Transportation and Infrastructure Services

2020 Congressional City Conference
Marriott Wardman Park Hotel
Washington Room 1
Sunday, March 8, 2020
1:30 p.m.
2020 Transportation and Infrastructure Services (TIS) Committee Roster

Chair

Dan Fowler
Councilman
Kansas City, MO

Vice Chair

Krisanna Clark-Endicott
Councilor
Redmond, OR

Vice Chair

Elaine Clegg
Council President Pro Tem
City of Boise, ID

David Arreola, Commissioner, City of Gainesville, FL
Robert Bauman, Alderman, City of Milwaukee, WI
Dan Besse, Council Member Southwest Ward, City of Winston-Salem, NC
Michael Brown, Mayor, City of Grand Forks, ND
Charlene Bybee, Councilmember, Ward 4, City of Sparks, NV
Wally Campbell, Council Member, City of Goodyear, AZ
Krisanna Clark-Endicott, Councilor, City of Redmond, OR
Elaine Clegg, Council President Pro Tem, City of Boise City, ID
Phyllis Cleveland, Council Member, City of Cleveland, OH
Christopher Constant, Assembly Member District 1, Municipality of Anchorage, AK
Rodney Craig, Mayor, Village of Hanover Park, IL
James Crain, Alderman, City of Grandview, MO
Mike Dafney, Mayor, City of Alliance, NE
Karen Darch, Village President, Village of Barrington, IL
Bryant DeLong, Council Member, Ward 1, City of North Kansas City, MO
Mary Dennis, Mayor, City of Live Oak, TX
William Droste, Mayor, City of Rosemount, MN
Bruce Duke, Councilmember, City of Kettering, OH
Brandon Elefante, Council Member District 8, City and County of Honolulu, HI
Goran Eriksson, Vice Mayor, City of Culver City, CA
Scott Eudey, Vice Mayor, City of Broken Arrow, OK
Sollie Flora, Councilmember, City of Mission, KS
Dan Fowler, Councilman, City of Kansas City, MO
DeDreana Freeman, Council Member, Ward 1, City of Durham, NC
Michelle Gomez, Mayor, City of Tamarac, FL
John Goodhouse, Council President, City of Tigard, OR
Mary Hamann-Roland, Mayor, City of Apple Valley, MN
Richard Hayman, Chief of Staff, City of Burton, MI
Bill Heidemann, Mayor, City of Corinth, TX
Brian Johnson, Mayor, City of Kennedale, TX
Dan Kealey, Councilmember, City of Burnsville, MN
Kate Kruller, Council Member, Position 6, City of Tukwila, WA
Peter Kwon, Council Member Position 3, City of SeaTac, WA
Theresa Lafer, Council Member, Borough of State College, PA
Angela Lawson, Council Member At Large, City of Aurora, CO
Michael Leszcz, Council Member At Large/ Council President, City of Laurel, MD
Patricia Lockwood, Mayor Pro-Tem, City of Fenton, MI
Tammy Maurer, Council Member, City of Centennial, CO
Scott Maxwell, Vice Mayor Pro Tem District 1, City of Lake Worth, FL
Wes Mays, City Council, City of Coppell, TX
Lilly Mei, Mayor, Fremont, CA
John McAlister, Councilmember, City of Mountain View, CA
Valarie McCall, Chief of Communications, Government & International Affairs, City of Cleveland, OH
Mary McComber, Mayor, City of Oak Park Heights, MN
Doris McConnell, Deputy Mayor, Position 4, City of Shoreline, WA
James McDonald, vice mayor, Village of Pinecrest, FL
Tim McGallian, Vice-Mayor, City of Concord, CA
William McLeod, Mayor, Village of Hoffman Estates, IL
Mark Mitchell, Mayor, City of Tempe, AZ
Denise Mitchell, Council Member District 4, City of College Park, MD
Suzie Nakasian, City Council Member, City of Northfield, MN
Garret Nancolas, Mayor, City of Caldwell, ID
Sherri Neil, Intergovernmental Affairs Manager, City of Portsmouth, VA
John Noak, Village President, Village of Romeoville, IL
Barbara Odom-Wesley, Council member, City of Arlington, TX
Heather O'Loughlin, Commissioner, City of Helena, MT
Linda Omobien, Council Representative At-Large, City of Akron, OH
Glenn Otto, Council Member At-Large, City of Huber Heights, OH
Matt Pacifico, Mayor, City of Altoona, PA
Melanie Piana, Mayor-Elect, City of Ferndale, MI
Belinda Ray, Council Member, City of Portland, ME
Timothy Rippe, Council Member, City of Forest Grove, OR
Hazelle Rogers, Mayor, City of Lauderdale Lakes, FL
David Sander, Mayor, City of Rancho Cordova, CA
Jarrett Smith, Council Member Ward 5, City of Takoma Park, MD
Denny Spinner, Mayor, City of Huntingburg, IN
Rodney Storm, City Administrator, City of Blair, NE
Marvin Sutton, Councilmember, City of Arlington, TX
Spencer Thibodeau, Council Member District 2, City of Portland, ME
Brandon Todd, Council Member, Ward 4, City of Washington, DC
Wade Troxell, Mayor, City of Fort Collins, CO
Kathy Turley, Council Member, City of Centennial, CO
Jason Weaver, Mayor, City of Screven, GA
Michael Wojcik, City Council Member, City of Rochester, MN
Derrick Wood, Mayor, Town of Dumfries, VA
Janice Zahn, Councilmember, Position 5, City of Bellevue, WA
Gwynn Zakov, Municipal Policy Advocate, Vermont League of Cities and Towns, VT
<table>
<thead>
<tr>
<th>Time</th>
<th>Agenda Item</th>
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| 1:00 p.m. | ARRIVAL  
  • TIS Committee and Guests Sign-In  
  • TIS Committee to confirm and sit with their Subcommittees |
| 1:30 p.m. | WELCOME  
  NLC TIS Chair Dan Fowler, Councilman, Kansas City, MO |
| 1:40 p.m. | LEGISLATIVE UPDATE: TRANSPORTATION REAUTHORIZATION STRATEGY & ADVOCACY  
  Brittney Kohler, Legislative Director, Transportation & Infrastructure, NLC  
  Brenna Rivett, Principal Associate, Center for City Solutions, NLC |
| 1:55 p.m. | NLC LEADERSHIP GREETINGS  
  NLC President Joe Buscaino, Councilmember, Los Angeles, CA |
| 2:00 p.m. | CONGRESSIONAL UPDATE: SENATE TRANSPORTATION REAUTHORIZATION  
  Rebecca Higgins, Senior Policy Advisor, Senate Environment and Public Works Committee on behalf of Ranking Member Sen. Tom Carper (D-DE) |
| 2:30 p.m. | RAIL PROJECT SPOTLIGHT: WILMINGTON, NC, RAIL REALIGNMENT PROJECT  
  Laura W. Padgett, former TIS Chair, Wilmington Rail Realignment Project  
  Aubrey Parsley, PE, Wilmington Rail Realignment Project |
| 3:00 p.m. | TIS SUBCOMMITTEES: ADVOCACY PLANNING & DISCUSSION  
  Transportation Funding subcommittee led by co-chairs:  
  • TIS Chair Dan Fowler, Councilman, Kansas City, MO  
  • TIS Vice Chair Krisanna Clark-Endicott, Redmond, CA  
  Task: Review TIS policy and develop letter to Ways & Means and Finance Committees and as well as review of most recent Senate policy proposals |
### Transportation Reauthorization subcommittee led by co-chairs:
- TIS Vice Chair Elaine Clegg, Council President, Boise, ID
- David Sander, Mayor, Rancho Cordova, CA
**Task:** Review 2020 House FAST reauthorization priorities letter and materials needed in addition to brochure and map

