

MOVING FORWARD FRAMEWORK

FOR THE PEOPLE

MOVING AMERICA AND THE ENVIRONMENT FORWARD:

Funding Our Roads, Transit, Rail, Aviation, Broadband, Wastewater and Drinking Water Infrastructure

America's infrastructure is in crisis. For decades we have relied on a 1950s-era transportation system that has failed to keep pace with our economy, our communities, and our changing climate. And in 2020, what do we have to show for it? Roads and highways that are in poor condition, badly congested, and accelerating carbon pollution; rail and transit systems that are often unreliable and inefficient; bridges that are structurally deficient and putting communities at risk; airports that can't keep up with growing passenger demand; ports and harbors that are incapable of accommodating the demands of commercial shipping due to lack of dredging; aging drinking and wastewater infrastructure that has left entire communities without drinking water and put rivers and streams at risk of contamination; and wide swaths of the U.S. population without access to high-speed internet, which has become a necessity for schools, homes, and businesses.

The cost of inaction is great, not only for the tens of millions of Americans who are forced to waste their own time and money trying to get from Point A to Point B, but also for the broader U.S. economy, which requires robust infrastructure connecting every corner of our country to move goods and people as quickly and as safely as possible in our increasingly mobile society.

That's why House Democrats are putting forward a framework to invest **\$760 billion over five years** in the nation's roads, bridges, transit systems, railways, airports, ports, inland waterways, wastewater and drinking water systems, brownfields, and broadband. This framework is an opportunity to get our existing infrastructure working again and fund new transformative projects that will create an estimated 10 million jobs,¹ while reducing carbon pollution, dramatically improving safety, and spurring economic activity.

It's infrastructure investment that is **smarter, safer, and made to last** – with a framework that:

- ✓ Brings existing infrastructure into a state of good repair and enables the completion of critical projects through long-term, sustainable funding.
- ✓ Sets a path toward zero carbon pollution from the transportation sector, creating jobs, protecting our natural resources, promoting environmental justice, and increasing resiliency to climate change.
- ✓ Ensures a transportation system that is green, affordable, reliable, efficient and provides access to jobs
- ✓ Provides safe, clean, and affordable water and wastewater services.
- ✓ Prioritizes the safety of the traveling public.
- ✓ Helps combat climate change by creating good-paying jobs in clean energy, investing in energy efficiency and reducing greenhouse gas pollution.
- ✓ Expands broadband internet access and adoption for unserved and underserved rural, suburban, and urban communities.
- ✓ Modernizes 9-1-1 public safety networks.
- ✓ Creates family-wage jobs with Davis-Bacon and other strong worker protections.
- ✓ Supports U.S. industries, including steel and manufacturing, through strong Buy America protections.



The House Committee on Transportation & Infrastructure

Chairman Peter A. DeFazio
Ranking Member Sam Graves

HIGHWAY AND TRANSIT PROGRAMS: \$434 BILLION

*America's surface transportation system is in urgent need of sustained investment and a new vision to meet 21st century challenges. This framework provides an infusion of **\$434 billion** over five years for States, cities, counties, transit agencies, and regional transportation organizations to undertake transformative transportation investments that **maintain** our existing infrastructure and bring it to a state of good repair; **modernize** what and how we build to ensure safer, smarter, greener infrastructure; and **move** people and goods safely and more efficiently to reduce carbon pollution.*

TRANSFORMATIVE HIGHWAY INVESTMENTS: \$319 BILLION

Brings Infrastructure up to State of Good Repair and Delivers Critical Projects

Investment in Major Projects – Provides funding for vital infrastructure projects of regional and national significance, with focused eligibility criteria and reduced Secretarial discretion over project selection.

Investment in Bridges – Provides funding to repair or replace bridges in poor condition, including in rural areas.

Investment in Communities – Provides targeted funding for communities, tribes, and rural and other continually disadvantaged areas.

Simplifies Project Financing Options – Continues funding for the TIFIA program while streamlining the application process and increasing transparency in the vetting process for projects seeking TIFIA funds.

Reduces Dependence on Fossil Fuels and Curtails Carbon Pollution

Investment in Alternative Fuel Infrastructure – Provides opportunities and funding to States, MPOs, and local governments to build fueling infrastructure for zero pollution hydrogen and electric vehicles along designated highway corridors.

Investment in Carbon Pollution Reduction – Incentivizes projects to reduce carbon pollution from the transportation sector, including freight, and promotes cleaner communities around transportation facilities. Focuses on cutting congestion and related pollution, including through the use of technology in urban areas.

Boosts Resilience

Strengthens Transportation Facilities – Creates a new program to protect fragile or at-risk transportation assets before they fail, to invest in evacuation routes, and to increase resiliency to climate change and other natural disasters, including earthquakes.

