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Chairman

August 19, 2014

CONGRESS SCHEDULED TO RETURN EARLY SEPTEMBER FROM SUMMER RECESS

The U.S. House and Senate began their respective Summer Recesses in early August and they are not scheduled to return to the Nation's Capital until September 8, 2014. Prior to Congress's departure for the remainder of the summer, the House and Senate passed bipartisan legislation to continuing funding for the federal Highway Trust Fund to May of 2015. Left undone are 12 different appropriations bills for federal fiscal year 2015 which begins October 1, 2014.

While the Clean Water Construction Coalition will continue to advocate for funding of the many different construction programs that impact our industry, of particular focus for our representatives is the Interior, Environment and Related Agencies Appropriations bill which contains funds for the Clean Water and Drinking Water SRF programs. Both the House and Senate Committees with jurisdiction over the Interior and Environment Appropriations bill have approved their versions of the measure. The House proposal mirrors the Obama Administration's FY 2015 budget that funds the Clean Water SRF (CWSRF) at $1.018 billion (a decrease of $430 million from FY 2014) and the Drinking Water SRF (DWSRF) at $757 million (a $150 million cut).

It appears, at this juncture, that the CWCC may again be successful in gaining increased funding levels for federal FY 2015 for the CWSRF and the DWSRF during the Senate Committee process. The Senate Appropriations Committee released the Interior and Environment Subcommittee's recommendation for federal FY 2015 appropriations of $1.448 billion for the CWSRF and $907 million for DWSRF. These amounts are similar to those approved for federal FY 2014.

Congress is scheduled to return to work in early September, but due to the November Congressional elections, Congress has only 12 session days to pass and reconcile the different Interior and Environment appropriation bills. If the appropriation bills are not finalized by the end of September, Congress may agree to a Continuing Resolution extending the federal FY 2014 funding levels.

For information and details concerning this matter and other FY 2015 appropriation information, please review Federal Advocate's August Report.

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August 2014 Insights

FY15 Interior Appropriations Bill

The FY15 appropriations process has come to a grinding halt given the limited legislative time left before Oct. 1 and the concern about Members having to vote on controversial issues prior to the election. Another Continuing Resolution (CR) will be in the offering come September. The duration, as always, is unclear. The choices are to extend FY14 funding until the end of 2014 or until sometime in Feb./March of 2015.

There has been no action on the Senate's FY15 Interior Appropriations Bill. On July 23, the House Appropriations Committee reported its version of the FY15 Interior Appropriations Bill. The bill provides $1,018,000,000 (the President's budget number) for making capitalization grants for the Clean Water State Revolving Funds (@ $430M below the FY14 level) and $757,000,000 (also the President's budget number) for making capitalization grants for the Drinking Water State Revolving Funds (@$150M below the FY14 level), with the proviso that not less than 20 percent of the funds made available for CWSRF grants shall be used for projects to address green infrastructure, water or energy efficiency improvements, or other environmentally innovative activities, and also with the proviso that funds made available for DWSRF grants may, at the discretion of each State, be used for projects to address green infrastructure, water or energy efficiency improvements, or other environmentally innovative activities. In justifying/defending funding levels below FY14, the Budget states that it "proposes a reduction to focus on communities most in need of assistance and continuing to allow financing of approximately $6 billion annually in wastewater and drinking water infrastructure projects. Nearly $60 billion has been provided for the programs to date, including over $21 billion since 2009. Going forward, EPA will continue efforts to target assistance to small and underserved communities that have a limited ability to repay loans, including Tribes." The Senate has been our saving grace on funding. Absent action at some point by the Senate to increase SRF funding over the FY14 levels, a CR funding both SRF's at the FY14 level would not be bad.

FY15 Energy and Water Appropriations Bill

On July 14, the Senate Appropriations Committee reported its version of the FY15 Energy and Water Appropriations bill that would provide $5.134 billion in funding for the Corps of Engineers' Civil Works program. Investigations would receive $125 million, along with a recommendation for the 10 new study starts that were in the Administration's budget request plus 10 additional studies that are to be chosen by the Administration. Construction would be funded at $1.421 billion and includes the one new start in the President's request and provides for five additional new starts to be chosen by the Administration. Within the amounts recommended, $60 million above the budget request of $169 million is provided for inland waterways projects. Mississippi River and Tributaries would receive $305 million, and operation and maintenance would be funded at $2.8 billion, including over $1.06 billion from the Harbor Maintenance Trust Fund..

