

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE MEMBERS' DAY HEARING

(116-13)

HEARING

BEFORE THE

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

HOUSE OF REPRESENTATIVES

ONE HUNDRED SIXTEENTH CONGRESS

FIRST SESSION

—————
MAY 1, 2019
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Committee on Transportation and Infrastructure
U.S. House of Representatives
Washington, DC 20515

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Ranking Member

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APRIL 26, 2019

SUMMARY OF SUBJECT MATTER

TO: Members, Committee on Transportation and Infrastructure
FROM: Staff, Committee on Transportation and Infrastructure
RE: Full Committee Hearing on “Committee on Transportation and Infrastructure Members’ Day”

PURPOSE

The Committee on Transportation and Infrastructure (T&I Committee) will meet on Wednesday, May 1, 2019, at 10:00 a.m. in 2167 Rayburn House Office Building to receive testimony related to “Committee on Transportation and Infrastructure Members’ Day.” Pursuant to H. Res. 6 Sec. 103(j), the purpose of this hearing is to provide Members of Congress an opportunity to testify before the Committee on Transportation and Infrastructure on the Member’s policy priorities within the Committee’s jurisdiction.

BACKGROUND

T&I COMMITTEE JURISDICTION

The T&I Committee has broad jurisdiction over all modes of transportation and numerous types of infrastructure programs and funding, which is overseen as delineated below by six subcommittees.

Subcommittee on Aviation:

The Subcommittee on Aviation has jurisdiction over all aspects of civil aviation, including safety, infrastructure, labor, economic regulation, and international issues. Within this scope of responsibilities, the Subcommittee has jurisdiction over the Federal Aviation Administration (FAA), a modal administration within the U.S. Department of Transportation (DOT). This jurisdiction covers all programs within the FAA as well as aviation programs of the DOT with respect to economic regulation of air carriers and passenger airline service. In addition, the Subcommittee has jurisdiction over commercial space transportation, the National Mediation Board (NMB), and the National Transportation Safety Board (NTSB).

Subcommittee on Coast Guard and Maritime Transportation:

The Subcommittee on Coast Guard and Maritime Transportation has jurisdiction over the U.S. Coast Guard, including its duties, organization, functions, and powers. Within the Committee’s broader maritime transportation jurisdiction, the Subcommittee has jurisdiction over the regulation of commercial vessels and merchant seamen; domestic laws and international conventions related to the safe operation of vessels and safety of life at sea; and the regulation of ocean shipping, domestic cabotage requirements (Jones Act), and the merchant marine, except as it relates to national defense.

Subcommittee on Economic Development, Public Buildings, and Emergency Management:

The Subcommittee on Economic Development, Public Buildings, and Emergency Management is responsible for the authorization and oversight of federal real estate programs, including construction, repair, alteration, maintenance, and enhancement of such real property; the authorization and oversight of programs promoting economic development in communities suffering economic distress; the authorization and oversight of programs addressing the federal management of emergencies and disasters; and a variety of measures affecting homeland security, including the all-hazards nature of the federal response to disasters and the Federal Protective Service.

The asset management activities of the Subcommittee's jurisdiction include: improved grounds of the United States, generally, and measures relating to the Public Buildings Service (PBS) of the General Services Administration (GSA)—the civilian landlord of the federal government—including the planning, site and design, construction, acquisition, and renovation of public buildings, courthouses, and border facilities, and the leasing of space for federal employees; the buildings, physical plant, and infrastructure of the Capitol Complex and use of the Capitol Grounds; the facilities of the White House complex; the facilities of the Smithsonian Institution, including all new and proposed facilities; facilities of the John F. Kennedy Center for the Performing Arts; Union Station Redevelopment Corporation; Judiciary Centers; measures relating to the location, use, accessibility, energy conservation, security, health and safety, and transfer or exchange of federal buildings; and the naming of federal buildings and courthouses.

The economic development activities of the Subcommittee include jurisdiction over the Economic Development Administration (EDA) of the Department of Commerce, the Appalachian Regional Commission (ARC), the Denali Commission, the Delta Regional Authority (DRA), the Northern Great Plains Regional Authority, the Southeast Crescent Regional Commission, the Southwest Border Regional Commission, and the Northern Border Regional Commission.

The Subcommittee's jurisdiction of federal management of emergencies and natural disasters includes the Federal Emergency Management Agency (FEMA) oversight and activities relating to disaster mitigation, preparedness, response, and recovery, as well as programs relating to first responders.

Subcommittee on Highways and Transit:

The Subcommittee on Highways and Transit is responsible for the development of Federal surface transportation policy and the authorization of programs for the construction and improvement of highway and transit facilities, highway and transit safety, commercial motor vehicle and driver safety, and research and innovation programs. Related to these responsibilities, the Subcommittee has jurisdiction over the following modal administrations and offices within the U.S. Department of Transportation: Federal Highway Administration (FHWA); Federal Transit Administration (FTA); Federal Motor Carrier Safety Administration (FMCSA); National Highway Traffic Safety Administration (NHTSA) (partial); Office of the Assistant Secretary for Research and Technology; National Surface Transportation and Innovative Finance Bureau; and Office of the Secretary of Transportation.

Subcommittee on Railroads, Pipelines, and Hazardous Materials:

The Subcommittee on Railroads, Pipelines, and Hazardous Materials exercises jurisdiction over the programs and activities of two U.S. Department of Transportation (DOT) modal administrations, the Federal Railroad Administration (FRA), and the Pipeline and Hazardous Materials Safety Administration (PHMSA). The jurisdiction of the Subcommittee includes all federal laws and programs regulating railroad transportation, including railroad safety, rail infrastructure programs, economic regulation, railroad labor laws, and the non-revenue aspects of the federal railroad retirement and railroad unemployment systems. The jurisdiction of the Subcommittee also includes all federal laws and programs regulating the safety of gas and liquid pipelines and the safety of transporting material and freight that has been classified as hazardous, regardless of the mode of transportation.

Agencies and other establishments outside the DOT whose rail-related activities fall within the Subcommittee jurisdiction include: Surface Transportation Board (STB); Amtrak; Amtrak Inspector General; Northeast Corridor Commission (NEC Commission); Railroad Retirement Board (RRB); Railroad Retirement Board Inspector General (RRB IG); National Railroad Retirement Investment Trust; and National Mediation Board (NMB).

Subcommittee on Water Resources and Environment:

The jurisdiction of the Subcommittee on Water Resources and Environment consists generally of matters relating to water resources development, conservation and management, water pollution control and water infrastructure, and hazardous waste cleanup.

Issues under the Subcommittee include: water resources programs (projects and regulations)—Army Corps of Engineers (Corps); Clean Water Act, water infrastructure and watershed protection programs—Environmental Protection Agency (EPA); Clean Water Act, regulatory authorities—EPA and Corps; Superfund and Brownfields revitalization—EPA; ocean dumping—EPA and Corps; oil pollution—EPA and Coast Guard; Tennessee Valley Authority (TVA); Saint Lawrence Seaway Development Corporation—U.S. Department of Transportation; National Resources Conservation Service's Small Watershed Program—U.S. Department of Agriculture; Deepwater ports—EPA, Coast Guard, Corps; invasive/aquatic nuisance species/harmful algal blooms—EPA, Coast Guard, Corps, and other agencies; coastal pollution and coastal zone management—EPA and National Oceanic and Atmospheric Administration (NOAA); natural resource damages—NOAA, Department of the Interior, and other agencies; Groundwater protection—primarily EPA and Corps; water resources policy—multiple agencies; toxic substances and public health—Agency for Toxic Substances and Disease Registry (ATSDR); and boundary water issues between the United States and Mexico—the International Boundary Water Commission at the U.S. Department of State.

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE MEMBERS' DAY HEARING

WEDNESDAY, MAY 1, 2019

HOUSE OF REPRESENTATIVES,
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE,
WASHINGTON, DC.

The committee met, pursuant to notice, at 10 a.m. in room 2167 Rayburn House Office Building, Hon. Peter A. DeFazio (Chairman of the committee) presiding.

Mr. DEFAZIO. Welcome, good morning.

This is our first hearing in our renovated hearing room. I hope everybody likes the color scheme. You can thank mostly Kathy for that, if you don't like it.

And if you like it, you can thank me. So—no, actually, we agreed on it and I like it very much.

So here we are. We want to hear from Members.

We hope in the not-too-distant future to write a long-term surface transportation bill, take on the wastewater issues, harbor maintenance, you know, deal with water itself, rail, all our jurisdictions. And so we want to hear from our colleagues on their ideas.

[Mr. DeFazio's prepared statement follows:]

Prepared Statement of Hon. Peter A. DeFazio, a Representative in Congress from the State of Oregon, and Chair, Committee on Transportation and Infrastructure

The hearing will come to order. Let me officially welcome Members of the Committee to our hearing room. Today is the first day the Committee convenes in our renovated space—it feels good to hold the gavel on home turf. I am especially pleased that we are able to share our return to room 2167 with Members of the House who join us today to present their transportation and infrastructure priorities.

Yesterday, I had the opportunity to join Leader Pelosi and other Members of the House and Senate at a meeting with the President. I went into that meeting hopeful that we could come together and chart a path forward to secure, at last, the robust investment in transportation and infrastructure this country desperately needs.

I made clear to the President that taking action to address our infrastructure needs is not optional—letting our roads, bridges, airports, transit systems, ports, and water systems crumble amounts to a national crisis. Every day that we wait to act also means the price tag to fix our infrastructure goes up.

We have let our infrastructure—and our infrastructure funding streams—stagnate to the point where we now need to invest hundreds of billions of dollars to make up for past neglect and plan for the future. There is no way around this reality if we expect improvement.

We must now act to address this challenge, by coming together and enacting legislation that will make a difference in every Congressional district and to every Member's constituents. We must demonstrate to the American people that their government is still capable of working together and taking responsible action to complete

critical projects, create family wage jobs, bolster U.S. industries, save lives, preserve affordable access to transportation and water infrastructure, protect our natural resources, and make smart investments and mitigate and adapt to climate change.

While I continue to press my colleagues on the Committee on Ways and Means, House Leadership, the Senate, and the White House on a path forward on funding, this Committee must do its legislative work.

That is why we have invited Members to speak today on infrastructure priorities under the jurisdiction of the Committee on Transportation and Infrastructure, so that we are informed by what matters most to our colleagues as we move forward with the Committee's legislative agenda.

Thank you to all Members who have made time to come before the Committee today. I look forward to your testimony.

Mr. DEFAZIO. At this point I turn to the ranking member for anything he might want to say.

Mr. GRAVES OF MISSOURI. Thank you, Chairman DeFazio. And obviously, that is what the hearing is about—to hear from our colleagues and hear what their ideas and their priorities are.

I think that this is a good idea. We have got a lot of people, obviously, on the docket that do want to talk to us.