### Transportation Advocacy subcommittee led by co-chairs:
- Bruce Duke, Councilmember, Kettering, OH
- James McDonald, Vice Mayor, Pinecrest, FL
**Task:** Review 2020 Advocacy Plans and strategize on gaps in representation and state liaisons

### Transportation Technology subcommittee led by co-chairs:
- Wade Troxell, Mayor, Fort Collins, CO
- Lilly Mei, Mayor, Fremont, CA
**Task:** Discuss 2020 Senate Commerce and House Transportation technology and innovation priorities

### Rail & Transit subcommittee led by co-chairs:
- Fred Strong, Councilmember, Paso Robles, CA
- Rod Craig, Village of Hanover Park, IL
**Task:** Discuss advocacy based on 2020 Rail Priorities Letter to Congress; discuss specific policy proposals of note

### Aviation
- Göran Eriksson, Vice Mayor, Culver City, CA
- Charlene Bybee, Councilmember, Sparks, NV
**Task:** Review 2020 Aviation Priorities Letter to Congress

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<tr>
<th>Time</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>3:45 p.m.</td>
<td>TIS SUBCOMMITTEES BRIEF REPORT OUT</td>
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<tr>
<td>4:00 p.m.</td>
<td>TRANSPORTATION POLICY: HOW IT IMPACTS HOUSING, SAFETY AND CONGESTION</td>
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<tr>
<td></td>
<td>Allow Local Use of TIFIA with Smaller Loans</td>
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<td></td>
<td>Mark Kudlowitz, Policy Director, Local Initiatives Support Corporation (LISC)</td>
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<td>New Research on Congestions and Policy Choices</td>
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<td></td>
<td>Beth Osborne, Transportation for America on behalf of Smart Growth America</td>
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<td></td>
<td>Pedestrian Fatalities Alarming Spike</td>
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<td></td>
<td>Governor’s Highway Safety Association</td>
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<td>4:30 p.m.</td>
<td>Adjourn</td>
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5:30 p.m. | Optional: TIS Dinner at 2Amys Pizza  
3715 Macomb St NW, Washington, DC 20016  
For TIS members who would like to network with each other, there will be a no-host dinner at a locally beloved neighborhood pizza place, 2Amys. We’ll meet there at 5:15/5:30PM and seat TIS members together as the restaurant recommends. We recommend riding over together in cabs and shared-rides from the hotel.

Next TIS Committee Meeting:  
NLC Summer Board and Leadership Forum  
Los Angeles, California  
June 17-19, 2020
As a resource and advocate for more than 19,000 cities, towns and villages, the National League of Cities (NLC) brings municipal officials together to influence federal policy affecting local governments. NLC adopts positions on federal actions, programs and proposals that directly impact municipalities and formalizes those positions in the National Municipal Policy (NMP), which guides NLC’s federal advocacy efforts.

NLC divides its advocacy efforts into seven subject areas:

- Community and Economic Development
- Energy, Environment and Natural Resources
- Finance, Administration and Intergovernmental Relations
- Human Development
- Information Technology and Communications
- Public Safety and Crime Prevention
- Transportation and Infrastructure Services

For each of the seven issue areas, a Federal Advocacy Committee advocates in support of NLC’s federal policy positions. Members of each Committee serve for one calendar year and are appointed by the NLC President.

**Federal Advocacy Committees**
Federal Advocacy Committee members are responsible for advocating on legislative priorities, providing input on legislative priorities, and reviewing and approving policy proposals and resolutions. Additionally, Committee members engage in networking and sharing of best practices.

Federal Advocacy Committees are comprised of local elected and appointed city and town officials from NLC member cities. NLC members must apply annually for membership to a Federal Advocacy Committee. The NLC President makes appointments for chair, vice chairs, and general membership. In addition to leading the Federal Advocacy Committees, those appointed as Committee chairs will also serve on NLC’s Board of Directors during their leadership year.

At the Congressional City Conference, Federal Advocacy Committee members are called upon to advocate for NLC’s legislative priorities on Capitol Hill, as well as develop the committee’s agenda and work plan for the year. Committee members meet throughout the year to further the plan, hear from guest presenters, discuss advocacy strategies and develop specific policy amendments and resolutions. At the City Summit, Committee members review and approve policy proposals and resolutions. These action items are then forwarded to NLC’s Resolutions Committee and are considered at the Annual Business Meeting, also held during the City Summit.