On the House side, the Appropriations Committee moved forward with its FY15 Energy and Water bill, providing funding at $5.5 billion, adopting the subcommittee's mark with no changes. The bill includes $1.7 billion in the construction account, $115 million in investigations, $2.9 billion in operations and maintenance, and $260 million for MR&T program. The funding for the Assistant Secretary of the Army's office would be slashed significantly from $5 million to $2 million. The accompanying report takes the Administration to task for numerous things, and explains this cut as expressing its "dissatisfaction with the Administration's disregard of congressional direction."

The bill would prohibit spending any funds on the pending Waters of the United States rulemaking, and the report expresses the Committee's continued concern over the effort to update the Principles and Guidelines. Because the markup was based on the President's budget, funding for new projects and programs included in WRRDA, which was enacted after the budget request was unveiled, is not specified. How funds may be used for that purpose – as many of those items would be considered new starts - is not clear at this point. In this regard, the report states:

"Enactment of the Water Resources Reform and Development Act of 2014 (WRRDA) provides the Corps with many new and amended authorities and directives for civil works projects, programs, and activities, including the Water Infrastructure Finance and Innovation Act of 2014 (WIFIA). The Committee believes these new authorities will require specific appropriations prior to implementation, but has not had sufficient time to evaluate each provision for funding for fiscal year 2015. In the meantime, the Corps is directed to provide the Committee with notification prior to obligating funds for any provision not requiring specific appropriations, as well as monthly updates on the status of implementing guidance in draft and final form."

MAP-21 Reauthorization

Late last night, Congress passed the House version of the "Highway and Transportation Funding Act of 2014." That bill would transfer approximately $10.8B from the General Fund into the Highway Trust Fund (HTF) - $8.8B into the Highway Account and $2.0B into the Mass Transit Account - to keep the HTF solvent and provide funding for highway and transit programs at current levels through May 31, 2015.

The cost to the General Fund would be offset by various "pay-fors", all of which are unrelated to transportation and most of which extend over 10 years. They include "pension smoothing", an extension of custom duties, and a transfer of $1B from the Leaking Underground Storage Tank Trust Fund (LUST). The bill also includes an extension of the MAP-21 authorization through May 31, 2015 at current funding levels, pro-rated for the eight-month length of the extension - October 1, 2014 to May 31, 2015.

Questions have been raised about whether $10.8B is a sufficient patch to extend HTF solvency through May 31 since the Congressional Budget Office (CBO) recently estimated that $8B was needed to avoid slowdowns in federal reimbursements through December 31 alone. The House-passed bill only provides an additional $2.8B to cover all of January through May 2015, even considering that HTF expenditures typically slow down during the winter months.

Earlier in the process, the White House issued a Statement of Administration Policy in support of the House approach, much to the dismay of many industry stakeholders and the Democratic

leadership of the Senate EPW Committee who pushed for a shorter extension, only through December 2014, in order to keep the pressure on Congress to act on a longer-term funding solution, possibly during the post-election Lame Duck session.
Along those lines, on July 9, the Senate Finance Committee passed its own version of a short-term HTF funding bill. The Senate bill also transferred $10.8B into the HTF with similar offsets, but it did not include an extension of the MAP-21 authorization and it was silent on how long the funding fix would last.