And I do have a prepared statement. If that is all right, I will just submit it and we can move on.

It is going to be a long day.

[Mr. Graves of Missouri's prepared statement follows:]

Prepared Statement of Hon. Sam Graves, a Representative in Congress from the State of Missouri, and Ranking Member, Committee on Transportation and Infrastructure

The Committee's legislative priorities this Congress include an infrastructure bill, a surface transportation reauthorization bill, a Water Resources Development Act, a pipeline safety reauthorization, and more.

We have some obvious challenges ahead. For example, we need a long-term solution for the Highway Trust Fund. We all know that we can't continue to rely on a gas tax that is becoming more and more unreliable.

We also know that transportation technology continues to evolve. We have to ensure that our infrastructure solutions keep pace and take advantage of the benefits of technology to enhance safety, create efficiencies, and reduce costs.

And we know that the federal processes for approving projects continue to be too bureaucratic. That's why we should always look for ways to streamline the infrastructure delivery process wherever possible.

That said, our country has a diverse set of infrastructure needs. One size does not fit all, and what works for one state or region may not work for another.

As we move forward, an important step is to gather as much input as possible from a variety of stakeholders. Today we will hear from our Congressional colleagues about the projects and policies that are important to their districts and states.

I look forward to hearing a wide variety of proposals that will help us address infrastructure needs across the United States.

We have passed a lot of good, bipartisan legislation in recent years, and I look forward to adding to those accomplishments.

The President has been outspoken about the need for Congress to develop a bipartisan infrastructure package that can be signed into law, so I hope this hearing today will help us reach that goal.

Thank you again Chairman DeFazio, and thank you to all the Members testifying today.

Mr. DEFAZIO. Excellent. I ask unanimous consent that the chair be authorized to declare recesses during today's hearing.

Without objection, so ordered.

Members appearing before the committee today will have 5 minutes to give their oral testimony, and written statements will be made part of the formal hearing record.

Given the number of Members appearing before the committee today, and out of consideration for colleagues' time, I ask unanimous consent that members of the committee be given 2 minutes to question each Member/witness, following their statements.

Without objection, so ordered.

Without objection, our witnesses' full statements will be included in the record. Since your written testimony is made part of the record, the committee requests you limit your oral testimony to 5 minutes.

And I think that is done with the script. So, with that, I recognize our colleague first from New York. First come, first served. OK.

**TESTIMONY OF HON. MAX ROSE, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF NEW YORK**

Mr. ROSE. Thank you so much for hosting this hearing and for giving me this opportunity to come before the committee to highlight some of the major challenges facing my congressional district on Staten Island and in South Brooklyn.

Despite being a part of New York City, you would never think it, based on how the folks in my district get around. Sixty-eight percent of Staten Islanders drive to and from work, as opposed to 22 percent in Manhattan.

I have heard people blame Staten Island's car culture for the city's congestion problem, but that just ignores the root core of the issue, because for too many of my constituents, public transportation just is not a reliable and credible alternative. Until that changes, we need to stop punishing hard-working people who are just trying to get around.

The reason we are stuck in this situation in my district is that my district has been forgotten when it comes to Federal, State, and local attention to our transportation needs. When it comes time to invest in transportation projects, Staten Island and South Brooklyn have been second thoughts throughout the years. We have one railroad, one ferry, and an express bus system to Manhattan, all of which are not working nearly as well as the other systems throughout New York City.

The MTA system, which serves South Brooklyn, is currently scheduled to receive signal upgrades in a decade. A decade. Try telling that to people.

So I understand that many communities around New York City and the country need improvements to their daily commutes, but so do my constituents, and we cannot afford to wait another decade.

As always, I did not just come here to complain. Here are some real proposals.

I encourage the committee to sit down and craft, obviously, a long-term infrastructure bill. And I know that there is not a person in this room that is not in favor of that. I want it, the American people want it, I know all of you do, as well.

I also ask the committee to look at new ways to calculate commuter tax credits. While our current system is based on miles traveled, anyone who knows New York City knows that that is not enough. Most drivers commute far less than 15 miles, yet it often takes an hour to get there.

On top of that, my district has the dubious honor of having the most expensive toll bridge in the country. We are getting squeezed on all sides, and it is only getting worse.

If nothing else, calculating commuter tax credits according to the real cost of commuting would be an equitable step in providing a much-needed sense of relief.

Lastly, I want to encourage the committee to build in competitive grant programs that support innovation in transportation. We have seen how ride-hailing technology has reshaped how Americans move around. And I believe that, with Federal support, we can develop equally revolutionary methods of reducing the number of cars on the road, while getting people where they need to go quickly and reliably.

For instance, investment that improves access to mass transit can significantly increase ridership on Staten Island and South Brooklyn. We would love to use mass transit more, but it just needs to be a viable option for all of us. We have transit deserts, where it is a 5-mile ride or a 2-mile to the closest express bus, and people have to drive to get there, and it causes incredible congestion.

In my conversations with members of this committee I have been encouraged by your desire to affect real change in the way that Americans move around. We have all come here to make the American people's lives better, and I have shared with many of you the sentiment that there is no better way to do that than to ensure that people get to and from work quickly and reliably.

Thank you again for this opportunity to speak before you, and I look forward to working with all of you, going forward.

[Mr. Rose's prepared statement follows:]

**Prepared Statement of Hon. Max Rose, a Representative in Congress from
the State of New York**

Thank you Mr. Chairman,

First off, I'd like to thank Chairman DeFazio and Ranking Member Graves for hosting this hearing.

I appreciate the opportunity to come before the Committee to highlight some of the major challenges facing my district of Staten Island and South Brooklyn.

Despite being part of New York City, you'd never think it based on how my district gets around.

68 percent of Staten Island drives to and from work, as opposed to 22 percent in Manhattan.

I've heard people blame Staten Island's "car culture" for the City's congestion problem—but that just ignores the root cause of the issue.

Because for too many of my constituents, public transit just isn't a reliable or credible alternative.

And until that changes, we need to stop punishing hardworking people who are just trying to get to work on time.

The reason we're stuck in this situation is that my district has been forgotten when it comes to federal, state and local attention to our transportation needs.

When it comes time to invest in transportation projects, Staten Island and South Brooklyn have been second thoughts throughout the years. Staten Island has one railroad, one ferry, and an express buses system to Manhattan.

The R Train which serves South Brooklyn is currently scheduled to receive signal upgrades to our subways in a decade.

A decade.

I understand that many communities around New York City and the country need improvements to their daily commutes.

But so do my constituents—and we can't wait another ten years for it.

As always, I didn't just come here to complain.

I came with some real proposals that can make a difference in my constituents' lives.

First, I encourage the committee to sit down and craft a long-term infrastructure bill. An infrastructure bill that makes real, significant investments to make American infrastructure the envy of the world again.

I want it, the American people want it, and I know that many members of this committee want it.

Let's come together and get to work on behalf of the American people.

Second, I'd like to ask the Committee to look at new ways to calculate commuter tax credits.

While the current system is based on miles travelled, anyone who knows New York City knows just doesn't help.

Most drivers commute for less than 15 miles, yet it often takes more than an hour to get there.

On top of that, my district has the dubious honor of having the most expensive tolled bridge in the country.

My constituents are getting squeezed on all sides, hit with longer and longer commutes, tolls that keep going up, and often times no real alternative mode of transit.

If nothing else, calculating commuter tax credits according to the real cost of commuting would be an equitable step and provide a much needed sense of relief.

Lastly, I want to encourage the Committee to build in competitive grant programs that support innovation in transportation.

We've seen how ride-hailing technology has reshaped how Americans move around, and I believe that with federal support, we can develop equally revolutionary methods of reducing the number of cars on the road while getting people where they need to go quickly and reliably.

For instance, investment that improves access to mass transit can significantly increase ridership in Staten Island and South Brooklyn. We would love to use mass transit more, but it needs to be a viable option for us.

In my conversations with Members of this Committee, I've been encouraged by your desire to effect real change in the way that America moves around.

We all came here to make the American people's lives better, and I've shared with many of you the sentiment that there's no better way to do that than to ensure people get to and from work quickly and reliably and can spend more time at home with their families.

Thank you for the opportunity to speak, I look forward to working with you all going forward.

Mr. DEFAZIO. I thank the gentleman. So we can move things along, does anyone have a question for the gentleman?

If not, I congratulate you on your testimony. You said much that I think you will find support for on this committee. We would love to work with you on your particular concerns about getting access to the mass transit.

Mr. ROSE. Thank you, Chairman.

Mr. DEFAZIO. OK. With that we will turn next to the Honorable Gwen Moore for her 5 minutes.

Gwen, proceed.

**TESTIMONY OF HON. GWEN MOORE, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF WISCONSIN**

Ms. MOORE. Thank you so much, Chairman DeFazio and Ranking Member Graves. I really appreciate this opportunity to talk about our Nation's infrastructure priorities.

And, as you know, robust investment in infrastructure is a win-win-win situation. If we update our infrastructure, we put millions

of Americans to work in good-paying jobs, and continue to help our communities be economically competitive.

Transportation projects mean jobs and businesses for communities across our Nation. The Business Roundtable estimated that a significant Federal infrastructure investment would, one, increase real disposable income for Wisconsin households by an average of \$1,200 per year and create 16,000 more Wisconsin jobs over the next decade.

Mr. Chairman, as you put together an infrastructure package, I hope that you will consider a new Water Resources Development Act, and reauthorize the Fixing America's Surface Transportation Act, and I hope that you address the following priorities.

Make sure that infrastructure investments are inclusive of all communities, supporting investments in public transportation and supporting investments in water infrastructure.

Mr. Chairman, we hear a whole lot about Flint, Michigan. But let me tell you the children that are poisoned by lead in Milwaukee, Wisconsin, there is a two-tenths of 1 percent difference in what is happening in Flint and what is happening in Milwaukee, Wisconsin. When I learned that my granddaughter was pregnant, the first thing I did was called up and started buying water, because of her—and I know that my constituents can't afford that.

Mr. Chairman, it must remain a Federal priority to ensure that all communities could benefit from investments in infrastructure. And by that I don't just mean geographic areas where the funds are disbursed, but also diversity in the groups that receive the money, that undertake these projects, and who are employed on these projects. Congress has long recognized rightly that certain businesses, especially small and disadvantaged enterprises owned by minorities and women, face obstacles in competing for and winning transportation contracts.

As a matter of fact, Mr. Chairman, without objection, I would hope that you would enter into the record a letter that I sent you, and a list of DBEs willing to testify before this committee.

Mr. DEFAZIO. Without objection.

[The information follows:]

Letter of February 8, 2019, from Hon. Gwen Moore, a Representative in Congress from the State of Wisconsin, et al., Submitted for the Record by Hon. Gwen Moore

FEBRUARY 8, 2019.