**Advocacy**
Throughout the year, Committee members participate in advocacy efforts to influence the federal decision-making process, focusing on actions concerning local governments and communities. During the Congressional City Conference, Committee members have an opportunity, and are encouraged, to meet with their congressional representatives on Capitol Hill. When NLC members are involved in the legislative process and share their expertise and experiences with Congress, municipalities have a stronger national voice, affecting the outcomes of federal policy debates that impact cities and towns.
# CONGRESSIONAL CITY CONFERENCE SUGGESTED TIS SCHEDULE

<table>
<thead>
<tr>
<th>Date</th>
<th>Start Time</th>
<th>End Time</th>
<th>Event Name</th>
<th>Room</th>
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<tbody>
<tr>
<td>3/7</td>
<td>3:00 PM</td>
<td>4:30 PM</td>
<td>Board Legislative Action Committee Meeting</td>
<td>Roosevelt 5</td>
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<tr>
<td>3/8</td>
<td>8:00 AM</td>
<td>12:00 PM</td>
<td>NLC Board of Directors' Meeting</td>
<td>Thurgood Marshall North &amp; East</td>
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<tr>
<td>3/8</td>
<td>10:30 AM</td>
<td>12:00 PM</td>
<td>NLC Corporate Partners: Infrastructure Roundtable</td>
<td>Washington Room 1</td>
</tr>
<tr>
<td>3/8</td>
<td>1:30 PM</td>
<td>4:30 PM</td>
<td>Transportation &amp; Infrastructure Services (TIS) Federal Advocacy Committee Meeting</td>
<td>Washington Room 1</td>
</tr>
<tr>
<td>3/9</td>
<td>8:30 AM</td>
<td>10:00 AM</td>
<td>TIS Meeting with FAA Deputy Administrator Dan Elwell</td>
<td>RSVP to <a href="mailto:kohler@nlc.org">kohler@nlc.org</a></td>
</tr>
<tr>
<td>3/9</td>
<td>10:15 AM</td>
<td>12:15 PM</td>
<td>CCC Session: Asking Congress for Transportation Wins</td>
<td>Maryland Suite A, B &amp; C</td>
</tr>
<tr>
<td>3/9</td>
<td>4:00 PM</td>
<td>5:00 PM</td>
<td>CCC Main Stage: Congressional Infrastructure Panel</td>
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<tr>
<td>3/10</td>
<td>8:15 AM</td>
<td>9:00 AM</td>
<td>TIS Meeting with Class I Railroads and AAR</td>
<td>RSVP to <a href="mailto:kohler@nlc.org">kohler@nlc.org</a></td>
</tr>
<tr>
<td>3/10</td>
<td>2:30 PM</td>
<td>3:30 PM</td>
<td>NLC Capitol Hill Advocacy Day Mandatory Briefing</td>
<td>Maryland Suite A, B &amp; C</td>
</tr>
<tr>
<td>3/11</td>
<td>8:45 AM</td>
<td>10:00 AM</td>
<td>NLC ADVOCACY DAY KICKOFF BREAKFAST</td>
<td>Congressional Visitors Center – 217</td>
</tr>
<tr>
<td>3/11</td>
<td>8:00 AM</td>
<td>5:00 PM</td>
<td>NLC ADVOCACY DAY HILL MEETINGS</td>
<td>Capitol Hill!</td>
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</table>
# 2020 TIS Meeting and Call Schedule

Please note: call information is sent in advance of each call, and all in-person meetings require registration.

<table>
<thead>
<tr>
<th>Format</th>
<th>Date</th>
<th>Time (Eastern)</th>
<th>Focus</th>
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<tbody>
<tr>
<td>Call</td>
<td>Wednesday, January 8th</td>
<td>12PM</td>
<td>TIS ORIENTATION for New Members</td>
</tr>
<tr>
<td>Call</td>
<td>Friday, January 17th</td>
<td>3PM – 4PM</td>
<td>TIS 2020 KICKOFF</td>
</tr>
<tr>
<td>Call</td>
<td>Monday, February 10th</td>
<td>1PM - 2PM</td>
<td>ADVOCACY</td>
</tr>
<tr>
<td>Meeting - Congressional Cities Conference in Washington, DC (March 8-11)</td>
<td>Sunday, March 8th</td>
<td>1:30PM - 4:30PM in person</td>
<td>ADVOCACY / EDUCATION</td>
</tr>
<tr>
<td>Call</td>
<td>Monday, April 6th</td>
<td>3PM – 4PM</td>
<td>ADVOCACY</td>
</tr>
<tr>
<td>Call</td>
<td>Wednesday, May 6th</td>
<td>1PM - 2PM</td>
<td>ADVOCACY</td>
</tr>
<tr>
<td>Opportunity – National Infrastructure Week</td>
<td>May 8-16</td>
<td>Anytime!</td>
<td>ADVOCACY</td>
</tr>
<tr>
<td>Call</td>
<td>Friday, June 5th</td>
<td>4PM – 5PM</td>
<td>EDUCATION</td>
</tr>
<tr>
<td>Meeting - NLC Summer Leadership Retreat</td>
<td>TBD</td>
<td>TBD</td>
<td>POLICY / LEGISLATIVE</td>
</tr>
<tr>
<td>Call</td>
<td>Monday, July 13th</td>
<td>4PM - 5PM</td>
<td>EDUCATION</td>
</tr>
<tr>
<td>Call</td>
<td>Tuesday, August 4th</td>
<td>3PM – 4PM</td>
<td>ADVOCACY</td>
</tr>
<tr>
<td>Opportunity – Congressional Recess</td>
<td>August 10 – September 4</td>
<td>Anytime!</td>
<td>ADVOCACY</td>
</tr>
<tr>
<td>Call</td>
<td>Friday, September 11th</td>
<td>2PM - 3PM</td>
<td>EDUCATION</td>
</tr>
<tr>
<td>Call</td>
<td>Monday, October 12th</td>
<td>5PM - 6PM</td>
<td>ADVOCACY</td>
</tr>
<tr>
<td>Call</td>
<td>Friday, November 6th</td>
<td>3PM – 4PM</td>
<td>POLICY PREP FOR CITY SUMMIT</td>
</tr>
<tr>
<td>Meeting - City Summit 2020 in Tampa, FL (Nov 18-21)</td>
<td>TBD</td>
<td>TBD</td>
<td>POLICY / LEGISLATIVE</td>
</tr>
<tr>
<td>Call</td>
<td>Friday, December 13th</td>
<td>3PM – 4PM</td>
<td>PLAN FOR 2021!</td>
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Leading Together: Cities’ 2020 Transportation Priorities

PARTNER
Cities, towns and villages are ready to partner with Congress to prioritize and invest in our nation’s infrastructure.

The Fixing Americas Surface Transportation (FAST) Act of 2016 expires at the end of September of 2020, and current transportation funding sources could be depleted as soon as 2021. As a nation, we must commit to rebuilding and reimagining our transportation networks now.

INVEST
Local leaders know we must do more to reinvest in our communities and rebuild America’s infrastructure collaboratively.