Also related to the overall reauthorization effort, on July 29, Senate Committee on Commerce, Science, and Transportation's Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security held a hearing titled, "Opportunities and Challenges for Improving Truck Safety on our Highways." Ahead of the surface transportation reauthorization, the hearing focused on opportunities and challenges to address truck safety on our highways. In light of several major truck crashes and increases in truck fatalities, the hearing examined efforts to address truck safety concerns, implementation of MAP-21, hours of service and fatigue, and initiatives of the Federal Motor Carrier Safety Administration and trucking stakeholders. Witnesses were: Anne Ferro, Administrator, Federal Motor Carrier Administration; Joan Claybrook, Consumer Co-Chair, Advocates for Highway and Auto Safety; Major David Palmer, Texas Department of Public Safety, Past President of the Commercial Vehicle Safety Alliance; William Dawson, UPS Freight Driver; and, Dave Osiecki, Executive Vice President and Chief of National Advocacy, American Trucking Associations.

<u>President's Recent Infrastructure Announcement</u>
On July 17, during a visit and speech in Delaware, President Obama announced a new infrastructure financing initiative, "Build America Investment Initiative" designed to bring more private-sector dollars into transportation. The White House describes it as "a government-wide initiative to increase infrastructure investment and economic growth by engaging with state and local governments and private sector investors to encourage collaboration, expand the market for public-private partnerships (PPPs) and put federal credit programs to greater use." The initiative includes plans for a "Build America Transportation Investment Center" to be housed at US DOT that will "serve as a one-stop shop for state and local governments, public and private developers and investors." The Administration will also create an interagency working group and hold an infrastructure summit in Washington DC on September 9. The initiative does not include any new funding.

<u>National Freight Initiatives</u>
This month, Rep. Janice Hahn (D-CA), Co-Chair of the Congressional Ports Caucus, introduced the National Freight Network Trust Fund Act of 2014, H.R. 5101. The legislation 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.

Also this month, the US DOT National Freight Advisory Committee (NFAC) released its recommendations and convened a series of meetings and briefings on Capitol Hill and at US DOT headquarters. The purpose of the joint meetings with congressional leaders and staff was to urge incorporation of the NFAC recommendations in the MAP-21 reauthorization proposals that are currently being drafted by congressional committees. NFAC released 81 recommendations upon which the 47-member committee (co-chaired by Mort Downey) reached consensus. The recommendations range from capacity enhancement, best practices and streamlining approaches, to getting projects built. The NFAC recommendations will be considered as US DOT moves forward in developing the National Freight Strategic Plan.

Water in the 21st Century Act

Yesterday, July 31, Senator Boxer, along with Senator Feinstein, and Representatives Napolitano and DeFazio (D-OR) introduced the "Water in the 21st Century" (W21) legislation. W21 proposes new EPA grant programs and new Reclamation loan programs for various water projects including wastewater, water recycling, reclamation, desalination, etc. A copy of the bill and summary has already been provided to Coalition members.

Throughout formulation of the bill the Coalition worked closely with Boxer's staff to provide its recommendations for new legislation that can provide funding for various water projects. The introduced legislation incorporates all of our requests, including: 100% project financing; allowing interest rates lower than the treasury rates; lowering the $20 M minimum financing level to $10 M and allowing project bundling; ensuring "recycled water" and "wastewater" reclamation project eligibility for grants and loans, and ensuring recycled water financing eligibility even if not previously authorized. As the Coalition has continued to work closely with Boxer's staff, they have requested and we have provided CWCC support to the introduced legislation. The Coalition plans to continue to be engaged to communicate our funding needs and to do what we can to move this beneficial funding legislation forward.

FY15 House Transportation Appropriations Bill

On June 10, the House passed its version of the FY15 Transportation-HUD spending bill that would keep highway and aviation spending level, but apply cuts for rail, transit and transportation and community development grant programs. All told, the bill would provide $52 billion in discretionary spending for infrastructure and housing programs, a $1.2 billion increase from fiscal 2014 but $7.8 billion below the President's budget request. Appropriators provided a $5 million increase for the National Highway Traffic Safety Administration, to $824 million in FY15, and a $19.4 million increase for the Pipeline and Hazardous Materials Safety Administration, which would get $205.2 million under the legislation. But the bill is also likely setting up a fight with the Senate on the Transportation Department's TIGER grants, which would get only $100 million, a $500 million cut from FY14 and $1.15 billion less than Obama requested. Formula highway spending would stay level at $40.25 billion, contingent on passage of a new authorization bill before the 2012 highway bill expires Sept. 30. The Federal Aviation Administration would see a slight $7.3 million cut to $15.7 billion, but $446 million more than it requested, providing full funding for the NextGen upgrade of air traffic control systems at $852.4 million and the contract towers program at $140 million. For passenger rail, Amtrak would see cuts, while the Federal Railroad Administration's safety programs would see a small increase to $220.5 million, up $750,000 from FY14. While overall railroad spending would decrease $193 million next year to $1.4 billion, Amtrak would get $340 million as an operating grant, and another $850 million for capital needs. But appropriators rejected the railroad's proposal to break out its profitable Northeast Corridor, likely a fight that will be left to authorizers later this year.

