, etc. is not known until the reports are made available.

Note: the following points regarding the House-passed and Senate-passed Budget Resolutions come directly from the Republican side of the two Budget Committees; i.e., the rhetoric is theirs.

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

#### House Budget Resolution:

- Balances the budget in less than 10 years without raising taxes.
  - Cuts \$5.5 trillion in spending – higher than any previous House Budget Committee proposal.
  - Calls for a fairer, simpler tax code to promote job creation and a healthy economy.
  - Places the country on a path to paying off the debt by growing the economy and making government more efficient, effective and accountable.
  - Calls on Congress to pass a balanced budget amendment to the Constitution.
- Repeals Obamacare in full – including all of its taxes, regulations and mandates.
  - Promotes freedom of choice, affordability, and patient-centered health care solutions.
  - Eliminates IPAB, an unelected, unaccountable board of bureaucrats charged with making coverage decisions on health care.
- Ensures a strong National Defense.
  - Provides for a strong national defense through robust funding of troop training, equipment and compensation.
  - Boosts defense spending above the President's levels while putting in place a plan to responsibly address the current spending caps and the threat of sequester.
- Ends the Obamacare raid on Medicare.

- Strengthens Medicare by making structural improvements to save the program.
- Eliminates the “double dipping” of Disability Insurance and Unemployment Insurance.
- Prevents the President’s plan to raid the regular Social Security Trust Fund.
- Restores Federalism.
  - Rejects the notion that Washington knows best and devolves power back to the states.
- Promotes innovation and flexibility for Medicaid, nutrition assistance, education and other programs.
- Cuts waste, corporate welfare and improves accountability.
  - Cuts waste, eliminates redundancies and ends the practice of Washington picking winners and losers in our economy.
  - Calls for reforms to the regulatory system to improve transparency, efficiency, effectiveness and accountability.
- Transportation
  - A reliable and robust transportation system is vital to growing America’s economy. Businesses depend on roads, bridges and other infrastructure to move goods to markets. This budget begins to make the needed reforms to ensure we have fiscally responsible transportation policies.
  - The financial well being of the Highway Trust Fund is eroding year after year. Over the past decade, gas-tax receipts fell while spending continued to grow. Despite \$63.1 billion in taxpayer bailouts, CBO projects the Highway Trust Fund still faces insolvency by the end of Fiscal Year 2015. Without reform, the Highway Trust Fund faces two outcomes. Under current law, the Highway Trust Fund cannot incur negative balances, so spending will automatically decrease and the Department of Transportation (DOT) will have to ration the amounts it reimburses to states to maintain a “prudent balance” in the fund. Alternately, Congress will need to continue to provide additional bailouts, in the form of transfers from the general fund, paid for with borrowed money.
- Our budget advocates sensible reforms to ensure the solvency of the Highway Trust Fund while at the same time providing flexibility for a surface-transportation reauthorization that does not increase the deficit. The budget includes a reserve fund to provide for innovative thinking to bring a new surface-transportation bill to passage, as long as that legislation is deficit neutral.
  - Further, this budget recognizes the need to explore innovative financing mechanisms to support surface-transportation infrastructure and safety programs – for example, with further public-private sector partnerships demonstrated in the

Transportation Infrastructure Finance and Innovation Act program. The budget also recommends giving states more flexibility to fund the highway projects they feel are most critical.

- Beyond the Highway Trust Fund, this budget targets inefficiencies and duplication in a wide range of federal transportation programs to increase effectiveness for travelers and save taxpayer dollars.

#### Senate Budget Resolution:

- Balances the Budget in 10 Years by limiting spending growth, reaches a \$3 billion surplus in the tenth year, and achieves \$4.4 trillion more in deficit reduction than the President's budget.
- Ensures Flexibility for Funding National Defense - makes national defense a priority and provides for the maximum allowable defense funding under current law, including a fiscally responsible path for further spending increases.
- Provides repeal and replacement of Obamacare
- Preserves Social Security - reduces spending in other areas to fully offset Social Security's rising deficits and avoid the corresponding increase in publicly held debt.
- Extends Medicare Trust Fund solvency
- Protects Medicare from insolvency and extends the life of the Medicare Trust Fund by five years.
- Improves Medicaid Based on the CHIP Model
- Continues funding for CHIP and creates a new program based on CHIP to serve low-income, working-age, able-bodied adults, and children who are eligible for Medicaid.
- Boosts jobs initiatives through an economic growth reserve fund.
- Enhances U.S. energy security - supports increased oil and gas exploration and a robust energy infrastructure that will lower energy cost for consumers.

#### **FY15 Omnibus Appropriations**

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

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

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

### **Bill Tracking**

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

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

Introduced on January 13 by Senator Barbara Boxer-D-CA) with two cosponsors. The bill was referred to the Committee on Environment and Public Works. The House companion bill is H.R.291. Water in the 21st Century Act or W21 establishes within the Environmental Protection Agency (EPA) a WaterSense program to identify, label, and promote water efficient products, buildings, landscapes, facilities, processes, and services. This bill establishes a program to provide financial incentives for consumers to purchase and install products, buildings, landscapes, facilities, processes, and services labeled under the WaterSense program. The EPA is required to make grants to owners or operators of water systems to address any ongoing or forecasted impact of climate change on a region's water quality or quantity.