Revamps Existing Formula Programs

Amends core highway formula programs to prioritize investments and improve program implementation:

Fix it First – Prioritizes maintaining and improving existing infrastructure and bringing it up to a state of good repair, including roads, bridges, tunnels, and ferry systems.

Performance-Based Investments – Ensures current performance measures have teeth and holds States accountable to achieve improvements. Advances project planning and design approaches that result in efficient, effective, and sustainable transportation decisions, including through practical design.

Resilient Infrastructure – Ensures that resiliency is a decision-making factor in the Federal highway planning and project selection process, with an emphasis on life-cycle and long-term asset performance. Modifies the Emergency Relief program to ensure facilities can be rebuilt better and stronger.

Reduces Pollution – Requires States to measure greenhouse gas pollution; focuses States and MPOs on developing policies and making investments that will reduce transportation-sector pollution; supports innovative construction materials to reduce our carbon footprint; reforms the Congestion Mitigation Air Quality program to prioritize clean, zero pollution options; and boosts investment in cycling, walking, and public transportation, including ferries.

Targets Highway Safety – Modifies the Highway Safety Improvement Program to focus on safety improvements that address the greatest safety risks, including improving pedestrian and cyclist safety; addressing hazards on high-risk rural roads; improving work-zone safety; and providing children safe routes to school. Requires States and MPOs to use Complete Streets standards and policies; supports the implementation of Vision Zero goals; and expands innovative solutions to improve highway-railroad grade crossing safety and congestion.

Empowers Local and Tribal Governments – Authorizes technical assistance to cities, counties, rural areas, and tribes to improve capacity to receive and administer Federal funds and facilitate project delivery. Ensures that State DOT practices to exchange or swap Federal transportation funds for State dollars do not undermine labor protections.

Expands Local Control – Expands decision-making over Federal funds to other levels of government and provides additional authority to metropolitan planning organizations that demonstrate the capacity to administer Federal funds. Amends the suballocation process to ensure mid-sized communities receive a portion of program funds.

Invests in Multimodal Freight Options – Provides greater opportunity for States to invest in the multimodal movement of freight by increasing funding caps under existing programs.

Tackles Congestion Equitably – Institutes tighter standards around tolling and congestion pricing.

Modernizes Project Planning – Requires States and MPOs to prioritize transportation access and to consider during the planning process all system users, job access, connections to housing, and creation of transportation options in underserved communities.

Protects Minority- and Women-Owned Businesses – Ensures a level playing field for Disadvantaged Business Enterprises (DBEs) to participate in Federal transportation projects, and improves implementation of the DBE program.

Improves Transparency and Accountability – Requires States to report performance targets and provide project-specific data to show where and how Federal transportation dollars are spent.

Invests in Tribal, Territorial, and Federal Lands Projects

Directs additional resources to the Tribal Transportation, Territorial Highway, and Puerto Rico Highway programs to address infrastructure needs.

Ramps up funding for the Federal Lands Transportation Program to reduce the significant maintenance backlog attributable to transportation assets in National Parks and on other Federal lands.

Provides discretionary funding for projects on tribal lands and Federal lands.

Expands Research and Innovation

Technology Deployment – Focuses research programs on deploying smart infrastructure and new technologies to address emerging challenges and explore the infrastructure changes needed to accommodate autonomous vehicles, such as safeguarding vulnerable users, construction zones, and emergency vehicles.

Innovative Materials – Tests and deploys innovative building materials that last longer and provides research dollars for emerging construction techniques and materials that reduce carbon pollution.

Tests the Viability of New Transportation User Fees

Transforms revenue collection and distribution by authorizing a multi-year national pilot program to test revenue collection to ensure the future viability and equity of surface transportation user fees, including a vehicle-miles travelled fee.

Transportation Workforce Development

Invests in workforce development programs to give workers the skills needed to find family-wage transportation jobs and to ensure that the workforce of today can build the transportation systems of tomorrow.

TRANSFORMATIVE TRANSIT INVESTMENTS: \$105 BILLION

Mitigates Greenhouse Gas Pollution with Transit

Invests heavily in transit and zero emission buses to reduce greenhouse gas pollution and ease congestion by providing people with quality transit options.

Delivers Critical Projects

Reforms the Capital Investment Grant program, the most important source of Federal funds for new transit capacity, to ensure good projects are approved quickly and that the Federal government prioritizes new transit capacity that reduces congestion and mitigates greenhouse gas pollution.

Reforms Bus Programs

Increases bus funding in combination with procurement reforms tailored to both large and small transit agencies and invests in bus facilities to overcome the cuts to Federal funding in recent years.

Supports American Workers

Streamlines and centralizes the Buy America domestic content reporting process to ensure manufacturers are consistent in how they measure domestic content.

Focuses on Riders

Refocuses Federal policy on the needs of riders by ensuring Federal funding formulas prioritize frequency of service and provide tools and resources to move buses faster with the use of bus lanes, signal priority, route optimization, and on-time performance measures.