Transit systems would also see a $253 million cut in federal support to $10.5 billion in FY15, but would maintain $1.7 billion in "new starts" grants for big capital investments.

FY15 Senate Transportation Appropriations Bill

On June 5, the Senate Committee on Appropriations reported its version of the FY15 Transportation Appropriations bill. Subsequent to that, the bill was combined with the FY15 Agriculture and Commerce Appropriations bills for Floor action. The bill was pulled because of objection from the Minority that such an "omnibus bill" would hinder chances to offer amendments. The bill provides a total of $18.1 billion in discretionary budget authority for DOT for fiscal year 2015. The bill includes another $53.6 billion in limitations on obligations for DOT, for a total of $71.7 billion in budgetary resources for fiscal year 2015. This total level of budgetary resources is $536 million more than the fiscal year 2014 enacted level, which included $17.7 billion in discretionary budget authority and $53.5 billion in obligation limitations.

The bill is also $17.8 billion less than the funding levels included in the President's budget request, which included $13.7 billion in discretionary budget authority and $75.8 billion in obligation limitations. The President's budget relied more heavily on obligation limitations because it assumed that many programs would receive funding through new legislation to authorize highway, highway safety, public transit, and rail programs instead of through the appropriations process. Those programs had received $2.4 billion in the fiscal year 2014 omnibus appropriations law. Highlights of the bill include:

"TIGER" Grants: $550 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. The recommendation is $50 million below the fiscal year 2014 enacted level. The President's budget request had included $1.25 billion for this program, but it also assumed that the funding would be provided through new legislation authorizing surface transportation programs instead of the appropriations process.

Federal-aid Highways Program: $40.3 billion for the Federal-aid Highways program, which is equal to level enacted for fiscal year 2014. The bill is consistent with the Moving Ahead for Progress in the 21st Century Act (MAP-21), the most recent authorization law for federal surface transportation programs, and assumes that MAP-21 will be extended through fiscal year 2015. The President's budget request had included $47.3 billion for the highway program, but it also assumed that the funding would be provided through new legislation authorizing surface transportation programs instead of the appropriations process.

Rail Investments: $1.39 billion for Amtrak, which is consistent with the level of funding provided in fiscal year 2014. This level of funding will allow Amtrak to make investments in the state-of-good repair infrastructure projects and to operate a safe and reliable passenger rail network for the nation. The recommendation is $1 billion less than the budget request, which assumed the funding would be provided through new legislation authorizing surface transportation programs instead of the appropriations process.

Transit Investments: $11.1 billion for transit programs, $310 million above the fiscal year 2014 enacted level and $6.6 billion below the request. The President's budget assumed passage of a surface transportation bill that would fund most transit programs rather than the appropriations process. The bill includes $8.6 billion for formula grants, $36.5 million for research and technical assistance, and $150 million to continue modernizing the Washington Metropolitan Area Transit Authority. In addition, it provides $2.163 billion for the transit capital investment grants, an increase of $221 million to help communities build new rail and bus rapid transit capacity in California, Maryland, North Carolina, Colorado, Florida, Texas and other states.

These investments help communities find solutions to road congestion, support economic development, manage population growth, and reduce air pollution

Automobile Safety: $834 million for the National Highway Traffic Safety Administration (NHTSA), which is $15 million more than the fiscal year 2014 level and $17 million less than the budget request. The increase in funding will allow NHTSA to make important investments in its safety defects analysis and investigation programs, and to improve the agency's ability to aggressively screen defect trends.