The Honorable PETER DEFAZIO,
Chairman,
House Committee on Transportation and Infrastructure, 2164 Rayburn House Office Building, Washington, DC.

DEAR CHAIRMAN DEFAZIO,

As you put together an infrastructure package, we write to urge you to take steps to ensure that minority contractors can fully participate in all projects funded by any proposal in the 116th Congress. We urge the inclusion of funding and provisions in any such proposal that help facilitate the certification of these contractors as well as to support their ability to fairly compete and win work. Additionally, we urge you to ensure that all hearings on an infrastructure package in the 116th Congress include the voices and viewpoints of minority contractors who can testify to the ongoing challenges they face in competing for and winning work on federally funded infrastructure projects.

Transportation projects mean jobs and businesses for communities across our nation and ensuring that all businesses in our communities, including small and disadvantaged concerns owned businesses, must remain a priority.

Unfortunately, too often, the promises provided by federal law and regulations regarding minority contractor participation in federally funded infrastructure projects fall well short of the reality. Despite some successes, many states are still struggling to meet participation goals and requirements with their regular federal infrastructure funding, when such goals and requirements are attached. What these challenges do point out is the need for lawmakers to continue to make forceful efforts to attack the historically and ongoing inequality when it comes to federal infrastructure contracting.

I know you agree with us that a new infrastructure package must benefit all stakeholders, including minority contractors. Therefore, including the voices of minority contractors in the development of an infrastructure package, including hearings on such a package, is a necessary first step. Hearing from these stakeholders will allow you to better understand existing gaps in federal and state participation requirements and help get to the bottom of the most frequent complaints and problems. And the message you will most likely hear is that the Department of Transportation (DOT) needs to improve the effectiveness and oversight of its Disadvantaged Business Enterprise (DBE) program, including better enforcement.

The DOT's implementation of its DBE programs has been the subject of numerous reports by its Office of Inspector General (IG), highlighting problems with the Department's various DBE programs including at the Federal Aviation Administration. One of the most glaring conclusions from the past reports is the IG's conclusion that "[t]he Department does not provide effective program management for the multibillion-dollar DBE program." Before we pour billions more of federal transportation dollars through DOT to the states as a part of an infrastructure package or surface transportation reauthorization, Congress should listen to, and then appropriately respond to, the needs and concerns of stakeholders, including minority contractors and the IG. And any such package should incorporate their ideas about how to best construct a proposal to help ensure that all communities truly benefit and have a fair and equal opportunity to compete for the thousands of contracts and subcontracts that are likely to flow from that package.

We also know that without pressure from Congress, long overdue but needed improvement will not occur and these business and our communities will find themselves remaining on the sidelines, even as billions in new funding flow to communities nationwide.

Again, as you move forward on constructing the infrastructure package that our nation needs, we must consider and address the needs of these qualified but often overlooked businesses. The fact is that despite repeated affirmation by Congress, some states still make no or limited efforts to help certified firms obtain DBE work on federally funded projects and in others, most certified DBEs never win any business should concern and trouble us as policymakers.

Lastly, one step such legislation can take is to make clear that all infrastructure agencies have a responsibility for implementing and enforcing rules, guidance, and federal laws which require equal employment and labor opportunities in federal contracting such as Executive Order 11246 (Equal Employment Opportunity). That E.O. requires agencies to include certain nondiscrimination and equal employment opportunity provisions in federal contracts, including federally assisted construction contracts. Unfortunately, we are concerned that this Administration's weak record and blatant attempts to roll back important protections enshrined in federal contracting law and regulations will have a disparate impact on minority communities and contractors.

There is no reason why any package to invest in our infrastructure in order to foster a safe and modern transportation system should not also help small businesses like yours. These are not conflicting goals; it actually makes good and sound economic and transportation policy.

As Members of Congress who care deeply about ending unequal access to federal contracts and addressing our nation's glaring infrastructure needs, we hope you understand the need to make sure both goals are met in any infrastructure package and will work with us to achieve them.

Sincerely,
 GWEN MOORE,
Member of Congress.
 HENRY C. "HANK" JOHNSON,
Member of Congress.
 JAN SCHAKOWSKY,

Member of Congress.
 MARC VEASEY,
Member of Congress.
 BOBBY L. RUSH,
Member of Congress.

KAREN BASS, <i>Member of Congress.</i>	<i>Member of Congress.</i>
SUZANNE BONAMICI, <i>Member of Congress.</i>	SHEILA JACKSON LEE, <i>Member of Congress.</i>
AYANNA PRESSLEY, <i>Member of Congress.</i>	JAOQUIN CASTRO, <i>Member of Congress.</i>
BRENDA L. LAWRENCE, <i>Member of Congress.</i>	ADAM SMITH, <i>Member of Congress.</i>
DONALD PAYNE, JR., <i>Member of Congress.</i>	MARCIA L. FUDGE, <i>Member of Congress.</i>
YVETTE D. CLARKE, <i>Member of Congress.</i>	TERRI A. SEWELL, <i>Member of Congress.</i>
EARL BLUMENAUER, <i>Member of Congress.</i>	TONY CARDENAS, <i>Member of Congress.</i>
NYDIA M. VELÁZQUEZ, <i>Member of Congress.</i>	BETTY MCCOLLUM, <i>Member of Congress.</i>
RASHIDA TLAIB, <i>Member of Congress.</i>	COLLIN PETERSON, <i>Member of Congress.</i>
ANDRÉ CARSON, <i>Member of Congress.</i>	ILHAN OMAR, <i>Member of Congress.</i>
SANFORD D. BISHOP, <i>Member of Congress.</i>	DEBBIE DINGELL, <i>Member of Congress.</i>
BONNIE WATSON COLEMAN, <i>Member of Congress.</i>	BENNIE THOMPSON, <i>Member of Congress.</i>
JOYCE BEATTY, <i>Member of Congress.</i>	JESÚS G. "CHUY" GARCÍA, <i>Member of Congress.</i>
MARK POCAN, <i>Member of Congress.</i>	DAVID SCOTT, <i>Member of Congress.</i>
LAUREN UNDERWOOD, <i>Member of Congress.</i>	ADRIANO ESPALLAT, <i>Member of Congress.</i>
GRACE MENG, <i>Member of Congress.</i>	WILLIAM LACY CLAY, <i>Member of Congress.</i>
EDDIE BERNICE JOHNSON, <i>Member of Congress.</i>	ANGIE CRAIG, <i>Member of Congress.</i>
ROBIN L. KELLY, <i>Member of Congress.</i>	RUBEN GALLEGOS, <i>Member of Congress.</i>
GREGORY MEEKS, <i>Member of Congress.</i>	JOHN LEWIS, <i>Member of Congress.</i>
AL LAWSON, JR., <i>Member of Congress.</i>	ANTHONY BROWN, <i>Member of Congress.</i>
ALCEE HASTINGS,	

List of DBEs willing to testify, Submitted for the Record by Hon. Gwen Moore

LIST FOR DBE'S WILLING TO TESTIFY

National Association of Minority Contractors
Minnesota Chapter
Contact: Carlo Lachmansingh (DBE—Minnesota)

National Association of Minority Contractors
Wisconsin Chapter
Contact: Brian Mitchell

National Association of Minority Contractors
Oregon Chapter
Contact: James Posey

Chris Packer, President (DBE—Ohio)
Rod-Techs, Inc.
1727 West Galbraith Rd., Cincinnati, Ohio 45239 (Physical Address)
P.O. Box 101, Milford, Ohio 45150 (Mailing Address)

Elton L. Mason
WST/Owner
King County SCS Certification # 1052
W.S.D.O.T. DBE Approved Gravel Manufacture

MBE/DBE—D3M9621431 Prime NAICS: 484220
Trucking—Sand & Gravel Sales—Dump Sites—Statewide

Jerome Perry, President (DBE—Minnesota)
President, Highway Solutions, Inc.

Dr. Samuel L. Myers, Jr., Professor, Chair of Roy Wilkins Center for Human Relations and Social Justice, Humphrey Institute

Lennie Chism, Executive Director
Springboard Economic Development

Ms. MOORE. Thank you. Now, despite our progress, Mr. Chairman, too many qualified minority businesses are still being frustrated in their attempts to work at federally funded transportation projects, an outcome that I hope we can avoid as work begins on an infrastructure package.

That is the message that these 45 of my colleagues joined with me on this letter to the committee earlier this year. Simply just hoping and praying and wishing that minority and small contractors get an opportunity, those who already face obstacles will get an opportunity, is just naive and damaging.

We don't find, the Transportation and Infrastructure Committee, that there is any followup on making sure that these protocols are in place. We need to be proactive, Mr. Chairman. Because when Congress is silent, little to no DBE participation occurs. We want to strengthen the DOT programs focusing on helping DBEs increase access to capital.

And lastly, we hope you will consider the public-private partnership concepts. Please keep in mind to put in place safeguards that ensure minority participation.

I am running out of time, so I do want to mention that any infrastructure package must be inclusive of Tribal communities, including strengthening requirements that Federal agencies consult and engage with Tribal communities in a meaningful way. Federal policy and Executive orders call for it, and it is not always the reality.

As noted by the National Congress of American Indians, Indian reservation roads, which make up the principal transportation system for residents and visitors to Tribal and Alaska Native communities, are some of the most underdeveloped networks in our Nation.

I just want to mention in my last 17 seconds that we need a well-funded public transportation system.

And again, water. It has no enemies, and—but we are—it is endangering all of our lives, as we fail to deal with those investments.

And I yield back my 1 second.

[Ms. Moore's prepared statement follows:]

**Prepared Statement of Hon. Gwen Moore, a Representative in Congress
from the State of Wisconsin**

Chairman DeFazio and Ranking Member Graves,

I appreciate the opportunity to testify today about our nation's infrastructure priorities. As you know, robust investment in infrastructure is a win-win-win: we update the infrastructure, put millions of Americans to work in good-paying jobs, and continue to help our communities be economically competitive.

Transportation projects mean jobs and businesses for communities across our nation. Both of you know the stats better than anyone. According to the Business Roundtable, a significant infrastructure investment will increase real disposable in-

come for Wisconsin households by an average of about \$1200 more per year over 20 years. For Wisconsin families, that's real money. The same report found that significant reinvestment in U.S. public infrastructure systems would create 16,000 additional Wisconsin jobs over the next decade.

In addition, that analysis found that increased infrastructure investment over a 20-year period would result in other benefits to Wisconsin, including \$54 billion of additional output from personal and non-tradable services; \$30 billion of additional output from durables manufacturing; and, \$21 billion of additional output from finance, insurance and real estate.

As you put together an infrastructure package, consider a new Water Resources Development Act, and reauthorization of the Fixing America's Surface Transportation Act, I hope you address the following priorities:

INCLUSIVE INFRASTRUCTURE INVESTMENTS

It must remain a federal priority to ensure that all communities can benefit from investments in infrastructure. And by that I don't just mean the geographically areas where the funds are dispersed, but also diversity in the groups that receive the money to undertake these projects and who are employed on these projects.