The Department of the Interior may: (1) provide financial assistance to water projects in specified states, including projects for water recycling, water infrastructure, enhanced energy efficiency, desalination, and water storage and conveyance; and (2) transfer to nonfederal entities title to any reclamation projects or facility in need of rehabilitation that are authorized before enactment of this Act. The U.S. Geological Survey must establish an open water data system to advance the availability, timely distribution, and widespread use of water data and information for water management, education, research, assessment, and monitoring purposes.

This bill reauthorizes through FY2020 the Water Desalination Act of 1996 and water resources research and technology institutes under the Water Resources Research Act of 1984. After receiving a request from a nonfederal sponsor, the U.S. Army Corps of Engineers must review the operation of a reservoir and, if appropriate, update the water control manual to incorporate improved weather and runoff forecasting methods. The EPA is required to develop voluntary national drought resilience guidelines relating to preparedness planning and investments for water users and providers. The U.S. Fish and Wildlife Service must prepare a salmon drought plan for California. As reported previously, the Coalition was successful in obtaining numerous specific changes to the measure. These are still included in the new bill.

*(1) We requested in the “WIFIA-like” loan and loan guarantee title language making eligible “any water infrastructure project not specifically authorized by law” (thereby allowing for more projects to receive funding) - the bill includes this language;*



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

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

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

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

Introduced on January 22 by Congressman John Duncan (R-TN-2) with one cosponsor. The bill was referred to the Ways and Means Committee. Amends the Internal Revenue Code to exempt from state volume caps tax-exempt facility bonds for sewage and water supply facilities providers. The U.S. Fish and Wildlife Service must prepare a salmon drought plan for California.

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

Introduced on Feb. 12 by Congresswoman Janice Hahn (D-CA-44) with 11 cosponsors. The bill was referred to the Committees on Transportation and Infrastructure and Ways and Means. Last Congress: On July 14, Congresswoman Janice Hahn (D-CA), Co-Chair of the Congressional Ports Caucus, introduced H.R. 5101, the "National Freight Network Trust Fund Act of 2014". The legislation (with 39 cosponsors) calls for transferring five percent of all import duties collected by U.S. Customs and Border Protection (calculated to be about \$1.9B annually) into a new freight trust fund. Her goal is to use this bill to continue the freight funding discussion as the House Transportation and Infrastructure Committee starts to draft its MAP-21 reauthorization bill. Hahn's bill: operates as a competitive grant program in which the U.S. Secretary of Transportation makes the selections; requires a federal project cost share of 90 percent; names ports, states, and local and regional transportation bodies as eligible entities; names state freight plan projects and state transportation plan projects as eligible; specifies that funds can be used for connectors, regional freight projects, cross-border projects, on dock rail, and intermodal freight facility projects; and, requires state freight plans be updated every five years.

## **H.R.198, the "MOVE Freight Act of 2015"**

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

## **S.206, Local Transportation Infrastructure Act**

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

## **H.R.652, State Transportation and Infrastructure Financing Innovation Act (STIFIA)**

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

## **H.R.413, Partnership to Build America Act of 2015**

Introduced on January 21 by Congressman John Delaney (D-MD-6) with 34 cosponsors. The bill was referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials of the Transportation and Infrastructure Committee. The bill establishes the American Infrastructure Fund (AIF) as a wholly-owned government corporation to provide bond guarantees and make loans to state and local governments, non-profit infrastructure providers, private parties, and public-private partnerships for state or local government sponsored transportation, energy, water, communications, or educational facility infrastructure projects (Qualified Infrastructure Projects [QIPs]). Authorizes AIF also to make equity investments in QIPs. Directs the Secretary of the Treasury, acting through the AIF, to issue American Infrastructure Bonds with an aggregate face value of \$50 billion. Requires proceeds from the sale of the bonds to be deposited into the AIF. Amends the Internal Revenue Code to allow U.S. corporations to exclude from gross income qualified cash dividend amounts received during a taxable year from a foreign-controlled corporation equal to the face value of qualified infrastructure bonds the corporation has purchased. Prohibits allowance of a foreign tax credit to the excluded portion of any dividend received by a U.S. corporation. Prohibits also the allowance of a deduction for expenses related to that excludable portion.

## **H.R.625, Infrastructure 2.0 Act**

Introduced on January 30 by Congressman John Delaney (D-MD-6) with 4 cosponsors. The bill was referred to the Committees on Ways and Means and Transportation and Infrastructure.