<u>Legislation of Interest</u>

REED (R-NY-23) H.R.4739 – the "Impaired Waters Improvement Act." Introduced on May 23, the bill has 3 cosponsors and was referred to the Committee on Transportation and Infrastructure. The bill would authorize the EPA to make grants to publicly owned treatment works serving a covered total maximum daily load jurisdiction (TMDL - a total daily load for nitrogen, phosphorous, or sediment established under the Federal Water Pollution Control Act); to publicly owned storm water management practices serving a covered TMDL jurisdiction; or to a privately owned farm implementing methods to reduce discharges of nitrogen, phosphorus, or sediment in a covered TMDL jurisdiction. Grants would be used generally to reduce discharges of nitrogen, phosphorus and sediment using proven technology or innovative practices. Each grant shall not exceed $2M. The bill would also establish an Impaired Waters Improvement Fund, financed from civil penalties for violations of the Federal Water Pollution Control Act, to finance the EPA grants.

Status Update: Added to bill tracking.

BLUMENAUER (D-OR-3) H.R.3582 - a bill to create a Water Protection and Reinvestment Trust Fund introduced on November 21 with 7 cosponsors on a bipartisan basis. The revenue base for the program would be a voluntary fee of 3 cents per bottle that would allow a drink producer to label the bottle with a seal that indicates support for clean water. It is uncertain how much revenue would be generated from the voluntary fee. Most of the funding created by the Water Protection and Reinvestment Act would be distributed as grants and loans through the existing Clean Water SRF. In addition, twenty percent of the funds in the Trust Fund would be used to finance a WIFIA program to provide low-cost capital to clean water infrastructure project.

STATUS UPDATE: No change since the last report.

MERKLEY (D-OR) S.335 – the Water Infrastructure Finance and Innovation Act of 2013. The bill, introduced on February 14, has one cosponsor. It was referred to the Senate Environment and Public Works Committee (EPW). It authorizes the Administrator of the FEMA to make a direct loan, including a subordinated loan or a loan guarantee to an eligible entity to carry out various water projects. Merkley is a member of EPW and the WIFIA issue was addressed/included in the Committee's WRDA bill.

STATUS UPDATE: No change since the last report.

CAPPS (D-CA-24) H.R.765 - the "Water Infrastructure Resiliency and Sustainability Act of 2013." The bill, introduced on February 15, has no cosponsors (now 24) and was referred on March 1 to the Subcommittee on Water and Power of the House Natural Resources Committee. It requires the Administrator of the EPA to establish the Water Resiliency and Sustainability Programs to provide grants to owners or operators of water systems for programs or projects to increase the resiliency or adaptability of the systems to any ongoing or forecasted changes to the hydrologic conditions of a U.S. region. On September 17, Senator Cardin, Chair of the Subcommittee on Water and Wildlife, introduced S.1508, the companion bill (with Reid and Boxer as cosponsors). The bill was referred to the Environment and Public Works Committee that Boxer chairs.

STATUS UPDATE: No change since the last report.

REID (D-NV) S.4 –the “Rebuild America Act.” Introduced by the Majority Leader on January 22 with 14 cosponsors. The bill expresses the sense of the Senate that Congress should create jobs and support businesses while improving the nation's global competitiveness by modernizing and strengthening our national infrastructure; invest resources in transportation corridors that promote commerce and reduce congestion; update and enhance the U.S. network of rail, dams, and ports; develop innovative financing mechanisms for infrastructure to leverage federal funds with private sector partners; invest in critical infrastructure to reduce energy waste and bolster investment in clean energy jobs and industries; invest in clean energy technologies that help free the United States from its dependence on oil; eliminate wasteful tax subsidies that promote pollution and fail to reduce our reliance on foreign oil; spur innovation by facilitating the development of new cutting-edge broadband internet technology and improving internet access for all Americans; modernize, renovate, and repair elementary and secondary school buildings in order to support improved educational outcomes; invest in the nation's crumbling water infrastructure to protect public health and reduce pollution; upgrade and repair the nation's system of flood protection infrastructure to protect public safety; and invest in U.S. infrastructure to address vulnerabilities to natural disasters and the impacts of extreme weather.