The nation’s cities, towns and villages support a long-term, comprehensive national transportation program that invests in our potential as a country. Cities, towns and villages are investing in transportation from their own budgets and ballot initiatives, especially on innovative, sustainable transportation solutions. The federal government must step up as an equal partner to leverage local investments.

SHIFT
Every day, city leaders hear from their residents and businesses about efficient, reliable, cost-effective, safe and modern mobility.

America’s transportation problems far exceed available funding and how we move as a country is changing. Increasingly clogged and potholed roads now host more traffic along with innovative ride-share services, “micro-mobility” options like shared bikes and scooters, rapid buses and more. Now is the time for a new vision because transportation is changing, and our investments must change with it.

Local leaders are committed to playing a larger role in rebuilding America’s infrastructure collaboratively with our regional, state and federal partners.

CONGRESS, IT’S TIME TO #REBUILDWITHUS
FIND OUT MORE: NLC.ORG/FAST
IN THE NEXT TRANSPORTATION BILL, COMMUNITIES CALL ON CONGRESS TO PRIORITIZE:

**PERFORMANCE**
- Leverage partnerships with local governments, who are closest to both transportation problems and residents, in decision making on all transportation programs that impact communities.
- Move toward a performance-based transportation structure, in which the goals of the programs align with the region’s goals for economic development, sustainability, safety, innovation, equity, and regional connectivity.

**INNOVATION & SAFETY**
- Increase investment in both traditional and emerging transportation, including regional and intercity rail connections, micromobility options, safe biking and walking infrastructure, autonomous vehicles and modern buses.
- Increase the transparency of the federal regulatory processes for both localities and the general public by streamlining duplicative federal processes.
- Advance the work of Vision Zero cities to improve safety for all users and across all modes of transportation through new investment with cities and regions.

**SUSTAINABILITY**
- Support regional transportation models and planning to increase the effectiveness of the nation’s multimodal and integrated transportation investments.
- Recognize the essential connections between transportation and people’s lives - land use planning, housing, energy, the economy, public health and the environment.
- Sustain the highway, rail, air, and port freight systems with trade partners, in order to better connect urban and rural communities to each other and to the global economy.

**FUNDING**
- Increase the overall funding directly available to local governments, through programs like the Surface Transportation Block Grants (STBG) and Transportation Alternatives.
- Expand and implement new revenue mechanisms that are developed collaboratively with local governments, reflect the true cost of every mode of transportation, and can grow with the country’s transportation demands.
- Support affordable public transportation systems of all sizes and ensure that factors like wages can keep up with costs of providing transportation services.

**CITIES, TOWNS AND VILLAGES CALL ON CONGRESS TO:**

1. Partner with local governments to rebuild and fully fund the nation’s transportation needs, better connect our regions, and innovate with technology and sustainable solutions by increasing the Surface Transportation Block Grants and access to other programs.
2. Work with local governments to expand and implement new revenue mechanisms that reflect the true cost of every mode of transportation, provide direct resources for regional priorities, and grow with the country’s transportation network.
3. Increase safety funding and flexibility to save the lives of riders, bikers and pedestrians through Road to Zero and transportation safety projects.
2020 Legislative Priorities for Cities, Towns and Villages

We NEED to Build Sustainable Infrastructure and a Skilled Workforce

Investing in infrastructure and the American workforce to rebuild transportation, water and broadband networks is essential to moving America forward.

In just two years, 4.6 million additional trained workers are projected to be needed to keep pace with the current hiring demands in the infrastructure sector alone.

Using municipal bonds, local governments and states have raised $3.8 trillion over the last decade to address the most pressing needs, but federal support to close the nation’s remaining $2 trillion infrastructure funding gap remains critical to our economy.

Tell Your Story: Which infrastructure projects and local workforce programs have been successful in your community and why? Will federal support help you scale your efforts?

Our legislative ask: Support a comprehensive infrastructure package with dedicated, equitable funding. We support the House majority’s Moving Forward Framework, which should include the following:

1. Renew the Federal Transportation programs by the September 30, 2020 deadline when the current FAST Act expires. Make cities full partners in the nation’s transportation goals by:
   - Restoring the Surface Transportation Block Grant (STBG) Program share for locals back to at least 62.5% and increase the use of this sub-allocation model for accountable, efficient reinvestment.
   - Increasing local input and decision-making for federal funds intended for them, especially for mid-size communities.
   - Supporting cities’ Vision Zero safety initiatives within NHTSA and FHWA directed programs in response to the highest pedestrian fatality rates in the U.S. in over 30 years.
   - Investing $145 billion over six years in innovative transit and mobility choices for small, medium, and large communities, especially for seniors.
   - Growing connectivity among regions with regional rail and key asset investments, especially to improve rail safety and on-time performance.
2. **Cosponsor the Investing in Our Communities Act (H.R. 2772)**, which restores the tax exemption on single use advance refunding bonds.
   - Allows state and local governments to take advantage of **advance refunding bonds** to refinance outstanding bond debt prior to the bond’s call date.
   - Allows municipal government to achieve **lower interest rates** and substantial savings, which could be reinvested in additional infrastructure or used to lower local tax rates.

3. **Support Water Infrastructure** legislation
   - In the Senate, the Environment and Public Works Committee is drafting a **water resources bill** that would authorize navigation, flood control, and ecosystem restoration projects under the U.S. Army Corps of Engineers. It will also include reauthorization of the **Clean Water State Revolving Fund**, and possible drinking water provisions. The committee expects to pass the legislation the spring and advance to the Senate floor by early summer.
   - In the House, **Clean Water Act** legislation is moving separately from the expected water resources bill, with **H.R. 1497** having already passed the Transportation and Infrastructure Committee.

4. **Reauthorize the National Flood Insurance Program (H.R. 3167 and H.R. 3872/S.2187)** which would provide additional funding for advanced mapping of flood zones and provide **additional funding** to help local communities mitigate risk of flooding.

5. **Cosponsor the BUILDS Act (H.R. 2831/S. 1517)**, the Building U.S. Infrastructure by Leveraging Demands for Skills Act which invests in **work-based learning programs** and support services within the infrastructure sector.

6. **Cosponsor the Digital Equity Act (H.R. 4486/S. 1167)** which would establish new grant programs for states and communities to expand **broadband access** and **digital literacy** for residents, as well as federal program evaluation to identify the most promising practices for digital equity projects.
2020 Legislative Priorities for Cities, Towns and Villages

We NEED to Restore Local Authority to Empower Local Solutions

City leaders are working to improve the health and welfare of their communities and the people who live there. City leaders are problem solvers and innovators and eager to partner with other levels of government to support and compliment their efforts.