Congress has long recognized that certain businesses, especially small and disadvantaged enterprises owned by minorities and women, have faced obstacles competing for and winning such business and has taken steps to rectify those injustices. Yet, despite progress, too many qualified minority businesses are still being frustrated in their attempts to win work on federally funded transportation projects, an outcome that I hope we can avoid as work begins on a robust national infrastructure package. Some of the frustrations I continue to hear are lack of guidance, training, and enforcement regarding participation requirements by federal and state officials overseeing infrastructure funds.

That is the message that 45 of my colleagues joined me on a letter to you earlier this year. We learned the lesson from the 2009 American Recovery and Reinvestment Act (ARRA) that simply hoping that minority and small contractors—again that we know already face great obstacles to winning work—will just naturally benefit from federal infrastructure investments is naive and damaging.

I appreciate the small steps taken in last year's FAA Reauthorization Act and the FAST Act. In both, you added provisions to strengthen oversight of federal prompt payment requirements, which is a major concern for small businesses. Those provision will hopefully encourage the U.S. Department of Transportation (DOT) to both better track this issue and provide more assistance to help resolve delayed payments to Disadvantaged Business Enterprises (DBE) and other small businesses, which can be a life or death issue for these businesses.

But we need to do more as made clear by stakeholders and numerous DOT Inspector General reports. The DOT's implementation of its DBE programs has been the subject of numerous reports by its Inspector General (IG), highlighting problems with DOT's various DBE programs. One of the most glaring conclusions from the past reports is the IG's conclusion that "[t]he Department does not provide effective program management for the multibillion-dollar DBE program." Before we pour billions more of federal transportation dollars to the states as a part of an infrastructure package or surface transportation reauthorization, Congress should listen to, and then appropriately respond to, the needs and concerns of minority contractors and the IG.

As Congress considers infrastructure, we have to proactively engage these communities and strengthen the law and resources dedicated to helping all businesses compete for and win work.

For example, all federal infrastructure agencies have a responsibility for implementing and enforcing rules, guidance, and federal laws that require equal employment and labor opportunities in federal contracting such as Executive Order 11246 (Equal Employment Opportunity). That E.O. requires federal agencies to include certain nondiscrimination and equal employment opportunity provisions in federal contracts, including federally assisted construction contracts. Unfortunately, what is written on paper and what happens in the real world often don't line up, much to the frustration of these qualified businesses.

One small first step is ensuring that the voices of minority contractors are included in hearings to consider transportation and infrastructure legislation. Hearing from these stakeholders will allow you to better understand existing gaps in federal and state participation requirements and help get to the bottom of the most frequent complaints and problems. Hearing from these contractors will also help the Committee establish a strong record on the need to address under-representation

and continuing discrimination in surface transportation contracting. I have a list attached to my testimony that I am pleased to share with the committee.

And the message you will most likely hear is that the DOT needs to improve the effectiveness and oversight of its DBE program, including better enforcement.

Some specific suggestions as you consider infrastructure investments:

1. Strengthen efforts to increase DBE participation, including by adding new requirements or encouragement to use these businesses where none currently exist.
 - i. Require DBE participation or engagement for Passenger Facility Charges (PFC's) funded projects. Since its creation in 1990, the PFC program has allowed airports to apply to impose local charges to finance and pay for capital development projects. Unlike the AIP program, the PFC statute does not require an airport to establish DBE participation goals for PFC-only financed projects or to make good faith efforts to include DBEs.
 - ii. As the annual total raised by PFC's approaches AIP funding, we know that DBE participation on those projects is lagging. One study found that DBE participation in PFC-only financed projects is substantially lower than the rate for AIP financed projects. That report noted that MIA spent \$435 million on PFC-only financed projects but reported no DBE participation/spend on these projects. By contrast MIA's AIP spending was \$102 million with a DBE participation rate of 15% which again reiterates the importance of participation requirements.
 - iii. The existence of little to no federal encouragement in the PFC program to use DBE's or small businesses is resulting in little to no participation which runs contrary to Congress' long standing policy in this area.
2. Expand the DOT's DBE Supportive Services Program
 - i. This program provides training, assistance, and services to minority, disadvantaged, and women-owned enterprises in order to help these firms develop into viable, self-sustaining businesses. The program receives about \$10 million annually, about the same level it has received since its creation in 1982.

Increase funding for the Department's Office of Small and Disadvantaged Business Utilization

- i. The Office of Small and Disadvantaged Business Utilization's mission is to ensure that the small and disadvantaged business policies and goals of the Secretary of Transportation are developed and implemented throughout the Department in a fair, efficient, and effective manner to serve small and disadvantaged businesses across the country. This includes the Office's short-term lending and bonding assistance programs to help small businesses overcome financial barriers to participation.
- ii. Its funding has been flat funded for too long. For just small additional investments, this existing office can be better positioned to support the engagement of DBE's.

Increase access to capital

- i. *Increase funding for DOT's Minority Business Outreach:* The Office provides contractual support to assist small, women-owned, Native American, and other disadvantaged business firms in securing contracts and subcontracts resulting from transportation-related Federal support.
- ii. *Increase funding for DOT's Minority Business Resource Center:* This program provides assistance in obtaining short-term working capital for minority, women-owned and other disadvantaged businesses and Small Business Administration 8(a) firms. This account includes the subsidy costs for capital obtained through this program as well as administrative expenses.
 - This could be an opportunity to re-envision this agency. Changes in the past few years have slashed its budget and its lending authority. While it makes sense to help consolidate and strengthen SBA programs when appropriate, it may be worthwhile for the DOT to retain some ability to address capital needs of DBE contractors.

Increase funding for DOT oversight, reporting, and enforcement of DBE requirements

- i. Increase oversight of state DBE performance including better tracking of the results of funding set-aside for DBE's or won by DBE's, including ensuring that states and other grantees are providing accurate data, including on the DBE certification process.
- ii. Transparency in how federal dollars are spent in the DBE program is critical for ensuring accountability in the program and ensuring the effective and efficient performance and management of the program. For example, Congress and the states must be able to compare actual DBE spending data reported by state DOTs to state DOTs' DBE goals in a meaningful way. I know this has

been an area of concern in the past and I hope you will work to address it moving forward.

Provisions encouraging or incentivizing the use of best practices

- Provide greater funding incentives to recipients who unbundle contracts. Unbundling of contracts has been shown time and time again to be a great way to increase DBE and small business participation.

Lastly, there has been some discussion about the pros and cons of public-private partnerships (P3). As you consider P3 concepts, I just hope that you keep in mind the needs of minority contractors and put in place safeguards that help ensure minority participation. Or that tool simply becomes another avenue to get around long-standing federal minority participation requirements.

TRIBAL COMMUNITIES

I would be remiss if I did not mention the need to ensure that any infrastructure package must be inclusive of tribal communities. A key part of that is to ensure that federal agencies spending these dollars consult and engage with tribal communities in a meaningful way on projects in or affecting their communities. Doing so is a key way of respecting these sovereign communities. Federal policy and Executive Orders call for it. But we need meaningful provisions in any infrastructure bill to make real and consistent consultation a reality.

As noted by the National Congress of American Indians (NCAI), Indian reservation roads, which make up the principal transportation system for residents and visitors to tribal and Alaska Native communities, are some of the most underdeveloped road network in the nation. This is just one example of the many inequities between Native and non-Native communities. Congress has the opportunity to address tribal infrastructure gaps and we should.

Unsafe reservation road conditions are a significant barrier to economic development and efforts to improve living conditions on reservations will be frustrated if we miss this opportunity. According to NCAI, tribal communities have “an unmet immediate need of well over \$258 million in maintenance funding for roads and bridges.”

The poor condition of these roads, bridges, and transit systems jeopardizes the health, safety, security, and economic well-being of tribal members and the traveling public. Data I have seen from my state of Wisconsin shows that in 2012, crashes on tribal lands resulted in fatalities at almost four times the statewide rate.

One recommendation is to create a new roads maintenance program that targets road and bridge projects on tribal lands that would rectify treacherous conditions, taking condition, remoteness and impact of weather/seasons, into consideration.

I would also recommend the recent GAO Report 19–22: Tribal Consultation: Additional Federal Actions Needed for Infrastructure Projects for specific ways to help ensure that agencies consult, consider, and address the needs in these communities. For example, I strongly support the GAO recommendation that the Administrator of the Federal Highway Administration document in the agency’s tribal consultation policy how agency officials communicate with tribes about how tribal input from consultation was considered in the agency’s decisions. It should embarrass us that an agency that receives tens of billions of dollars each year to build and maintain roads and bridges has a consultation policy that doesn’t require them to tell tribes how their input was used in the decision making process. Consultation for the sake of checking a box is not consultation.

PUBLIC TRANSPORTATION

A well-funded public transportation system is vital to economic competitiveness and development, especially as job centers shift and change. Please significantly boost investments in public transportation.

Public transportation remains a vital need in my community; and must remain be a key part of any infrastructure package. Public transportation is essential to moving people in both rural and urban areas and is a key part of any strong multimodal transportation system. Public transportation also provides a basic mobility option for seniors, those with disabilities, and low-income individuals. The vast majority of transit trips are work related or education related.

In the last decade, too many transit systems found themselves without sufficient federal, state or local support, and often have no choice but to raise fares, cut service, or both. When local transit spending has increased, nearly all has been directed to pay for the increasingly expensive maintenance of an aging fleet of vehicles. Today, over 40% of buses and 25% of rail transit assets are in marginal or poor condition. Estimates from the National State of Good Repair Assessment indicate that

there is an \$86 billion backlog of deferred maintenance and replacement needs—a backlog that continues to grow.

Unfortunately, with aging transit fleets, now is not the time to skimp on needed investments. MAP-21 took a drastic step backwards when it cut public transportation funding. Let's not repeat that mistake.

We need to continue to strongly invest in public transportation and programs that ensure that those with the most mobility barriers, such as low-income communities, also benefit from a rebuilt and stronger transportation network.

The American Society of Civil Engineers gave public transportation a D- on its most recent report card. New transportation legislation should spur innovation and provide new funding streams that allow greater investment in multi-modal transportation, infrastructure, mobility management, bus transit systems, and other public transit systems.

Even before we get to the expiration of the FAST Act, I was alarmed by a recent report from the Congressional Research Service that warned unless legislative action is taken, formula funding for the federal transit program could be decreased by approximately \$1 billion in FY2020, roughly 12% of the total in the FAST Act. The result is reductions in almost all major federal transit grants to buy new buses, railcars, to maintain facilities, and, in the case of many smaller systems, for operating expenses.