STATUS UPDATE: No change since the last report.

BISHOP (D-NY-1) H.R.1877 - the ”Water Quality Protection and Job Creation Act.” On May 8, with 27 cosponsors (now 40) on a bipartisan basis, Rep. Timothy Bishop (D-NY) introduced a bill that would amend the Clean Water Act to establish a Federal trust fund to finance improvements to publicly owned treatment works. H.R. 1877 would also authorize $13.8 billion over five years for the Clean Water Act State Revolving Loan Fund (SRF) program. The SRF monies would be available to states and municipalities to build publicly-owned treatment works, repair or replace decentralized wastewater treatment systems, reduce water demand through conservation efforts, manage non- point source pollution, and adopt energy conservation measures. Another $600 million would be authorized over five years to assist municipalities in managing storm water through green infrastructure and other approaches to controlling runoff from urban areas. The bill would require a state or municipal government to award all contracts for architectural, engineering, surveying, and other design services for projects funded by the legislation with the Federal qualifications-based selection (QBS) process under the Brooks-Architect Engineers Act of 1972.

STATUS UPDATE: No change since the last report.

DELANEY (D-MD-6) H.R.2084 – the “Partnership to Build America Act of 2013.” On May 22, Rep. John Delaney (MD-6) introduced H.R.2084 with 43 (now 71) cosponsors on a bipartisan basis It was referred to the Committees on Transportation and Infrastructure and Ways and Means. The bill would establish the American Infrastructure Fund (AIF) as a wholly owned government corporation to provide bond guarantees and make loans to state and local governments and non-profit infrastructure providers for transportation, energy, water, communications, or educational facility infrastructure projects (Qualified Infrastructure Projects [QIPs]). It would also require the AIF to make equity investments in QIPs such entities sponsor;

direct the Secretary of the Treasury, acting through the AIF, to issue American Infrastructure Bonds with an aggregate face value of $50 billion; and, require proceeds from the sale of the bonds to be deposited into the AIF. It also would amend 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. Lastly, the bill would prohibit allowance of a foreign tax credit to the excluded portion of any dividend received by a U.S. Corporation and the allowance of a deduction for expenses related to that excludable portion.

STATUS UPDATE: Four additional cosponsors added since the last report.

SIRES (D-NJ-8) H.R.2424 – the "Community Parks Revitalization Act." On June 18, Congressman Albio Sires (NJ-8), with 24 (now 38) cosponsors, introduced the bill and it was referred to three committees. It would require the Secretary of Housing and Urban Development (HUD) to carry out a community revitalization program of federal grants to eligible local governments located within standard metropolitan statistical areas for various park and recreation purposes, including grants for rehabilitation and construction, innovation and recreation programming, and recovery action programs. It would also authorize the Secretary to designate local governments not located in standard metropolitan statistical areas to receive such grants under a partial eligibility waiver; prescribe requirements, including matching requirements, for rehabilitation and construction and for innovation and recreation grants; limit to 10% the use of funds appropriated for rehabilitation and construction grants for acquisition of land or interests in land; allow a recipient, at its discretion, to transfer a grant in whole or in part to private nonprofit agencies for recreational areas and facilities they own or operate which offer recreational opportunities to the general population; require an applicant, for project approval, to submit to the Secretary evidence of its commitment to ongoing planning, rehabilitation, service, operation, and maintenance programs for its park and recreation systems, expressed in a five-year local park and recreation recovery action program; prescribe requirements for the five-year park and recreation recovery action program under an at-risk youth recreation grant; authorize the Secretary to increase federal rehabilitation and construction, innovation, and at-risk youth recreation grants to a state under this Act by an additional match of up to 15% (but not more than 15%) of total project or program cost; limit the aggregate amount of the grant and the additional grant amounts to 85% percent of total project or program cost; and, prohibit the conversion, without HUD approval, of any property improved or developed with assistance under this Act for uses other than for public recreation.

STATUS UPDATE: No change since the last report.