But instead of partnership and support, many cities have confronted interference.

When federal-state-local relationships break down, and when the federal government unduly limits local authority, city leaders are left with fewer tools and reduced power to solve problems.

Tell Your Story: Share a challenge that your municipality identified and successfully addressed through local-state or local-state-federal efforts. Which efforts have been limited due to overreach?

Our legislative asks:

1. **Cosponsor the Accelerating Broadband Development by Empowering Local Communities Act (H.R. 530) and Restoring Local Control Over Public Infrastructure Act of 2019 (S. 2012)**, which would repeal recent harmful Federal Communications Commission (FCC) regulations that limit the ability of local governments to responsibly manage the deployment of 5G wireless infrastructure.

2. **Cosponsor the Restore the Partnership Act (H.R. 3883/S. 2967)**, which would reconstitute and reform the U.S. Advisory Commission on Intergovernmental Relations (ACIR). The commission would champion a forum to discuss and address concerns over federal overreach.

3. **Cosponsor the Protecting Community Television Act (H.R. 5659 and S. 3218)** which would reverse an FCC order that finalized rules to upend decades of cable franchises practices. The FCC order provides a handout to cable companies by allowing them to dramatically reduce negotiated franchise payments by deducting the value of non-cash franchise elements, such as institutional networks or discount programs for seniors.
2020 Legislative Priorities for Cities, Towns and Villages

We NEED to End Housing Instability and Homelessness

Cities, towns and villages across the United States are facing a crisis in housing and homelessness.

Housing instability is increasingly recognized as one of the biggest barriers to economic prosperity for American families. The housing crisis is driving homelessness to levels that are overwhelming local governments and service providers working at the intersection of mental health, substance abuse disorder and homelessness.

Tell Your Story: How many constituents in your community are affected by housing instability? How does that affect your local economy and what programs could use federal support to empower local programs offering wraparound support? Share a constituent concern to provide a specific example.

Our legislative asks:

1. Cosponsor the Eviction Crisis Act (S. 3030), which would create new tools to help end the nation’s rising rate of home evictions.

2. Cosponsor the Family Stability and Opportunity Vouchers Act (S. 3083), which would create an additional 500,000 housing vouchers specifically designed for low-income families with young children to expand their access to neighborhoods of opportunity with high-performing schools, strong job prospects, and other resources.
This week the very first infrastructure forum for 2020 Presidential candidates was hosted by NLC’s friend and partner, United for Infrastructure, in Las Vegas, Nevada. Vice President Joe Biden, Senator Amy Klobuchar, Mayor Pete Buttigieg and Tom Steyer all stepped onto the stage to share their perspective and plans on how to tackle our worst infrastructure challenges while...
they also balance investing in new future infrastructure that’s perhaps electric and more connected than ever before. No candidate also made it off the stage without the Wall Street Journal asking the toughest question – how are they going to pay for their plan? Here’s a recap of what NLC and other infrastructure partners heard at the Moving America Forward Forum on how the candidates would lead together with cities and towns if they were elected our next President.

**Vice President Joe Biden**

Vice President Joe Biden, who is often referred to as “Amtrak Joe” with over 2 million rail miles travelled, is no stranger to the infrastructure conversation and was tapped to help push out the $90 billion in infrastructure from the Recovery Act of 2009. When it comes to infrastructure today, Biden was emphatic: *“People are ready to do rational things.”* He believes infrastructure can still be a bipartisan win, and he’s proposing a $1.3 trillion broad infrastructure plan with a funding strategy of raising the corporate tax rate from 21% to 28% which raises roughly $740 billion over 10 years and ensuring that all corporations pay a minimum of 15% earnings regardless of their exemptions.

Biden believes there’s a lot we can do to create good jobs that pay well and make the infrastructure more green and efficient. He’s also pro-streamlining with the right knowledgeable folks, especially on the environment. When asked, “Do you fix the crumbling part or just build all the shiny new parts?” the answer remains “both” given examples of upgrades to port cranes while doing the basic maintenance of dredging and deepening at the port.
Steyer believes there are different ways to do infrastructure beyond government-supported spending in the federal budget. He stated that on his first day of office, he is committing to declare a climate emergency and use that authority to shift the processes and procedures that companies use to impact that. However, that doesn’t mean shifting dollars away from roads and bridges to go to electric infrastructure saying, “We have an infrastructure backlog that is really cutting into our economic advantage and it’s putting rural America at a huge disadvantage, but we also have a gigantic housing problem with 7 million too few affordable housing units in the country.”

His rebuilding plan is focused on how we build infrastructure back in a clean way. He believes we have to really build up more public transit and rail options that can move more families, and the housing along the lines with it. He also believes we need to push down the price of electric cars, but that most funding may end up being a “Cash for Clunkers” buyback for families to more quickly transition to a cleaner car fleet. When asked about using a gas tax increase to fund
transportation again, he pushes back against using a regressive consumer tax versus treating investment income on the same tax schedule as earned income. “**Everybody knows we have to do it, and we can easily afford to do it. We just have to get over the idea that rich people don’t pay taxes anymore,**” Steyer says.

**Senator Amy Klobuchar**

Senator Klobuchar was the first 2020 candidate to announce an infrastructure plan and started her campaign near where the **I-35W bridge that collapsed**, acknowledging the human impact of infrastructure failure and that bridges shouldn’t just fall down in the middle of America. Klobuchar sees infrastructure as a critical task, “**Our public works and our public good is a part of who we are as a nation and looking out for each other... The major job is keeping our citizens safe and it is also shared prosperity, and infrastructure is a great way to get there.**”

As a long-term Senator, she sees the potential of working to improve and legislate through these issues – from broadband to roads and bridges – using infrastructure financing supported by Sen. Mark Warner (VA) and Sen. Roy Blunt (MO) as well as bringing back Buy America Bonds as supported by Sen. Ron Wyden (OR) and Sen. John Hoeven (ND). Like most rural cities, she remains amazed that broadband access is elusive, and as a former telecommunication lawyer, her plans focus on bringing that connectivity to rural areas by 2022. She’s a big believer in rail – both because you can travel “without arguing with your spouse” and creates good access and well-paid jobs. To pay for it, the Senator would bump up taxes rates slightly, reset international taxes back to prior rates to pull together $550 billion and add national financing and bonding efforts.