Our communities cannot afford another reduction in federal investment in transit. In my district, between 2001 and 2010, the largest transit provider in my district cut bus service hours by 20 percent. One study on the impact of those cuts estimated that in 2014, this system served 1,300 fewer employees (about 31,000 jobs) than would be the case if the transit system of 2001 were still in place.

That means that nearly 31,000 jobs became transit inaccessible which is a problem for both employees and the employers. No community can thrive if you have a growing gap between where employers are located and the ability of prospective employees to get there.

WATER

The cost needed to repair and replace crumbling drinking water and wastewater infrastructure just in the eight Great Lakes states of Minnesota, Wisconsin, Illinois, Indiana, Michigan, Ohio, Pennsylvania, and New York is about \$179 billion over 20 years according to the EPA.

The Committee knows better than everyone that we cannot afford to delay or neglect the needed investment in our water infrastructure.

I urge the Committee to provide a significant boost for water infrastructure programs under its jurisdiction. As part of those efforts, I hope you will include provisions to create greater awareness about a growing problem: the inability of people to pay their water bills. Along with long delayed investment, water affordability is quickly rising as an issue that policy makers must address. Higher water rates, which are frequently a part of efforts to fund infrastructure improvements at the local level, do not work for families that already cannot pay their water bills and face water shutoffs that jeopardize their health and the health of their children.

According to data from the U.S. Water Alliance and other experts, from 2010 to 2017, water costs increased 41 percent across the country. While water rates rise for consumers, federal funding for water infrastructure has dropped significantly since 1977. In that year, investments from the federal government made up 63 percent of total spending on water infrastructure. By 2014, the federal government's contribution had dropped to 9 percent.

One of the best ways the federal government can help is to pass an infrastructure bill that includes robust support for fixing drinking water, wastewater, and stormwater infrastructure.

And any additional funding should:

- i. Include provisions to help ensure affordability for households, income the most vulnerable. Ratepayers support the vast majority of water infrastructure investments but there is a limit to the ability of many individuals and families to continue to bear ever increasing costs.
- ii. Ensure that the federal government supports the increased use of green infrastructure and nature-based solutions such as restoring wetlands, rain gardens, and permeable roads and sidewalks.
- iii. Ensure that infrastructure legislation does not undermine or weaken environmental protections.

Infrastructure is so important to our communities and the need for investment is so great. It is critical that we get it right. Thank you for allowing me to share

the priorities for my community and I look forward to working with you to address our nation's infrastructure needs.

Mr. DEFAZIO. I thank the gentlelady. She packed a lot into the 5 minutes.

You would be happy to hear that, at the conversation at the White House yesterday regarding transportation infrastructure, the President himself brought up water issues. So I look at that as a good sign, and moving forward on some of those concerns.

And DBE oversight, I agree with the gentlelady. We have left too much to the States, and some States are doing well and others aren't. And we need to look there, and we are going to need technical education and continuing education to get the workforce we are going to need, which could certainly impact the communities you are talking about.

And then finally, on the Tribes, I know in the FAST Act I got a provision in there to allow self-governance for transportation. DOT didn't do a very good job of writing the rules, but they are doing a rewrite now, and the Tribes tell me it is going very well. So hopefully we will have that pretty soon. So I thank you for your testimony.

Ms. MOORE. Thank you so much.

Mr. DEFAZIO. Does anyone else have questions for the gentlelady?

OK, hearing none, thank you very much.

OK, move on in order of arrival to the Honorable Lori Trahan from the great State of Massachusetts.

TESTIMONY OF HON. LORI TRAHAN, A REPRESENTATIVE IN CONGRESS FROM THE COMMONWEALTH OF MASSACHUSETTS

Mrs. TRAHAN. Thank you, Chairman DeFazio, Ranking Member Graves, members of the committee. Thank you for allowing me to share my priorities with you this morning.

First, I ask that the committee approve the strong pipeline safety bill before the current law expires this year. Some of you may remember that I testified before the Subcommittee on Railroads, Pipelines, and Hazardous Materials a month ago on this very issue.

I have no higher priority than to ensure that the residents of my district and of your districts are safe from the kind of preventable disaster that struck the Merrimack Valley last September. It destroyed homes, shuttered businesses, injured first responders and residents, and took a young man's life.

On April 9th I introduced the Leonel Rondon Pipeline Safety Act. This bill, which was developed in close partnership with Senators Markey and Warren, as well as Representatives Moulton and Kennedy, includes a series of recommendations drawn from the National Transportation Safety Board interim report last November. It has been referred to this committee, as well as to the Committee on Energy and Commerce, which I understand is holding a hearing on pipeline safety at this moment.

I ask that you give full consideration to H.R. 2139, so that this type of disaster never happens to a community again.

Second, I ask that the committee ensure that wastewater infrastructure is a pillar of any infrastructure package that you develop.

On Monday morning I convened a Merrimack River stakeholders meeting at the wastewater treatment plant in my hometown of Lowell. Among the key messages that I heard was the need for stable, reliable, and robust Federal funding for wastewater improvements. The chairman's bill, the Water Quality Protection and Job Creation Act, is an excellent starting point for this part of the infrastructure package, and I strongly support it.

This week I will be introducing the Stop Sewage Overflow Act, which would refine the Sewer Overflow and Stormwater Reuse Municipal Grants program, which was authorized last fall as part of the America's Water Infrastructure Act. My bill has four components.

First, it increases the grant's authorization level to \$500 million, annually. According to the EPA's most recent Clean Water Needs Survey, nearly \$50 billion is needed for combined sewer overflow correction. Ever since the EPA's construction grants program was eclipsed by the Clean Water State Revolving Fund, cities and towns have shouldered an ever-greater share of the burden of improving their wastewater infrastructure.

In Massachusetts, nearly \$1 billion is needed for improvements to combined sewer systems, and it is estimated that there are more than 800 such communities across the Nation, including in Oregon and Missouri. The grant program's authorization level should be increased to more closely track with the degree of need across the Nation.

Second, my bill would extend the program's authorization through 2030. Communities with major wastewater infrastructure improvement needs deserve the assurance that the Federal Government intends to be a partner with them over the long term. And thus, I encourage the committee to approve a 10-year extension so that CSO communities can be certain of our commitment to them.

Third, it adds a new prioritization criterion that grant support should be targeted to communities with high levels of sewage in their rivers. Last year 800 million gallons of raw sewage and stormwater entered the Merrimack River, which is a drinking water supply for hundreds of thousands of people and a regional recreational asset. State revolving funds have been useful to communities since the construction grants went away. However, underserved communities with major CSO challenges need grant support, not just loans.

Finally, my bill would reduce the local cost share requirement for a grant. It would be based upon a community's ability to pay for sewer system improvements. In Lowell, ratepayers spend approximately \$550 annually on their sewer service. The 20th percentile of annual household income in the city is only \$16,000. These households are paying approximately 3.5 percent of their annual income for their sewer service. The local cost share requirement should correspond to the percentage of household income these families are already paying for their sewer.

It is our responsibility here in Congress to provide our communities with clean water and to ensure their safety and peace through accountability. So again, I hope that the committee will give full consideration to the Leonel Rondon Pipeline Safety Act, as well as the Stop Sewage Overflow Act.

I thank you for the opportunity to testify and for your leadership.
[Mrs. Trahan's prepared statement follows:]

**Prepared Statement of Hon. Lori Trahan, a Representative in Congress
from the Commonwealth of Massachusetts**

Chairman DeFazio and Ranking Member Graves, thank you for allowing me to share my priorities with you this morning.

First, I ask that the Committee approve a strong pipeline safety bill before the current law expires this year.

Some of you may remember that I testified before the Pipeline Subcommittee a month ago on this very issue.

I have no higher priority than to ensure that the residents of my District and your Districts are safe from the kind of preventable disaster that struck the Merrimack Valley last September.

It destroyed homes, shuttered businesses, injured first responders and residents, and took a young life.

On April 9th, I introduced the Leonel Rondon Pipeline Safety Act.

This bill, which was developed in close partnership with Senators Markey and Warren as well as Representatives Moulton and Kennedy, includes a series of recommendations drawn from the National Transportation Safety Board's interim report, issued last November.

It's been referred to this Committee as well as the Committee on Energy and Commerce, which, I understand, is holding a hearing on pipeline safety at this very moment.

I ask you to give full consideration to H.R. 2-1-3-9 so that this type of disaster never happens to a community again.

Second, I ask the Committee to ensure that wastewater infrastructure is a pillar of any infrastructure package that you develop.

On Monday morning, I convened a Merrimack River stakeholders meeting at the wastewater treatment plant in my hometown of Lowell.

Among the key messages that I heard was the need for stable, reliable, and robust federal funding for wastewater improvements.

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I strongly support it.

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My bill has 4 components.

First, it increases the grant's authorization level to \$500 million annually.

According to the EPA's most recent "Clean Water Needs Survey," nearly \$50 billion is needed for combined sewer overflow correction.

Ever since the EPA's Construction grants program was eclipsed by the Clean Water State Revolving Fund, cities and towns have shouldered an ever-greater share of the burden of improving their wastewater infrastructure.

In Massachusetts, nearly \$1 billion is needed for improvements to combined sewer systems.

And it is estimated that there are more than 800 such communities across the nation, including in Oregon and Missouri.

The grant program's authorization level should be increased to more closely track with the degree of need across the nation.

Second, my bill would extend the program's authorization through 2030.

Communities with major wastewater infrastructure improvement needs deserve the assurance that the federal government intends to be a partner with them over the long term.

And thus, I encourage the Committee to approve a 10-year extension so that CSO communities can be certain of our commitment to them.

Third, it adds a new prioritization criterion that grant support should be targeted to communities with high levels of sewage in their rivers.

Last year, 800 million gallons of raw sewage and stormwater entered the Merrimack River—which is a drinking water supply for hundreds of thousands of people and a regional recreational asset.

State Revolving Funds have been useful to communities since the construction grants went away.

However, underserved communities with major CSO challenges need grant support, not just loans.

Finally, my bill would reduce the local cost-share requirement for a grant. It would be based upon a community's ability to pay for sewer system improvements.

In Lowell, ratepayers spend approximately \$550 annually on sewer service.

The 20th percentile of annual household income in the city is \$16,000.

These households are paying approximately 3.5% of their annual income for sewer service.

The local cost share requirement should correspond to the percentage of household income these families are already paying for sewer service.

It is our responsibility to provide our communities with clean water and ensure their safety and peace with accountability.

Again, I hope that the Committee will give full consideration to the Leonel Rondon Pipeline Safety Act as well as the Stop Sewage Act.

Thank you again for the opportunity to testify.

Mr. DEFAZIO. I thank the gentlelady. I thank you for your legislative proposals, both in pipeline safety—and we will be writing a bill this year—and in wastewater, where we also intend to write a bill. So those will be helpful, and I thought your suggestions regarding particularly low-income communities were very well taken. I have similar concerns in my district. So thank you very much.