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

Introduced on March 4 by Congressman Alan Lowenthal (D-CA-47) with 3 cosponsors. The bill was referred to the Committees on Transportation and Infrastructure and Ways and Means. The bill directs the Secretary of Transportation to: (1) establish a Multimodal Freight Funding Formula Program to distribute funds to states, and a National Freight Infrastructure Competitive Grant Program to make grants to entities for projects, to improve the efficiency and reliability of freight movement in the United States; (2) establish a multimodal national freight network to accomplish the goals of the national freight policy, including increasing the productivity and efficiency of the national freight system and improving its safety, security, and resilience; (3) develop, maintain, and post on the public website of the Department of Transportation a national freight strategic plan that includes an assessment of the condition and performance of the national freight system; and (4) develop and improve tools to support an outcome-oriented, performance-based approach to evaluate proposed freight-related and other transportation projects. Amends the Moving Ahead for Progress in the 21st Century Act (or MAP-21) to: (1)

expand the membership and duties of state freight advisory committees; and (2) require state freight plans to include strategies and goals to decrease greenhouse gas emissions, local air pollution, water runoff, and wildlife habitat loss. Amends the Internal Revenue Code to: (1) impose a 1% excise tax upon taxable ground transportation of property (i.e., transportation by freight rail or truck trailer and semitrailer chassis and bodies, suitable for use with a trailer or semitrailer with a gross vehicle weight of 26,000 pounds or more), and (2) deposit such tax revenues into a Freight Trust Fund (established by this Act) to finance the Multimodal Freight

### **H.R.211, REBUILD Act**

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

### **S.268, Rebuild America Act of 2015**

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

### **H.R.413, Partnership to Build America Act of 2015**

Introduced on January 20 by Congressman John Delaney (D-MD-6) with 35 cosponsors. The bill was referred to the Committee on Transportation and Infrastructure. The bill establishes the American Infrastructure Fund (AIF) as a wholly-owned government corporation to provide bond guarantees and make loans to state and local governments, non-profit infrastructure providers, private parties, and public-private partnerships for state or local government sponsored transportation, energy, water, communications, or educational facility infrastructure projects (Qualified Infrastructure Projects [QIPs]). Authorizes AIF also to make equity investments in QIPs. Directs the Secretary of the Treasury, acting through the AIF, to issue American Infrastructure Bonds with an aggregate face value of \$50 billion. Requires proceeds from the sale of the bonds to be deposited into the AIF. Amends the Internal Revenue Code to allow U.S. corporations to exclude from gross income qualified cash dividend amounts received during a taxable year from a foreign-controlled corporation equal to the face value of qualified infrastructure bonds the corporation has purchased. Prohibits allowance of a foreign tax credit to the excluded portion of any dividend received by a U.S. corporation. Prohibits also the allowance of a deduction for expenses related to that excludable portion.

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

Introduced on March 4 by Congressman Steve Stivers (R-OH-15) with one cosponsor. The bill was referred to the Subcommittee on Water Resources and Environment of the Transportation and Infrastructure Committee. Directs the Secretary to collect non-refundable fees from the operators of facilities subject to inspection under this Act. Establishes in the Treasury the Ocean Energy Enforcement Fund as depository for oil and gas leasing fees. Redefines the OCS to include all submerged lands lying within the U.S. exclusive economic zone and the Continental Shelf adjacent to any U.S. territory. Authorizes the Secretary of the Treasury, with the President's approval, to: (1) borrow for highway and transportation project expenditures and for

water infrastructure expenditures, and (2) issue interest-bearing infrastructure revenue bonds for the amounts borrowed. Amends the Internal Revenue Code to appropriate to the Highway Trust Fund 95% of any proceeds from the issuance of such infrastructure revenue bonds. Makes available to the Administrator of the Environmental Protection Agency for making capitalization grants to eligible states: (1) 2.5% of infrastructure revenue bond proceeds for grants under the Federal Water Pollution Control Act, and (2) 2.5% of such proceeds for grants under Safe Drinking Water Act.

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

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

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

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

### **S.762, Innovation in Surface Transportation Act of 2015**

Introduced on March 17 by Senator Roger Wicker (R-MS) with 3 cosponsors. The bill was referred to the Committee on Environment and Public Works. The bill directs the Secretary of Transportation, in coordination with state transportation departments, to establish an innovation in surface transportation program. Requires states to make competitive grants for innovative surface transportation projects to eligible entities, including local governments, metropolitan planning organizations, regional transportation authorities, transit agencies, tribal governments, private providers of public transportation, nonprofit transportation organizations, port authorities,

joint power authorities, freight rail providers, and local rail authorities. Requires each state (including the governor and state department of transportation) to establish an innovation in surface transportation selection panel to formulate criteria for selecting projects. Requires a state to reserve certain percentages of federal funds apportioned for the national highway performance, the highway safety improvement, the congestion mitigation and air quality improvement, surface transportation, and transportation alternatives programs in order to fund related projects under state innovative surface transportation grants. Authorizes states to reserve a certain percentage of such funds for a fiscal year to meet specific requests for project application support from eligible rural local governments.

**H.R.1620, To expedite the deployment of highway construction projects, and for other purposes.**

Introduced on March 25 by Congressman Randy Forbes (R-VA-4) with no cosponsors. The bill was referred to the House Committee on Transportation and Infrastructure. \