**Mayor Pete Buttigieg**

As a former local official, Mayor Pete Buttigieg believes infrastructure is bipartisan territory for agreement saying, “**One of the things the American people actually agree on is the need for a major investment in the future of our infrastructure.**” He panned previous infrastructure proposals where “**it turned out the plan was for state and local...**"
officials to come up with most of the money – which is how it already works!” His broad infrastructure plan is focused on bringing what we’ve already invested in back into good condition while also investing in a “smart mix” of infrastructure like rail that helps achieve other goals like reduced emissions. He also mentioned equity is one of his goals for an infrastructure plan saying, “We know that the racial and economic inequality that we experience in this country plays out with the inferior infrastructure that so many Americans are expected to put up with.”

To fund infrastructure, the Mayor’s plan puts $165 into the Highway Trust Fund which would come from tax changes rather than gas tax increases because “the reality is we’re going to have to graduate from gas taxes because we have to graduate from gas.” Whether electric charging or other infrastructure, Buttigieg acknowledged that from his experience as a mayor, he knows that good infrastructure ideas can come from the local level and don’t necessarily have to come from the Washington, but more of the support and financing should come from the federal government.
2020 Looking Forward

Infrastructure is always a major talking point in the lead-up to big elections, but in 2020, it’s hard to ignore how far behind we’re falling – from transportation, to broadband, to water and the skilled workforce to get the job done. That’s why “Building Sustainable Infrastructure” is one of four key pillars of the NLC Leading Together 2020 Cities Agenda which Mayor Buttigieg and now Senator Elizabeth Warren have signed onto.

While we’re glad for all of these candidates stepping up on infrastructure, don’t forget that the President and Congress still have a lot of potential plays they could make on infrastructure before the election even happens in November.

Presidential Infrastructure Priorities

As a candidate and once elected, President Trump has supported a bold infrastructure initiative, and most recently with his 2021 proposed budget to Congress, it included a renewed commitment to a $1 trillion dollar direct federal investment showing:

- **$810 billion in Surface Transportation including:**
  - $602 billion for highways
  - $155 billion for transit
  - $20 billion for traffic and motor carrier safety
  - $17 billion for rail, $16 billion for transportation TIFIA loans and Better Utilizing Investments to Leverage Development (BUILD) grants (note: formerly called TIGER) and
  - nearly $1 billion for pipeline and hazardous materials safety.

- **$190 billion in investments across a range of infrastructure sectors including:**
  - $60 billion for a new Building Infrastructure Great grants program to accelerate delivery of “mega-projects”
  - $50 billion for a new Moving America’s Freight Safely and Efficiently program with formula and discretionary grants to open up freight bottleneck areas and improve safety
• $35 billion for a new Bridge Rebuilding program to make targeted investments in critical bridge infrastructure to restore them to good condition with $12 billion for “offsystem” bridges allocated via formula and $23 billion will be provided for larger bridges via a competitive process

• $25 billion for a new Revitalizing Rural America program to help rural communities deliver broadband, transportation, water, and other infrastructure projects. Funding will be distributed via formula to States, territories, and tribes, and bonus grants will be provided based on the boldness of locally-developed investment and performance plans.

• $20 billion for a Transit State of Good Repair Sprint program to reduce the transit repair backlog of existing assets (no new capacity projects)

Also, in the 2020 State of the Union, the President also positively affirmed that Congress should move to rebuild America’s infrastructure, saying to both House and Senate leaders, “I ask you to pass Senator John Barrasso’s highway bill to invest in new roads, bridges, and tunnels all across our land.”

For NLC, the President’s support is encouraging because the reauthorization of the Fixing America’s Surface Transportation (FAST) Act is due from Congress before September 30th of this year in order to keep funding flowing to cities and states to address highway and transportation priorities. The President’s backing of Sen. Barrasso’s America’s Transportation Infrastructure Act (S.2302) is the next step to encourage Congressional leaders to find the funding that will be needed to bring a new transportation bill together in both the Senate and the House.

The President also gave mention to other key infrastructure priorities: “To protect the environment, days ago I announced that the United States will join the One Trillion Trees Initiative, an ambitious effort to bring together government and private sector to plant new trees in America and all around the world…. I’m also committed to ensuring that every citizen can have access to high-speed Internet, including and especially in rural America.” We look forward to seeing what the next steps will be to accomplish these infrastructure priorities in 2020.
House Leadership’s Infrastructure Framework

This January, the House Leadership assembled to release a $760 billion cross-Committee #MovingForward Framework to make transformative infrastructure investments across the country. House Speaker Nancy Pelosi (CA), Transportation and Infrastructure Committee Rep. Peter DeFazio (OR), Energy and Commerce Committee Rep. Frank Pallone (NJ), and Ways and Means Committee Rep. Richard Neal (MA) released the Framework to invest in the whole spectrum of infrastructure – highways, transit, aviation, safety, rail, ports, inland waterways, water, brownfields, energy, broadband, and even 9-1-1. Over five years, these would be “smarter, safer, and made to last.”

Most significantly, the proposal makes significant reference of local government indicating a potential for the framework to be far more inclusive of cities as true and equal partners in infrastructure rebuilding than ever before. Here are just a few direct quotes from the proposal:

- **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 sub-allocation process to ensure mid-sized communities receive a portion of program funds.
- **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...
- **Investment in Communities** – Provides targeted funding for communities, tribes, and rural and other continually disadvantaged areas.

Throughout the #MovingForward Framework are indications that Congress will take significant action on cities’ transportation priorities including:

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

- **Focuses on Bus 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.

- **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... Grantees will coordinate with other Federal programs, hospitals, clinics, and state/local health agencies to provide a seamless transportation system.

- **Advances Innovation** – Takes mobility on demand beyond demonstration projects and incorporates it into everyday transit operations.

- **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.

- **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.

- **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.

- **Passenger Facility Charge (PFC) Cap** – Increases the PFC cap and indexes it to inflation... [to] 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.
- **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.

- **Unmanned Aircraft Systems** – Advances the deployment and increased use of unmanned aircraft systems (UAS) to assist in the construction of transportation infrastructure projects...

- **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... particularly in metropolitan regions.

NLC is dedicated to supporting cities’ priorities of infrastructure and workforce with both Congress and the Administration throughout 2020 and beyond.