Advances Innovation

Takes mobility on demand beyond demonstration projects and incorporates it into everyday transit operations.

Connects Veterans, Substance Abuse Patients, and the Elderly to Healthcare

Creates a new grant program that builds upon ongoing demonstration projects that have shown success in improving the health care of constituencies by getting patients to medical appointments. The program will measure the saved health care dollars from better health outcomes and the saved transportation costs from the elimination of stove-piped Federal transportation programs. Grantees will coordinate with other Federal programs, hospitals, clinics, and state/local health agencies to provide a seamless transportation system.

TRANSFORMATIVE SAFETY INVESTMENTS: \$10 BILLION

Supports Safety and Enforcement Programs

Boosts State Safety Programs – Provides additional funding for grants to States under National Highway Traffic Safety Administration and Federal Motor Carrier Safety Administration programs.

Maximizes the Effectiveness of Grant Funds – Targets funding to prioritize the greatest safety risks and requires more transparency for States when grant applications are denied.

Supports Enforcement – Dedicates funding for motor carrier and traffic safety enforcement and incentivizes States to train more law enforcement officers, including to detect impaired driving.

RAIL TRANSPORTATION: \$55 BILLION

Year after year, the needs of our country's passenger rail network grow. While demand for passenger rail, including commuter and intercity rail service, has increased substantially in recent years, our investment in the network that transports tens of millions of passengers annually has lagged significantly. The mounting need for investment in the country's busiest rail corridor – the Northeast Corridor – is great, totaling tens of billions of dollars, while rail passengers outside the Northeast Corridor, traveling to destinations near and far, similarly suffer from woeful under-investment. In order to meet future demand, increase capacity, reduce congestion, and meet a state of good repair, this framework makes significant investments to improve and grow the passenger rail network while also ensuring safety is held to the highest standard.

TRANSFORMATIVE RAIL INVESTMENTS: \$55 BILLION

Invests in Rail Infrastructure

Funds projects that transform our rail network, including addressing the backlog of rail infrastructure and facility investments needed to bring passenger rail into a state of good repair and beyond.

Expands Passenger Rail

Supports establishing new or improved intercity, commuter, or higher-speed passenger rail corridors, while also reducing congestion and improving on-time passenger rail service.

Continues Amtrak's Legacy

Provides continued support for Amtrak's complete passenger rail network, including the Northeast Corridor, State-Supported routes and Long-Distance routes. Supports modernizing equipment and ADA-compliance.

Builds a Resilient Future

Ensures that rail infrastructure projects account for the effects of climate change, including increasingly severe disasters.

Supports the Rail Workforce

Updates protections for workers engaged in railroad transportation to reflect today's evolving freight and passenger rail systems and tomorrow's technological advancements, while promoting the highest level of safety.

Protects Public Safety

Ensures the safety of rail infrastructure and communities by supporting grade crossing safety measures and prevents dangerous quantities of liquefied natural gas from moving in rail tank cars until the impacts are studied and appropriate control measures are in place.

AIRPORT AND AIRWAY INFRASTRUCTURE: \$30 BILLION

As a result of decades of underinvestment in our Nation's airport infrastructure, U.S. airports' capital needs now total nearly \$130 billion over the next five years, or approximately \$26 billion each year, according to an industry group. This amount far exceeds the \$3.35 billion in authorized grant funding provided annually to airports through the Federal Aviation Administration's (FAA) Airport Improvement Program (AIP) combined with the \$3.5 billion airports raise through the current passenger facility charge (PFC). Furthermore, while passenger traffic in the United States increased by nearly 20 percent since 2009, Congress has maintained relatively flat funding levels for the AIP since 2007 and has not increased the current PFC cap of \$4.50 per enplanement since 2000. Boosting airport infrastructure funding, investing in 21st-century air traffic control system improvements, and building infrastructure to support the growing fleet of unmanned aircraft would position our aviation system to regain its world-class status while reducing carbon pollution and increasing system capacity.

TRANSFORMATIVE AIRPORT INVESTMENTS: \$30 BILLION

Increases Funding to Deliver Critical Projects for Airport and Airspace Capacity and Resiliency

Passenger Facility Charge (PFC) Cap – Increases the PFC cap and indexes it to inflation going forward, which would allow for increased investment in airports that are at or over capacity with travelers in terminals and increasingly congested with airplanes on runways and taxiways. This revenue would also fund critical landside development projects that are ineligible for AIP funding, help airports prepare for anticipated passenger growth and demand, and ready airport infrastructure for the future impacts of climate change and natural disasters.

Creation of Airport and Airway Investment Program – Creates new Airport and Airway Investment Program focused on investing in modernization projects that enhance airport and airspace capacity, reduce an airport's carbon footprint, or achieve an otherwise significant national or regional objective. The program would also provide additional investment to accelerate completion of the FAA's airspace modernization program (NextGen) to ensure the safety, efficiency, and reliability of air travel as air traffic increases over the next several years, and thereby reduce aircraft fuel burn, pollution, and noise. The program would be funded through the Airport and Airway Trust Fund.