Does anyone on the panel have questions for the gentlelady?

OK. With that, thank you very much.

Mrs. TRAHAN. Thank you, Mr. Chairman.

Mr. DEFAZIO. And I think in order of arrival, Cheri was next.

OK, the Honorable Cheri Bustos from Illinois.

TESTIMONY OF HON. CHERI BUSTOS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ILLINOIS

Mrs. BUSTOS. Thank you, Chairman DeFazio, and thank you, Ranking Member Graves—

Mr. DEFAZIO. Oh, a former member of this committee.

Mrs. BUSTOS. I know—

Mr. DEFAZIO. We miss you.

Mrs. BUSTOS. Mr. Chairman, I start out by saying—

Mr. DEFAZIO. Look at this new room.

Mrs. BUSTOS [continuing]. I am very homesick. And while I am very, very pleased to serve on the Committee on Appropriations now, I miss you and it is great to see the freshmen in the front row here. And so it is good to be back here. So thank you for the opportunity.

What I would like to do is summarize and submit for the record a document outlining what I believe any infrastructure proposal should include, particularly to address the needs of small towns in rural America. But before I dive in, what I would like to note is that this document that I will submit for the record, I initially presented to the White House back in 2017. I was invited to go over there; I was one of five Members at the time. It was bipartisan, and laid out really kind of the needs in rural America.

But I bring that up because I think it emphasizes the importance of bipartisanship, and I know you understand that, Mr. Chairman and Mr. Ranking Member, the importance of that.

The country that we are fortunate enough to live in, as we look at a major investment in our infrastructure, going forward, I think needs to—we need to look at three main things.

First, we need to make sure that we direct Federal investment to the areas with demonstrated need.

Number two, it should strengthen programs and target support, like I mentioned earlier, for rural America and small towns. It is very, very important to me and I know to some folks here. I am looking at Abby Finkenauer, sitting right in front of me. We share the Mississippi River. And so it is—I really, really hope that we can focus on rural America.

Third, I think it maintains and expands policies like Buy American and Davis-Bacon provisions. And I know also, Mr. Chairman, how critical that is to you.

So I want to take a look at things that are very, very important in the neck of the woods that I am fortunate enough to represent. The congressional district, the 17th Congressional District of Illinois—again, Congresswoman Finkenauer and I share the Mississippi River. But in my district we have nine locks and dams in the Upper Mississippi and Illinois Rivers that are just in my congressional district alone. If we have one single lock that goes down, literally it puts a dead stop to the navigation of our goods that cross the Mississippi River—or the Illinois River, in my case.

So we literally have 60 percent of the Nation's grain exports go along these locks and dams in the congressional district I serve. So even knowing that, we have \$8.75 billion in backlog needs along the Upper Mississippi. We need to expand these from 600 feet to 1,200 feet. It is critical for the movement of goods, as we go forward, and I would ask the committee to consider that.

A couple other points that I would like to make is let's take a look at freight traffic on roads, and make sure that we look at the sustainable funding source for the Highway Trust Fund. Again, Mr. Chairman, I know that is very, very important to you.

If we look at rural roads across the country, 35 percent of them are rated either poor or in mediocre condition. So I am hoping that is part of what you will consider.

Additionally, an efficient rail network is important for the transport of goods through rural areas. And also passenger rail, we have got an Amtrak route from Chicago to Moline, Illinois. I am hoping that eventually that will be able to go into Iowa, as well, but we need to have a willing partner. But for right now, that is something where we have got some Federal funds set aside. I want to make sure that we follow through with that.

Lastly, our Nation's airports, the smaller airports that serve regions like mine want to make sure that our airports serving these smaller communities are addressed along with the aging air traffic control towers.

And I know that this falls outside this committee, but I want to make mention of a comprehensive package that I hope will include investment in education, healthcare, energy, and broadband.

So, you know, I think we are fortunate enough that we had our parents' generation that knew the importance of investing in infrastructure. I know that the leadership of this committee understands the need for future investment.

And with that, I am happy to—I have got 30 seconds, if you want me to answer any questions. Otherwise, I will yield back those 30 seconds of my time. Thank you, Mr. Chairman.

[Mrs. Bustos' prepared statement follows:]

**Prepared Statement of Hon. Cheri Bustos, a Representative in Congress
from the State of Illinois**

Thank you Chairman DeFazio and Ranking Member Graves for giving me the opportunity to share my Transportation and Infrastructure priorities with the Committee today.

As you know, I served on this Committee for my first three terms, and I have a strong appreciation for the essential work it does.

Although I'm excited to now play a part in appropriating funds for the important programs you authorize, I would be lying if I said I didn't miss the work and my colleagues on T&I.

Today, I would like to summarize and submit for the record a document outlining principles that any infrastructure proposal should include, particularly to address the needs of small towns and rural communities.

But before I dive in, I should note that this document was originally created when I visited the White House in 2017 to engage in bipartisan discussions surrounding infrastructure. This underscores that the path forward **MUST** be bipartisan.

This country needs significant investment in our infrastructure to build a strong foundation for a successful economy. To do this, any proposal should do three things:

First—it should direct federal investment to areas with **DEMONSTRATED** need; Second—it should **STRENGTHEN** programs that target support to rural areas and small towns, like technical assistance;

And Third—it should **MAINTAIN** and **EXPAND** policies, like Buy American and Davis-Bacon requirements, that support America's manufacturers and workers.

Additionally, any proposal must address several modes of transportation and types of infrastructure.

For example, I represent nine locks and dams along the Upper Mississippi and Illinois Rivers, and the failure of a single lock could shut down traffic up and down the river system—a system that moves 60% of the nation's grain exports.

However, the nation faces an \$8.75 billion backlog of inland waterway projects, and the locks on the Upper Mississippi need to be upgraded to 1200 feet to accommodate the traffic and movement of goods seen every year.

Investing in this type of infrastructure not only helps our nation's farmers and boosts our economy, but it also helps every single household that consumes these goods by making their movement to market more efficient.

Increased freight traffic on roads, coupled with everyday use, also means we need to invest more in our highways and bridges and provide a sustainable funding source for the Highway Trust Fund.

In 2015, more than 35% of major rural roads across the country were rated in poor and mediocre condition.

Congress needs to address this not only to help the economy, but also to promote basic public safety.

Additionally, an efficient rail network is important for the transport of goods through rural areas, in addition to the success of passenger rail.

However, federal investments in passenger rail infrastructure have lagged even while ridership on long-distance passenger rail routes that serve the Heartland is growing.

We should continue to fund investments in passenger rail and incentives for maintaining freight rail infrastructure.

Lastly, we need to make sure that any package invests in our nation's airports, including airports serving smaller communities and the country's aging air traffic control towers.

And although these fall outside of this Committee's jurisdiction, I am hopeful that a comprehensive package would also include investment in education, healthcare, energy, broadband, and housing infrastructure.

My parents' generation left us a world-class infrastructure system, and I look forward to working with you on these important initiatives to meet that promise for generations to come.

Mr. DEFAZIO. I thank the gentlelady. And thanks in particular for emphasizing the need in the inland waterways. We tend to forget those in these discussions. I have been, obviously, focused on recapturing the Harbor Maintenance Tax. That will relieve some of

the burden on the Corps, which could free up some money, but we really need to look at increased funding there, and how we can get there. And that actually came up in the discussions yesterday with the President. Inland waterways were part of the discussion.

Mrs. BUSTOS. Very glad to hear that.

Mr. DEFAZIO. Yes, yes. So—but we also look forward to your help on appropriations.

Mrs. BUSTOS. I will be there for you.

Mr. DEFAZIO. Some of this will be discretionary money, and some of it can be dedicated money. So we look forward to your assistance there.

Does anyone have questions for the former member of the committee, the gentlelady?

Yes, Ms. Finkenauer? You have 2 minutes.

Ms. FINKENAUER. I feel like we are at home right now, looking across the—you know, like we do with the Mississippi—

Mrs. BUSTOS. This is like the Mississippi.

Ms. FINKENAUER. Yes, right across the river. But thank you so much, Congresswoman Bustos, for bringing up, obviously, our locks and dams and how important those are.

Just wondering if you can touch even more on how important it is that we invest in our infrastructure, our roads, our bridges, and our locks and dams for our farmers, and how badly they need that investment when they are getting, you know, squeezed on all ends right now because of the retaliatory effects that we are seeing in States like ours because of the trade war that was started over a year ago, and just how important it is that we get that done.

Mrs. BUSTOS. Well, the—most of the barge—is it OK if I go ahead and answer this, Mr. Chairman?

The—most of the barge traffic that we have in our area, Abby, that you—that we can see every single day that we are at home—although flooding, by the way, is out of control right now—there was—two levees broke in Davenport, Iowa, just yesterday, so we have got a big problem there.

But most of those barges are carrying corn and beans. So it is one of the most efficient, if not the most efficient way to carry our corn and our beans to market. So it is critical. And how our family farmers get to the barges through our rural roads and our bridges, again, absolutely critical.

We hear the stories—and I know you do, as well, Congresswoman—of farmers who have to take the long route because the bridge is out. All of this is just absolutely critical to keeping down the costs that our families have to spend on their food supply.

So again, I—you know, your district is mostly rural, my district is mostly rural. And that is why I just wanted to make sure that we drew attention to this today. Thank you for your question.

Mr. DEFAZIO. I thank the gentlelady. Any other Members have questions?

OK, with that, thank you for your testimony.

Mrs. BUSTOS. Thank you, Mr. Chairman.

Thank you, Mr. Ranking Member.

Mr. DEFAZIO. And I believe that Mikie Sherrill from New Jersey was next up.

Go right ahead, you have 5 minutes.

**TESTIMONY OF HON. MIKIE SHERRILL, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF NEW JERSEY**

Ms. SHERRILL. Thank you so much. Thank you, Chairman DeFazio, Ranking Member Graves, and members of the committee for the opportunity to testify today. I want to particularly recognize my New Jersey colleagues, Representative Sires, Representative Payne, and Representative Malinowski, who work so hard to advance New Jersey's priorities as members of this committee.

I was glad to see yesterday that the President and Speaker Pelosi met to talk about infrastructure, and agreed to move forward on a \$2 trillion infrastructure package. A couple of weeks ago I had the opportunity to convey to the Speaker how important the Gateway Tunnel project is, in particular, and that is why I am here today.

In fact, a good starting point for this administration would be to release the funds already appropriated to the Gateway Tunnel Project so we can immediately get started on this critical priority, because the Gateway Tunnel Project is the Nation's most urgent infrastructure project.

As the members of this committee know all too well, 20,000 commuters use the century-old Hudson River Tunnel to travel in and out of New York City each day. It is the linchpin of the passenger rail network, and the most heavily trafficked rail corridor, connecting train routes in 20 States.