**Read NLC’s Leading Together 2020 Cities Agenda**

**Read NLC’s Transportation Priorities**

**Watch the full Forum**

**Read the Wall Street Journal Moderators’ Take on the Forum**

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Historic Investment in America’s Infrastructure

Americans know all too well the urgent need to rebuild and modernize our infrastructure. Traffic congestion cost commuters an estimated $179 billion in wasted time and fuel in 2017. Congestion cost the trucking industry an estimated $74 billion in 2016, and these costs are often passed along to American households and businesses in the form of a hidden tax on the goods they purchase. Only about 38 percent of our roads have good pavement quality. An average of 178 million trips per day were made across bridges in poor condition in 2018. While showing recent signs of improvement, far too many fatalities and injuries continue to occur year after year on the Nation’s roads.

Our infrastructure challenges are not limited to roads and bridges. The transit maintenance backlog – the cost just to bring existing rail and bus assets into good condition – was $98 billion in 2014, and is projected to reach $116 billion by 2034. Over 21 million Americans, many who live in rural areas, lack access to high-speed internet.

Yet while these problems are broadly known, and have been talked about for years, not nearly enough is being done to solve them. Projects that can significantly improve or even transform communities are often delayed for years, some more than a decade. Meanwhile, the cost of those projects rise, our economic competitiveness is put at risk, our quality of life suffers, and highway-related fatalities remain a persistent concern. The time to act to solve these problems is now, before they get worse.

$1 Trillion in Direct Federal Investment

The President has consistently emphasized the critical importance of rebuilding and modernizing the Nation’s infrastructure. The Budget reflects his bold vision by providing $1 trillion in direct Federal investment in our infrastructure.

This investment has two major components. The first is an $810 billion, 10-year reauthorization of surface transportation programs (the largest in history). The proposal includes $602 billion for highway infrastructure, $155 billion for transit infrastructure, $20 billion for traffic and motor carrier safety, $17 billion for rail infrastructure, $16 billion for Transportation Infrastructure Finance and Innovation Act (TIFIA) loans and Better Utilizing Investments to Leverage Development (BUILD) grants, and nearly $1 billion for pipeline and hazardous materials safety.

The second major component of the President’s plan is an additional $190 billion in investments across a range of infrastructure sectors, including water and broadband. The Budget proposes that this funding be allocated to the following programs:

- **$60 Billion for a new Building Infrastructure Great grants program**: America’s core infrastructure requires rehabilitation and expansion. Core infrastructure “mega-projects” are prone to excessive delays for a variety of reasons, including their cost, complexity, and involvement of multiple jurisdictions. This program will accelerate delivery of such projects across a range of sectors: surface transportation road, bridge, rail, transit, pipeline, landside port, and intermodal connection capital investments; lock, dam, and canal investments; drinking water and waste treatment capital investments; and energy and broadband capital investments.
Historic Investment in America’s Infrastructure

- **$50 billion for a new Moving America’s Freight Safely and Efficiently program.** This program will support projects with significant economic, mobility, and safety benefits on our strategic highway, rail, port, and waterway freight networks. It will provide both formula and discretionary grants to open up bottleneck areas and improve safety by, for example, adding capacity, deploying effective technologies, and expanding truck parking infrastructure.

- **$35 billion for a new Bridge Rebuilding program.** Approximately 47,000 bridges in the United States are classified in poor condition – 80 percent of which are in rural areas. Rural communities often lack the resources to rebuild their bridges, and State and local governments often struggle to find the funding to cover the significant cost of replacing large bridges. This program will make targeted investments in critical bridge infrastructure to restore them to good condition. $12 billion will be provided for “off-system” bridges allocated via formula, and $23 billion will be provided for larger bridges via a competitive process.

- **$25 billion for a new Revitalizing Rural America program.** This program recognizes the unique needs and contributions to our economy made by rural communities and helps them deliver broadband, transportation, water and other infrastructure projects. Funding will be distributed via formula to States, territories and tribes, and bonus grants will be provided based on the boldness of locally-developed investment and performance plans.

- **$20 billion for a Transit State of Good Repair Sprint program.** This program, paired with the additional resources for transit included in the Administration’s surface transportation reauthorization proposal, will make significant progress in reducing the large and growing state of good repair transit backlog. The program will focus exclusively on rehabilitating existing assets (no new capacity projects).

Finally, the Budget also includes $6.5 billion for a Public Lands Infrastructure Fund. This program would address the deferred maintenance backlog in our national parks, forests, wildlife refuges and other public lands, along with Bureau of Indian Education schools. Proceeds from Federal offshore and onshore energy leases over five years would be invested to improve some of America’s most visited parks and public lands that support a multi-billion dollar outdoor recreation economy.

The impact of these investments will be amplified by the permitting reforms put in place since the beginning of this Administration, including the “One Federal Decision“ policy and the most significant proposed reform of the NEPA process in 40 years to help ensure the permitting process protects the environment and works for all Americans. The Administration looks forward to working with Congress to enact these programs.
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, 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.
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.

**HIGHWAY AND TRANSIT PROGRAMS: $434 BILLION**

**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


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.
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.

**RAIL TRANSPORTATION: $55 BILLION**

**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.
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.
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.
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.”

CLEAN WATER: $50.5 BILLION

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.
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.
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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Fact Sheet

House Democrats’ Moving Forward Framework outlines a 5-year, $760 billion investment to get our existing infrastructure working again and fund new, transformative projects that will create an estimated 10 million jobs, while reducing carbon pollution, dramatically improving safety, and spurring economic activity. It’s infrastructure investment that is smarter, safer, and made to last.

Modern Highways & Highway Safety Investments — $329 Billion
  - Delivers better roads and bridges faster, by prioritizing fixing the broken, outdated infrastructure we already have, including the Nation’s 47,000 structurally deficient bridges.
  - Modernizes our infrastructure with bold new funding for addressing the most impactful projects and bottlenecks that affect local regions and the national transportation network.
  - Invests in reducing carbon pollution from the transportation sector and improving the resilience of infrastructure to withstand the impacts of climate change.
  - Dramatically increasing the availability of charging stations and other alternative fueling options for electric and zero-emissions vehicles.
  - Addresses the sharp rise in pedestrian and bicyclist deaths by making our roads safer for all users.
  - Uses modern technology, such as smart traffic lights and innovative materials, to create smarter, more efficient transportation systems.

Transit Investment — $105 Billion
  - Increases funding for transit agencies to add new routes and provide more reliable service, encouraging viable public transit options and fewer single-occupant cars clogging highways.
  - Increases investment in zero-emission buses to reduce carbon pollution.
  - Streamlines project delivery so that our investments get shovels in the ground quicker and commuters see results faster, by reforming the Capital Investment Grant program.