Sustainability and Noise

Aircraft – Incentivizes the development, testing, and certification of new aircraft and associated technologies, including hybrid and electrically powered aircraft designs, to reduce aircraft noise and fuel pollution in U.S. aviation.

Alternative Jet Fuels – Incentivizes the creation and use of sustainable aviation fuels in commercial aviation to reduce fuel costs, pollution, and the overall environmental footprint of U.S. aviation.

Noise – Accelerates research on overflight noise and the implementation of policies and programs to lessen such noise and alleviate its impact on communities near U.S. airports.

Innovation

Unmanned Aircraft Systems – Advances the deployment and increased use of unmanned aircraft systems (UAS) to assist in the construction of transportation infrastructure projects, including to complete environmental impact assessments, and to inspect infrastructure damaged by hurricanes, earthquakes, and other natural disasters. This will lead to safer, more efficient operations, reduce project costs, and shorten project timelines.

Integration of Large UAS and Other New Aircraft – Plans for the integration of large UAS and electric vertical takeoff and landing (eVTOL) aircraft—electric-powered aircraft designed to transport passengers and cargo on-demand—into the National Airspace System. Large UAS can assist in the inspection of critical infrastructure and data collection that accelerates project construction. The integration of eVTOL aircraft will help transport people and goods over varying distances, thereby reducing carbon pollution, congestion, and demand on our Nation’s ground infrastructure, particularly in metropolitan regions.

HARBOR MAINTENANCE TRUST FUND: \$19.7 BILLION

According to the U.S. Army Corps of Engineers (Corps), navigation channels at our Nation’s busiest 59 ports are available less than 35 percent of the time—and the conditions of our midsize and emerging harbors are far worse. With the opening of the expanded Panama Canal in June 2016, larger container ships will increasingly call on our ports, and dredging needs will continue to grow. In 2016, the Corps estimated the total cost to dredge and maintain authorized widths and depths of all Federal navigation projects is \$20.5 billion over the next decade (in 2019 dollars). However, this estimate does not likely include all necessary jetty and breakwater work, or other needs identified by ports to maintain and expand harbor use nationwide.

Fully Utilizes the Harbor Maintenance Trust Fund

Enables the investment of all revenue annually collected (and previously collected) in the Harbor Maintenance Trust Fund to address operation and maintenance dredging costs for Federally-authorized ports from maritime shippers. The Harbor Maintenance Trust Fund collects more revenue from shippers than Congress has appropriated to the Corps to maintain our harbors. According to the Congressional Budget Office (CBO), the Harbor Maintenance Trust Fund will **collect an additional \$10.2 billion in new revenue (including interest) over the next five years** — on top of the estimated \$9.5 billion in previously collected but unspent revenue.

WATER RESOURCES INVESTMENTS: \$10 BILLION

*Congress has now, successfully, enacted three consecutive water resources development acts (or WRDAs) over the past 6 years, which have authorized critical flood control, navigation, and environmental restoration projects for the Nation. However, due to relatively flat funding for the U.S. Army Corps of Engineers (Corps), there has been a growing **backlog of authorized, but unconstructed Corps' projects which is estimated to be in excess of \$100 billion**. This backlog has resulted in increased timelines for project completion and project cost overruns due to inflation. Providing the Corps with additional funds to address the backlog of authorized, but unconstructed, projects will help modernize our Nation's water-related infrastructure, address local flooding, navigation, and environmental restoration needs across the Nation, and ensure that our communities, our businesses, and our economy are better prepared to address water resources challenges of the next century.*

TRANSFORMATIVE WATER RESOURCES INVESTMENTS: \$7 BILLION

Provides Critical Construction Funds to Address Backlog of Water Resources Development Projects

Invests \$7 billion in critical construction funds to carry out congressionally-authorized and locally-supported water resources development projects. These investments will help address an array of local flood control, navigation, and environmental restoration projects that have been previously studied and approved by the Corps and authorized into law by Congress through the annual water resources development acts.

TRANSFORMATIVE INLAND WATERWAYS INVESTMENTS: \$3 BILLION

Investments to Modernize Inland Waterway Navigation

The Inland Waterway System is a significant component of the Nation's marine transportation system. The Corps is responsible for management of roughly half of the 25,000 miles of inland navigable waterways in the United States, which carry approximately one-sixth of the national volume of intercity cargo. However, the Inland Waterway System is facing significant challenges due to aging infrastructure. Over half of the structures are more than 50 years old, and nearly 40 percent are more than 70 years old. Many of these projects are approaching the end of their design lives and need modernization or major rehabilitation.

This framework would provide a \$3 billion down payment to modernize our inland waterways, investing critical Federal funds in the construction and rehabilitation of the system to ensure projects are completed in a timely manner.