Superstorm Sandy badly damaged the existing tunnel. I examined the damage a few months ago. The brackish water that tore through the tunnel has left behind exposed rebar, corroded wires, and crumbling walls. Maintenance crews are only able to do basic upkeep, because they can only operate a few hours a night, hauling their equipment in and out of the tunnel for each triage session.

I know the committee has focused on the cost of doing nothing. Well, the cost of doing nothing to address this poor condition is staggering. A complete collapse of the tunnel could injure thousands and cost our economy an estimated \$100 million a day.

I recently hosted a discussion with the Regional Plan Association on their new report on the Hudson River Tunnel. A planned closure of half the tunnel would be a \$16 billion hit to the national economy over 4 years, and a \$22 billion hit to residential property values in New Jersey alone. Rising air fares, more pollution, longer commutes, and increased motor vehicle accidents will further harm the single most economically productive region in our country.

Just as important to my constituents, every deferred decision on the Gateway Tunnel Project means mounting delays. It seems as though every few months we read about a train stopped in the tunnel. Or, in October of 2018, overhead power cables puncturing the top of a train car, stranding 1,600 commuters.

As a working parent, I know the stress of a delayed train when you are racing to pick up your kids at daycare, or make it home to watch a lacrosse game. I am on text chains with moms in my communities who have been stranded, feverishly working to find someone to pick up their kids.

Ryan Coakley, a regular commuter from Montclair, New Jersey described his commute as "a picture of inefficiency." Packed trains, constant delays, and a stressful commute. He said that, in order to

coach his kid's team, he has to take a half of a day off from work because he can never depend on the trains being on time.

Or Michael Preston, who has commuted into the city from Madison for 15 years. He compared riding the train to "death by a thousand cuts." He now leaves two trains earlier than years before, because he knows if he needs to be at a meeting on time, he just can't count on the system to get him there.

We are also approaching a new crisis with a shortage of train engineers for New Jersey Transit. This workforce gap leaves our transit system operating well below capacity going into the busy summer months. In fact, it has already been dubbed a summer of hell.

We are better than this. There is no reason for transit agencies to struggle to maintain the workforce to keep the trains running on time. I look forward to working with this committee to explore how the Federal Transit Administration can provide greater assistance for recruiting and training to fix these workforce shortages.

Although I was proud to partner with members of this committee to advocate for funding the Federal-State Partnership for a State of Good Repair, that is not enough. We must go beyond that and create a dedicated funding source for passenger rail projects, and provide Amtrak contracting authority to advance the work that we all know needs to be done.

New Jersey sends more money to Washington in Federal tax dollars and gets back less than almost any State in the Nation. My constituents do not feel Congress is working for them, because commonsense things like this tunnel, or rail maintenance, are put on ice because of partisan politics.

Nothing affects people's lives who go in and out of New York more than their daily commute. It is unavoidable, and it has to be done every day. We owe the hard-working men and women of our region a safe, reliable commute home. We have a tremendous opportunity to greenlight the funding for the new tunnel.

I look forward to joining you, Chairman DeFazio, and members of this committee on Thursday and Friday to tour the Hudson River Tunnel and move forward on Gateway. We owe the American people no less. Thanks so much.

[Ms. Sherrill's prepared statement follows:]

**Prepared Statement of Hon. Mikie Sherrill, a Representative in Congress
from the State of New Jersey**

Thank you, Chairman DeFazio, Ranking Member Graves, and Members of the Committee for the opportunity to testify today. I want to particularly recognize my New Jersey colleagues, Rep. Sires, Rep. Payne, and Rep. Malinowski, who work so hard to advance New Jersey's priorities as members of this committee.

I'm glad to see yesterday the President and Speaker Pelosi met to talk about infrastructure, and agreed on moving forward on a \$2 trillion infrastructure package. A couple of weeks ago I had the opportunity to convey to the Speaker how important the Gateway Tunnel project is in particular, and that's why I'm here today.

In fact, a good starting point for the administration would be to release the funds already appropriated to the Gateway Tunnel Project so we can immediately get started on this critical priority.

The Gateway Tunnel Project is the nation's most urgent infrastructure project.

As the members from New Jersey and New York on the committee know all too well, 20,000 commuters use the century-old Hudson River Tunnel to travel in and out of New York each day. It is the linchpin of the passenger rail network: the most heavily-trafficked rail corridor, connecting train routes in 20 states.

Superstorm Sandy badly damaged the existing tunnel. I toured the damage a few months ago—the brackish water that tore through the tunnel has left behind exposed rebar, corroded wires, and crumbling walls. Maintenance crews—and I must emphasize *maintenance*, because they are unable to do more than basic upkeep—can only operate for a few hours a night, hauling their equipment in and out of the tunnel for each triage session.

I know the committee has focused on the cost of doing nothing to invest in our crumbling infrastructure. Well, the cost of doing nothing to address the poor condition of the current tunnel is staggering.

A complete collapse of the tunnel could injure thousands and cost our economy an estimated \$100 million a day.

I recently hosted a discussion with the Regional Plan Association on their new report on the Hudson River Tunnel. A planned closure of half the tunnel would be a \$16 billion hit to the national economy over four years. A \$22 billion hit to residential property values in New Jersey. Rising air fares, more pollution, longer commutes, and increased motor vehicle accidents will further harm the single most economically productive region in our country.

Just as important to my constituents, every deferred decision on the Gateway Project means mounting delays on the current system. It seems as though every few months, we read about a train stopped in the tunnel—or in one case in October 2018, overhead power cables puncturing the top of a train car, stranding 1,600 commuters.

As a working parent, I know the stress of a delayed train when you are racing to pick up your kids at daycare, or make it home to watch a lacrosse game. I am on text chains with moms in my community who have been stranded, feverishly working to find someone to pick up their kids.

Ryan Coakley, a regular commuter from Montclair, described his commute as “a picture of inefficiency.” Packed trains, constant delays, and a stressful commute for folks who already have stressful jobs. He said that in order to coach his kid’s team, he has to take a half day from work because he can never depend on trains being on time.

Or Michael Preston, who has commuted into the city from Madison for 15 years. He compared riding the train to “death by a thousand cuts.” He now leaves two trains earlier than years before, because he knows if he needs to be to a meeting on time, he just can’t count on the system to get him there.

We are also approaching a new crisis with a shortage of train engineers for NJ Transit. The eight locomotive engineers graduating from training this May are not enough to fill the shortage we face. This workforce gap leaves our transit system operating well below capacity going into the busy summer months. In fact, it’s already been dubbed “Another Summer of Hell.”

We are better than this. There’s no reason for transit agencies to struggle to maintain the workforce to keep the trains running on time. I look forward to working with this committee to help explore how the Federal Transit Administration can provide greater assistance for recruiting and training to fix these workforce shortages.

And if we truly want to build a 21st century infrastructure, we have to partner with Amtrak to reduce the backlog of projects along the Northeast Corridor. The greatest barrier to a strong passenger rail national network is the lack of investment. That is why I was proud to partner with members of this Committee to advocate for funding the Federal-State Partnership for a State of Good Repair.

But that’s not enough. We must go beyond that and create a dedicated funding source for passenger rail projects and provide Amtrak contracting authority to advance the work that we all know needs to be done.

New Jersey sends more money to Washington in federal tax dollars, and gets back less, than almost any other state. My constituents do not feel Congress is working for them, because common sense things like this tunnel, or rail maintenance, are put on ice because of partisan politics.

Nothing affects people’s lives who go in and out of New York more than their commute. It is unavoidable, it must be done every day. We owe the hard working men and women of our region a safe, reliable commute home.

We have a tremendous opportunity to greenlight the funding for the new tunnel. I look forward to joining you, Chairman DeFazio, and members of this committee on Thursday and Friday to tour the Hudson River Tunnel and move forward on Gateway. We owe the American people no less.

Mr. DEFAZIO. Thank you. That was precisely timed. Very good.

I thank the gentlelady, and I think you pointed out both the problem with the tunnels, but also the power and the transit vehicles themselves. And part of the reason transit ridership is lessening in many places is because of the decrepit condition of that.

And so, \$100 billion that will bring our transit up to a state of good repair, nationally, that is worth the investment.

And then also for pointing out if we wait until those tunnels fail, \$37 billion-a-year hit to the economy of the United States, all the United States, not just New Jersey, New York, or even the Northeast region.

So thank you for your advocacy. I look forward to the tour. We will be going down there at 10 o'clock at night. It ought to be lots of fun, I am sure.

Ms. SHERRILL. Thank you.

Mr. DEFAZIO. So any other members of the committee have questions?

OK, hearing none, thank you very much for your testimony—

Ms. SHERRILL. Thank you.

Mr. DEFAZIO [continuing]. And your advocacy.

And with that, the gentleman from California, Josh Harder, is recognized for 5 minutes.

**TESTIMONY OF HON. JOSH HARDER, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF CALIFORNIA**

Mr. HARDER. Thank you so much, Chairman DeFazio and Ranking Member Graves, for taking the time to hold this very important hearing.

I have the honor of representing California's Central Valley here in Congress. And so, unsurprisingly, I am here to talk about water. Back home, our water infrastructure is about more than just sustaining the practical drinking needs of our community.

My great-great-grandfather came out on a wagon train in 1850. He settled in the Central Valley because, at the time, we had the best soil and, most importantly, the best water in the country.

That is the key to our livelihoods and to our entire agricultural way of life. Our region's access to water allows us to deliver over half of America's fruits, nuts, and vegetables. But our water infrastructure is aging and hasn't kept pace with the growing population in the agricultural industry, let alone the impacts of climate change, which are exacerbating the droughts and the boom and bust cycles we have.

This is a national and local priority, and we need some real smart investments here. On the heels of California's worst drought, we have an obligation to move quickly to invest, to prepare for the one that we know is just around the corner.

California already has the most variable rainfall in the country. We are locked into this boom and bust cycle. We have to capitalize on the boom years, like this one, where we have a lot of rain and a lot of water, to get us through the busts, which we know always happen. The only way we can do that is if we actually invest in infrastructure projects.

In the past we have failed to take advantage of these, and we have suffered. We should have made investments into our water

systems 20 years ago, but the best thing we could be doing is making those investments today.

In 2012, the American Society of Civil Engineers graded the State's levee and flood control a D, and the urban runoff infrastructure and programs a D+. It is not the grades we are looking for. And these ratings are—I think are really unacceptable and unsustainable in an area of the country like ours, that has some real challenges.

As a committee, you have recognized that the Federal Government used to pay 75 percent of the total project costs for water infrastructure improvements. And today the Federal Government pays about 5 percent. I think we can agree that that is a dereliction of duty.

That is why I announced the SAVE Water Resources Act just last week. This bill invests in water infrastructure, supports surface and groundwater storage below ground, and ensures we build infrastructure that lasts more than a few years down the road, but for the long term. We need to make sure we are ensuring the water security of our region 50, 100 years into the future.