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Provides the investments needed to address the growing backlog of transit maintenance needs, making public transit safer and more reliable.

**Rail Investments — $55 Billion**
- Expands our passenger rail network, giving travelers a reliable, low-carbon option to travel both short and long distances, including to regions that lack frequent or affordable airport service.
- Invests in Amtrak stations, facilities, services, and modernization of its rail cars, while continuing Amtrak’s legacy of serving long-distance and intercity passengers.

**Airport Investments — $30 Billion**
- Supports airport investments to meet growing passenger demand and advances FAA’s airspace modernization efforts to make air travel safer and easier.
- Incentivizes the development and use of sustainable aviation fuels and new aircraft technologies to reduce the carbon pollution from air travel.
- Accelerates research into noise reduction efforts in communities near U.S. airports, making communities healthier and more livable.

**Clean Water & Wastewater Infrastructure — $50.5 Billion**
- Funds building new, modern clean water and wastewater infrastructure by investing $40 billion in the Clean Water State Revolving Fund (CWSRF), to address local water quality challenges, with dedicated funds for urban and rural communities with affordability concerns.
- Encourages the use of energy-efficient and water-efficient technologies.
- Helps communities affordably address local sewer overflow and stormwater infrastructure needs, preventing pollution in local rivers and waterways, and disruptions to service.
- Establishes a new EPA program to detect, prevent, and treat discharge of industrial chemicals, including PFAS.

**Water Infrastructure (Flood protection, navigation, etc.) — $10 Billion**
- Addresses the impact of severe weather events by tackling the backlog of Army Corps’ projects designed to protect communities at risk of flooding, to enhance community resiliency, and to enhance national, regional, and local economic growth.

**Harbor Infrastructure — $19.7 Billion**
- Funds the essential dredging and upkeep of American harbors, ports and channels – keeping commerce flowing and ensuring U.S. economic competitiveness – by making sure the fees collected from maritime shippers go toward regular harbor maintenance.

**Brownfield Restoration — $2.7 Billion**
- Helps communities fix up abandoned and contaminated properties for new use, particularly important for the revitalization of economically distressed communities.

**Drinking Water —$21.4 Billion**
o Protects Americans’ drinking water – particularly for vulnerable communities – by investing in the Drinking Water State Revolving Fund and programs to ensure clean drinking water in schools, day care centers and on Native American Reservations.

o Provides funding to local communities dealing with PFAS contamination in the drinking water and requires EPA identify and assist these and other communities with effective decontamination techniques.

**Clean Energy — $38.3 Billion**

o Invests in electric grid modernization to accommodate more renewable energy and to make the grid more secure, resilient and efficient.

o Encourages local communities to invest in energy efficient infrastructure including retrofitting and weatherizing buildings and funding energy efficiency and conservation projects to reduce carbon pollution and put people back to work.

o Strengthens existing energy supply infrastructure and expands renewable energy infrastructure in low-income and underserved communities to increase climate resiliency and reduce greenhouse gas pollution across the country.

o Supports the development of an electric vehicle charging network to facilitate the transition to zero emissions vehicles from coast to coast.

**Broadband & Communications — $86 Billion**

o Invests in expanding broadband access to unserved and underserved rural, suburban, and urban communities across the country – connecting Americans, creating strong small businesses, more jobs and strengthening economies in communities that have been left behind.

**Public Safety Communications — $12 Billion**

o Protects American lives by funding implementation of a Next Generation 9-1-1 system that will allow people to call or send texts, images or videos to 9-1-1 to help first responders and emergency personnel better assess the nature of an emergency and reach people in need.

# # #
January 16, 2020

Chairman Peter DeFazio
House Committee on Transportation and Infrastructure
2165 Rayburn House Office Building
Washington, DC 20515

Chairman Eleanor Holmes Norton
House Subcommittee on Highways and Transit
2165 Rayburn House Office Building
Washington, DC 20515

Dear Chairman DeFazio, Ranking Member Graves, Chairman Norton, and Ranking Member Davis:

As Congress works toward a surface transportation reauthorization, we urge you to leverage local governments’ increased commitment to invest in the nation’s transportation networks by substantially growing the local share of the Surface Transportation Block Grant Program (STBGP). As you know, local governments play a significant role in planning, constructing, and maintaining the national transportation network. Cities, counties, and townships own 3.1 million miles of America’s roads representing more than three quarters of the national network and where the majority of trips both begin and end. Expanding the federal partnership with cities and counties in the next surface transportation bill is particularly important now as we work to improve the safety and efficiency of our nation’s transportation infrastructure.

The undersigned organizations represent a broad coalition of local stakeholders from cities, counties and metropolitan planning organizations from across the country who respectfully request the Committee’s consideration of raising existing federal commitments to local governments and their local areas by:

1. Restoring the share of STBGP funding to local areas to its historic funding level of 62.5 percent, as first provided in the 1991 ISTEA law but later revised downward in the MAP-21 law; and,

2. Infusing additional federal funding directly into the "suballocated local area share" of STBGP, where funds could be reserved to prioritize projects that further the Committee's priorities, such as improving safety, expanding local travel options, reducing carbon emissions, and making local transportation networks more durable and resilient.
Similar to the provision in S.2302 targeting the National Highway Performance Program for additional funding, we likewise request that the Committee target the "suballocated local area funding" within STBGP for additional funding.

At the local level, elected and appointed leaders have stepped up their investments while the federal government lags behind. Consider data collected by the Federal Highway Administration showing that, from 2011 to 2015, local governments increased new highway revenue commitments (exclusive of debt) by 116 percent, as compared to federal and state governments where commitments grew more slowly—by 55 percent and 72 percent, respectively. This demonstrates the steadfast commitment at the local level to good financial stewardship, and the record reflects the effectiveness of local governments in putting federal dollars to work where they are needed most. All parties must step up to meet the challenges of our transportation network today.

**Thank you for your consideration of our requests and recommendations as you work to develop the FAST Act renewal proposal.**

Sincerely,

DeLania Hardy  
Executive Director  
Association of Metropolitan Planning Organizations

Matthew Chase  
Executive Director  
National Association of Counties

Joe McKinney  
Executive Director  
National Association of Development Organizations

Clarence E. Anthony  
CEO & Executive Director  
National League of Cities

Leslie Wollack  
Executive Director  
National Association of Regional Councils

Tom Cochran  
CEO & Executive Director  
The United States Conference of Mayors