CLEAN WATER: \$50.5 BILLION

*America's water-related infrastructure is crumbling and in desperate need of repair or replacement. Communities, both urban and rural, face growing challenges to modernize their water-related infrastructure, to address ongoing local water quality challenges, and to ensure the reliability of water infrastructure in a changing climate. This framework provides an infusion of **\$50.5 billion** in infrastructure investment for States and municipalities through proven water infrastructure programs, such as the Clean Water State Revolving Fund and Clean Water Act (Act) grant and regional programs. We renew the Federal commitment to addressing the \$270 billion in wastewater infrastructure investment needs, identified by the U.S. Environmental Protection Agency (EPA), necessary to restore our water-related infrastructure over the next 20 years, and reaffirm Congress' goal to "restore and maintain the chemical, physical, and biological integrity of the Nation's waters."*

TRANSFORMATIVE WATER INVESTMENTS: \$47.1 BILLION

CLEAN WATER STATE REVOLVING FUND (SRF) INVESTMENT: \$40 BILLION

Delivers Critical Projects

Addresses \$270 Billion Backlog in Critical Clean Water Needs – Restores Federal commitment to addressing the existing backlog of identified State and local water infrastructure needs and local water quality challenges.

Ensures Opportunities for All Communities – Establishes new minimum allocations for rural and small communities for water infrastructure investment authorities. Directs the newly-created EPA Municipal Ombudsman to provide technical, financial, and planning assistance to rural and small communities.

Increases Water Infrastructure Affordability

Financial Assistance to Communities with Affordability Concerns – Directs States to provide a minimum of 10 percent (and a maximum 30 percent) of their annual Clean Water SRF assistance in the form of grants (or other financial subsidizations) to communities with affordability concerns to ensure the affordability of wastewater services to households that may have difficulty making ends meet.

Encourages EPA to Continue to Help Communities Affordably Implement the Clean Water Act – Directs the EPA Administrator to report to Congress on ways to address the urgent water infrastructure needs of communities, including environmental justice communities, through enhanced technical and financial assistance.

Boosts Resilience and Green Infrastructure Investment

Codifies "Green Reserve" for Critical Energy-Efficiency, Water-Efficiency, and Green Infrastructure Projects – Formally establishes within the Clean Water Act a requirement that States utilize a minimum of 15 percent of their annual Clean Water SRF capitalization grants to invest in projects that increase energy- and water-efficiency, or that utilize natural or nature-based approaches to addressing local water quality challenges.

Encourages Utilities to Adopt Water- and Energy-Efficient Practices – Directs utilities to study, evaluate, and to the extent practicable, implement water- and energy-efficient technologies, such as technologies that recapture and reuse energy produced from the treatment of wastewater (e.g. methane recapture).

Invests in the Resiliency of Wastewater Treatment Works – Establishes a new Clean Water grant authority for communities to assess and address vulnerabilities of wastewater utilities to manmade or natural disasters, including extreme weather events and sea-level rise.

Assessment of National Resiliency and Climate-Ready Infrastructure Needs – Requires States and localities to include, within an existing biennial assessment of water infrastructure needs, an estimate of the costs necessary to address the resilience and sustainability of wastewater utilities to manmade or natural disasters.

Invests in Tribal and Territorial Projects

Codifies Existing Statutory Allocation Formulas – Utilizes the existing Clean Water Act statutory allocation formula for distribution of Clean Water SRF funds among the States and codifies the allocation for tribes and the U.S. Territories carried, on a year-by-year basis, through the appropriations process.

Water Utility Workforce Development

Funds workforce development and apprenticeship programs to give workers the skills needed to find family-wage water utility jobs and to ensure that the workforce of today can build the water infrastructure network of tomorrow.

STATE CLEAN WATER COMPLIANCE ASSISTANCE: \$1.5 billion

Provides Vital Assistance to States to Co-Implement Clean Water Authorities

Renews the Federal financial commitment to States to help co-administer the Clean Water Act by reauthorizing, at increasing levels, Federal assistance to States with approved Clean Water programs. Provides a total of \$1.5 billion over five years for this authority.

CLEAN WATER ACT GRANT PROGRAM INVESTMENT: \$5.6 billion

Watershed, Wet Weather, and Resiliency Projects

Makes permanent an existing Clean Water Act pilot program to aid municipalities in addressing innovative wet weather, stormwater, and nonpoint source management projects. Provides an initial infusion of \$1 billion in investment for this authority.

PFAS (Forever Chemicals) Research and Treatment Grants

Prevents the discharge of industrial chemicals, such as per- and polyfluoroalkyl substances (PFAS), or “forever chemicals”, into the Nation’s rivers and streams with new safeguards. Helps municipalities install innovative detection and treatment technologies by creating a new EPA program and provides an initial infusion of \$1 billion in new Federal assistance to help communities address ongoing contamination of our waterways.

Alternative Water Source Projects

Reauthorizes Federal investments in alternative water source projects to address critical water supply needs, especially in arid areas of the Nation. This \$600 million in Federal investment will allow States, communities, and utilities to construct innovative projects to reuse wastewater and stormwater resources to augment existing sources of water.

Sewer Overflow and Stormwater Grant Authority

Reauthorizes increased Federal grant assistance to States and municipalities to address local sewer overflow and stormwater infrastructure needs. This authority provides a total of \$2 billion over five years in direct Federal grants to States and municipalities to fund projects to capture, treat, and/or reuse combined and sanitary sewer overflows and stormwater. This critical investment will help quickly address local water quality improvement projects in a manner that is affordable to local ratepayers.

Nonpoint Source Management Programs

Increases the annual Federal investment for States and municipalities to address ongoing nonpoint sources of pollution, which are diffuse sources of runoff from farms, managed forests, and urban areas that often carry pollutants, such as fertilizers, sediment, toxic chemicals, and heavy metals, into surrounding rivers, lakes, and streams. This \$1 billion investment over five years will assist States and municipalities in addressing a leading cause of water quality impairment throughout the Nation.

Support American Workers

Reaffirms existing Buy America iron and steel requirements to ensure that, regardless of the source, water infrastructure investments utilize domestically-produced iron and steel components.

TRANSFORMATIVE REGIONAL INVESTMENTS: \$3.4 BILLION

Great Lakes Restoration Initiative Projects

Reauthorizes a total of \$2.125 billion over five years for EPA's Great Lakes Restoration Initiative (GLRI), the primary Federal investment program that seeks to restore the ecological health of, and protect the quality of water in, the Great Lakes.

Projects for the Restoration of the Chesapeake Bay

Reauthorizes a total of \$455 million over five years for restoration projects and activities funded through EPA's Chesapeake Bay Program Office, including ongoing efforts to address nutrient and sediment pollution threatening the watershed, such as agricultural runoff, wastewater treatment facilities, and urban stormwater runoff.

Lake Pontchartrain Basin Restoration Projects

Provides a total of \$100 million over five years for restoration projects and activities consistent with the Lake Pontchartrain Basin Restoration Program.

Puget Sound Restoration Projects

Authorizes a total of \$250 million over five years for restoration projects and activities to restore the ecological health and water quality of the Puget Sound.

San Francisco Bay Restoration Projects

Authorizes a total of \$125 million over five years for restoration projects and activities to restore the ecological health and water quality of the San Francisco Bay.

National Estuaries Restoration Projects

Provides a total of \$250 million over five years in vital Federal seed money to locally-developed estuary restoration plans to address the impacts of human development, increased pollution, and climate change on estuarine environments.

Long Island Sound Restoration Projects

Provides an additional \$40 million annually through fiscal year 2024 for restoration projects and activities consistent with the Long Island Sound Study.

Columbia River Basin Restoration Projects

Provides an additional \$30 million annually through fiscal year 2024 (\$90 million total) for restoration projects and activities to protect water quality and ecological habitat in the Columbia River Basin.

Committees on Transportation and Infrastructure and Energy and Commerce Joint Jurisdiction

BROWNFIELDS RESTORATION AND REINVESTMENT: \$2.7 BILLION

Communities throughout the United States continue to be challenged by dilapidated, abandoned, or under-utilized properties where the presence (or potential presence) of hazardous substances or contaminants prevent or hinder their reuse. EPA estimates that there are more than 450,000 of these properties – commonly called brownfields – in the United States. EPA's brownfields program provides critical seed money to States and municipalities to investigate and remediate these properties, and in turn, increase the local tax base, facilitate job growth, utilize existing infrastructure, and encourage redevelopment and the preservation of open spaces. This framework provides an infusion of \$2.7 billion in brownfields assessment and redevelopment investment for States and municipalities through the highly successful brownfields program.

TRANSFORMATIVE BROWNFIELDS INVESTMENTS

Invests in Brownfields Site Assessment and Cleanup Grants

Provides \$2.45 billion over five years for EPA's brownfields redevelopment grants program, providing additional resources to communities to reclaim and reuse abandoned and contaminated properties, to leverage additional public and private-sector redevelopment funds, and to increase the potential job creation and livability benefits of the brownfields program. It also creates a new program to promote renewable energy projects on brownfield sites. According to EPA, over the program's 20-year history, brownfields investment projects have leveraged, on average, almost \$17 in additional investment for every \$1 spent in Federal funds.

Supports State Brownfields Cleanup Programs

Renews the Federal financial commitment to States to help clean up brownfields properties by reauthorizing Federal assistance to States with approved state brownfields cleanup programs. Provides a total of \$250 million over five years for this authority.



HOUSE COMMITTEE ON ENERGY & COMMERCE

CHAIRMAN FRANK PALLONE, JR.

CLEAN DRINKING WATER & CLEAN ENERGY: \$59.7 BILLION

This framework funds environment and energy infrastructure that will lower greenhouse gas pollution and ensure access to safe drinking water and cleaner lands. It helps combat climate change by moving us toward a clean energy future. It strengthens existing energy supply infrastructure and expands renewable energy infrastructure to increase climate resiliency and reduce greenhouse gas pollution. It also invests in energy efficiency programs to cut energy usage, reduce costs to consumers and address climate change.

TRANSFORMATIVE DRINKING WATER INVESTMENTS: \$25.4 BILLION

Drinking Water Program Funding

Extends and increases funding for programs to protect Americans' drinking water by investing \$22.9 billion over five years in the Drinking Water State Revolving Fund (SRF), the Indian Reservation Drinking Water Program, School and Child Care Program Lead Testing grants, Lead Drinking Fountain Replacement, Community Water System Risk and Resilience grants, and Public Water System Supervision grants to States. It also requires that iron and steel used in drinking water infrastructure projects be made in America and protects workers by ensuring prevailing wages.

Treatment Grants to Address Perfluorinated Chemicals

Creates a new \$2.5 billion grant program to assist drinking water systems confronting contamination from perfluorinated chemicals and requires EPA to evaluate and identify effective treatment techniques for removing those chemicals from drinking water.

TRANSFORMATIVE CLEAN ENERGY INVESTMENTS: \$34.3 BILLION

Grid Security and Modernization

Provides \$4 billion over five years for electric grid infrastructure to accommodate more renewable energy and to make the grid more resilient. The funding is focused on grid modernization, security, resiliency, and efficiency. Funds will support infrastructure improvements to enhance energy security, deployment of smart grid technology, and efficiency upgrades. It also establishes a strategic transformer reserve to speed electric grid recovery following extreme weather events.

Energy Efficient Infrastructure and Investments

Includes several programs to cut energy usage, benefit consumers, and address climate change.

Energy Efficiency Retrofits – Provides \$1.85 billion over five years for home and school energy efficiency retrofits. These retrofits will save consumers and school systems money and remove dangerous lighting containing PCBs from school environments.

Weatherization Grants & Promoting Smart Buildings – Provides \$1.75 billion over five years in weatherization grants and programs to promote smart buildings and \$15 million for a pilot program to promote energy efficient water distribution systems.

Reduce Pollution from Older Vehicles – Reauthorizes the Diesel Emissions Reductions Act, providing \$1.25 billion over five years to reduce carbon pollution from older vehicles including school buses.

Energy Efficiency and Conservation Investments – Provides \$17.5 billion over five years to local governments to fund energy efficiency and conservation projects that will dramatically reduce greenhouse gas pollution, reduce costs for consumers and help put people back to work in their communities.

Energy Supply Infrastructure

Strengthens existing energy supply infrastructure and expands renewable energy infrastructure to increase climate resiliency and reduce greenhouse gas pollution.

Natural Gas Pipeline Replacement – Strengthens existing infrastructure and reduces methane pollution by providing \$1.5 billion over five years in assistance for low-income communities to support natural gas pipeline replacement.

Renewable Energy Infrastructure Expansion – Invests \$2.25 billion over five years to create new grant programs for distributed energy systems and solar installations in low-income and underserved communities.

Electric Vehicle Infrastructure

Invests \$1.5 billion in electric vehicle infrastructure to support the development of an electric vehicle charging network to assist the transition to zero emissions vehicles.

Smart Communities Infrastructure

Provides \$850 million over five years to spur the development of Smart Communities infrastructure through technical assistance, grants, and training. Authorizes the Department of Energy's proposed Cities, Counties, and Communities energy program to provide technical assistance and competitive grants for clean energy solutions in development and redevelopment efforts. It also funds technical assistance to be provided by the national labs to cities and towns looking to deploy smart community infrastructure. Lastly, it expands the Department of Commerce smart cities demonstration project to include small and medium cities and towns.

Provides \$625 million over five years to the State Energy Program and authorizes the Clean Cities Coalition Network Program with \$300 million over five years to support the expanded development of alternative fuel infrastructure. Provides an additional \$925 million over five years to State and local governments to support electrification of the transportation sector.

BROADBAND & COMMUNICATIONS: \$98 BILLION

This framework expands broadband internet service access to unserved and underserved rural, suburban, and urban communities, supporting vulnerable communities, which will help strengthen the economy in communities that have been left behind. The bill also provides funding for broadband adoption, digital equity, and Next Generation 9-1-1.

TRANSFORMATIVE BROADBAND INVESTMENTS: \$86 BILLION

Secure and Resilient Broadband

Deployment of High-Speed Broadband – Invests \$80 billion over five years to deploy secure and resilient broadband and expand access for communities nationwide. This investment would fund connections to the internet to unserved and underserved rural, suburban, and urban areas across the country. A high-speed internet connection is an essential part of life, and helps create stronger small businesses, more jobs, and a powerful economy in communities that have been left behind.

Low-Interest Financing for Broadband Deployment – Invests \$5 billion over five years for low-interest financing of broadband deployment through a new program that would allow eligible entities to apply for secured loans, lines of credit, or loan guarantees to finance broadband infrastructure build out projects.

Digital Equity – Invests \$540 million over five years to promote digital equity and build capacity for efforts by States relating to the adoption of broadband, and invests \$600 million to support digital equity, promote digital inclusion activities, and spur greater adoption of broadband among covered populations.

PUBLIC SAFETY COMMUNICATIONS INVESTMENTS: \$12 BILLION

Grants for Implementation of Next Generation 9-1-1 – Provides \$12 billion in grants for the implementation of Next Generation 9-1-1 services to make 9-1-1 service more accessible, effective, and resilient. This service would protect American lives by allowing callers to send text messages, images, or videos to 9-1-1 to help responders better assess the nature of an emergency and reach people in need.



HOUSE COMMITTEE ON WAYS & MEANS

CHAIRMAN RICHARD E. NEAL

RESPONSIBLY FUNDING AND FINANCING INFRASTRUCTURE INVESTMENTS

To fund our bold, transformational investments in infrastructure, Democrats are working toward responsible, bipartisan pay-fors. President Trump must come to the table with real proposals to raise the necessary revenue and resume a bipartisan pay-for conversation with Congress.

Democrats have identified some key needs to address as part of securing durable infrastructure funding revenue.

Address the long-term solvency of the Highway Trust Fund through user-based mechanisms

The Highway Trust Fund has faced insolvency for more than a decade and Congress has had to transfer nearly \$150 billion in general funds to make up for the shortfall.

Improve existing trust funds through user-based mechanisms to increase investments in port and airport infrastructure projects

Taken together, the Airport and Airways Trust Fund and Harbor Maintenance Trust Fund collect nearly \$20 billion annually. Still, American ports of all sizes cannot compete with international competition for shipping and many airports have reached an untenable capacity that strains aviation safety and economic vitality.

Provide a long-term, sustainable source of water infrastructure funding

The vast majority of America's drinking water and wastewater systems were built more than 50 years ago. The Environmental Protection Agency estimates that we need \$655 billion in water infrastructure investments in the next 20 years, and every year, thousands of water systems are found in violation of EPA lead standards.

Reinstate the Superfund tax to accelerate the pace of cleanup of toxic and hazardous waste sites throughout the United States

Restores a 'polluter pays' principle by requiring those responsible for pollution to pay for the cleanup, rather than the American taxpayer.

Strengthen new and existing infrastructure financing tools

Direct Subsidy Bonds – Provides taxable bonds, such as Build America Bonds, that State and local governments can use to finance surface transportation projects while the bondholder receives a direct subsidy, rather than tax-free interest like municipal bonds.

Build America Bonds were created as part of the American Recovery and Reinvestment Act of 2009 and expired in 2011. More than \$181 billion in Build America Bonds were issued in the two years they were available, supporting nearly 2,300 projects around the country. Reinstating Build America Bonds and other debt financing mechanisms can create efficiencies in infrastructure investment for a wide range of public-private partnerships, particularly when their effectiveness is not diminished by sequestration.

Qualified Private Activity Bonds – Expands the national volume cap for qualified highway or surface freight transfer facilities to allow for greater investment in surface transportation public-private partnerships.

Advanced Refunding – Restores State and local governments' ability to invest in infrastructure projects with favorable financing terms by allowing them to use one bond's proceeds to replace existing bonds.

Tax Credit Bonds – Provides a taxable bond that State and local governments can use to finance surface transportation projects while the bondholder receives a tax credit, rather than tax-free interest like municipal bonds.

Tax Credits – Expands existing infrastructure tax credits and creates new credits to improve all sectors of infrastructure investment, including community development projects driven by the new markets tax credit, housing investments incentivized by the low-income housing tax credit, and community revitalization through the rehabilitation credit for historic buildings.

Green Energy – Builds on the Committee's work on green energy and efficiency, by providing incentives for renewable energy projects and new technologies to modernize the electric grid, improve resiliency, and further accelerate the transition to a clean energy economy.

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¹ T&I Staff calculation using numbers from the Federal Highway Administration, <https://www.fhwa.dot.gov/policy/otps/pubs/impacts/>; the Environmental Protection Agency's Brownfields Program, <https://www.epa.gov/brownfields/brownfields-program-environmental-and-economic-benefits>; the American Society of Civil Engineers, https://www.asce.org/airports_inland_waterways_and_marine_ports_report/; and the National Utility Contractors Association, https://www.nuca.com/files/Support%20WQ%20Job%20Creation%20Act_October%202019_Final.pdf.