Some parts of this bill increase funding for or reauthorize key programs that we should prioritize as we are considering a new infrastructure package. My Central Valley colleagues agree. I led a letter with five other California Central Valley Members on addressing the need to do a couple things.

First, to encourage the development of climate-resilient technologies that can withstand the impacts of severe droughts, floods, and wildfires that are now stretching 365 days a year.

It also supports many of the water infrastructure projects authorized in the WIIN Act, including much-needed surface and groundwater storage projects, water recycling projects, and desalination.

And third, it invests in programs that support the development, management, and improvement of water projects, like the U.S. Army Corps of Engineers Civil Works program.

It expands Federal financing for new water projects by authorizing and expanding the Water Infrastructure Finance and Innovation Act and the Reclamation Infrastructure Finance and Innovation Act, known as WIFIA and RIFIA.

And then it finally funds Federal programs that provide States with the financial support to encourage water infrastructure projects that improve water quality, like the Drinking Water State Revolving Fund and Clean Water State Revolving Fund.

We have kids in the California Central Valley, in my district who have rashes if they go and try to take a shower with the drinking water that we have. The rural water—the Clean Water Drinking Act has expired. That is exactly what we need to be reauthorizing. We do that in my bill.

If we commit to making these investments, we are going to protect not only the local needs of our valley, but the country's access to healthy, home-grown food. It is not just a priority for us, it is a priority for anyone who eats dinner or breakfast anywhere in the country.

I encourage this committee to prioritize investments in our failing water systems, alongside our need to invest in our roads,

bridges, and transit systems, and I look forward to continue to work alongside you to develop the best infrastructure program we can for the people I have an honor of representing in the Central Valley.

Thank you, Mr. Chairman, and I yield back and open for any questions.

[Mr. Harder's prepared statement follows:]

**Prepared Statement of Hon. Josh Harder, a Representative in Congress
from the State of California**

Thank you Chairman DeFazio and Ranking Member Graves for taking the time to hold this important hearing.

I have the honor of representing California's Central Valley here in Congress.

Back home, our water infrastructure is about more than just sustaining the practical drinking water needs of our own community.

It's also a key to our livelihoods and our agricultural way of life.

Our region's access to water allows us to deliver over half of America's fruits, nuts, and vegetables.

But our water infrastructure is aging and has not kept pace with our growing population and agricultural industry—or our changing climate.

This is a public safety concern for the farmers, families, and water users across the state, and it's a concern for anyone across the country who eats our produce.

This is a local and a national priority—and California's unique challenges require smart investments.

On the heels of the worst drought in our state's history, we have an obligation to move quickly to invest in our water infrastructure to prepare for the next one.

California has the most variable rainfall in the country—we're locked into boom and bust cycles.

We have to capitalize on the boom years—like we're experiencing now—to get us through the busts. The only way we can do that is by investing in important infrastructure projects.

In the past, we've failed to take advantage of the boom years, and we suffered during the last drought as a result.

We should have made investments in our water systems 20 years ago—but the least we can do is make those investments right now.

In 2012, the American Society of Civil Engineers graded the state's levee and flood control a D, and urban runoff infrastructure and programs a D+. These ratings are unacceptable and unsustainable.

And as you said before Mr. Chairman, the federal government's investments in infrastructure have not kept pace with our needs.

The federal government used to pay 75% of total project costs for water infrastructure improvements. Today we pay around 5%. That's crazy.

That's why I announced the SAVE Water Resources Act just last week. My bill invests in water infrastructure, supports surface and groundwater storage, and ensures we build infrastructure lasts more than a few years down the road, but for the long-term.

Some parts of the bill increase funding for—or reauthorize—key programs that we should prioritize as we consider a new infrastructure package.

My Central Valley colleagues agree—I led a letter with five other Central Valley Members on addressing the need to:

- Encourage the development of climate-resilient technologies that can withstand the impacts of severe droughts, floods, and wildfires.
- Support MANY water infrastructure projects authorized in the WIIN Act, including much-needed surface and groundwater storage projects, water recycling projects, and desalination projects.
- Invest in programs that support the development, management, and improvement of water projects, such as the U.S. Army Corp of Engineers Civil Works program.
- Expand federal financing for new water projects by authorizing and expanding the Water Infrastructure Financing and Innovation Act (WIFIA) and the Reclamation Infrastructure Financing and Innovation Act (RIFIA).
- Funding federal programs that provide states with the financial support to encourage water infrastructure projects and projects that improve water quality

standards, such as the Drinking Water State Revolving Fund (DWSRF) and Clean Water State Revolving Fund (SRF).

If we commit to making these investments, we will protect not only the local needs of the Central Valley, but also our country's access to healthy, home-grown food.

As our national population continues to expand, we need to continue growing food here at home.

I know most people can't see beyond their dinner plates, but their food comes from places like the Central Valley. No issue is more central to our ability to grow this produce at home than our access to water.

And we can't maintain this access without making important infrastructure investments in our water systems.

I encourage you to prioritize investments in our failing water systems alongside our need to invest in America's roads, bridges, and transit systems by making investments in the programs which I have laid out here today.

I hope to continue working alongside you to develop a better infrastructure package for the people I have the honor of representing in the Central Valley.

Thank you, and I yield back.

Mr. DEFAZIO. I thank the gentleman, and I thank him for his legislative contribution to the debate and discussion over how the Federal Government can better partner in water. And obviously, you have a strong ally in the chair of the Subcommittee on Water Resources and Environment in the gentlelady from Los Angeles, who is not here today, but you know Grace Napolitano very well, and she will be a key as we move forward.

And also, having served on the Committee on Natural Resources, I am more familiar with over 30 years' water wars, as I call them. But if you can all come to some agreement—

Mr. HARDER. It is time to get beyond the wars and into the solutions.

Mr. DEFAZIO. That would be great.

Any other members of the committee have questions?

OK, seeing none, I thank the gentleman for his contribution.

Mr. HARDER. Thank you, Mr. Chairman.

Mr. DEFAZIO. The gentleman, Glenn Thompson from Pennsylvania, is next to arrive. I recognize the gentleman for 5 minutes.

**TESTIMONY OF HON. GLENN THOMPSON, A REPRESENTATIVE
IN CONGRESS FROM THE COMMONWEALTH OF PENNSYLVANIA**

Mr. THOMPSON. Chairman DeFazio, Ranking Member Graves, and members of the committee, thank you for the opportunity and the privilege of being able to share my priorities for the 116th Congress.

In order to improve and maintain the infrastructure of the United States, it is crucial that we support programs that promote new, innovative technologies that advance all the aspects of our country's transportation and infrastructure needs.

I want to start with the Essential Air Service. The Airline Deregulation Act of 1978 made airlines the sole authority to determine which domestic markets would receive air service, as well as what airfares passengers would be charged. Subsequently, the Essential Air Service was established to ensure taxpayers in small, rural communities had continued connectivity to the entire national transportation system by subsidizing commuter and certified air carriers.

This program is critical in rural America and has provided links to hub airports in over 175 locations throughout the United States and its territories that would otherwise lack commercial air service.

Our Nation's rural and small communities depend on commercial air service for transportation, medical supplies, commercial supplies, access to larger business markets, and, quite frankly, economic development.

With rural airports located in my congressional district, including four airports that participate in the EAS program, I see firsthand the importance of maintaining this program for all Americans who live in underserved rural areas.

I want to touch on the Bus Testing Facility Program. The Bus Testing Facility Program, which is operated by the Thomas D. Larson Pennsylvania Transportation Institute, an interdisciplinary research unit of the Pennsylvania State University, tests new transit bus models for safety, structural integrity, durability, reliability, performance, maintainability, noise, and fuel economy. The program tests new bus models before they are purchased by transit agencies. This often helps address problems before the fleet is built, potentially saving considerable money and time, and avoiding inconveniencing passengers and communities.

Since the beginning of this program, more than 470 new bus models have been tested, resulting in over 9,600 documented design failures. By identifying these failures early in the production process, the program averted many fleet failures, saving millions of dollars in maintenance costs, litigation, and lost revenue.

The Bus Testing Facility Program originally received \$3 million in mandatory funds under the SAFETEA-LU. In fiscal year 2018, Congress provided an additional \$2 million discretionary appropriations in the Transportation, Housing and Urban Development Appropriations bill. This is the first increase that program received in 20 years.

Now, based on fiscal year 2018 funding and an anticipated \$3 million in fiscal year 2019 and \$3 million in 2020, the Bus Testing Facility Program has sufficient funds through September 2020.

As we look forward to reauthorizing a highway bill, I request the committee take a close look at this program that has a proven record of high-quality success and reporting. Without this program, manufacturers will not be able to sell new buses. Transit agencies will not be able to acquire new buses. And the consumers will be left with fewer options for transportation.

I want to touch briefly on locks and dams that has been discussed here. You know, specifically in my area, in the Upper Allegheny River, we sadly need action on maintenance, maintenance of locks and dams, and certainly more dredging to benefit both commercial and noncommercial riverway traffic. It is sad, the condition of those—been allowed to deteriorate to. Any support that this committee can provide for navigation of our locks and dams would—and our riverways would be appreciated.

And finally, workforce development infrastructure. Rebuilding our Nation's infrastructure will require more than just bridges, roads, and waterways. It will require the development of a skilled workforce that can design, build, and maintain that infrastructure. And as cochair of the bipartisan House Career and Technical Edu-

cation Caucus, I recognize the importance and value CTE programs offer to individuals, especially those in infrastructure sectors.

CTE programs and apprenticeships are proven strategies that can help provide individuals with the education and work-based learning needed for career success in these high-skill, high-wage industry sectors or occupations.

Therefore, I just would respectfully request that you include the following in any infrastructure legislation: a stipulation that States devote a portion of infrastructure funds they receive to workforce development programs, including CTE programs, with the flexibility to invest in such programs that they deem appropriate for local infrastructure needs; and incentives for infrastructure-related businesses to invest in work-based learning, including apprenticeships and programs.

I really, once again, appreciate the honor and the privilege of sitting before you today. Thank you, Chairman.

[Mr. Thompson's prepared statement follows:]

**Prepared Statement of Hon. Glenn Thompson, a Representative in
Congress from the Commonwealth of Pennsylvania**

Chairman DeFazio, Ranking Member Graves, and Members of the House Committee on Transportation and Infrastructure:

Good morning and thank you for providing the opportunity to share my priorities for the 116th Congress. In order to improve and maintain the infrastructure of the United States, it is crucial we support programs that promote new, innovative technologies that advance all aspects of our country's transportation needs.

ESSENTIAL AIR SERVICE

The Airline Deregulation Act of 1978 made airlines the sole authority to determine which domestic markets would receive air service as well as what airfares passengers would be charged. Subsequently, the Essential Air Service (EAS) Program was established to ensure taxpayers in small, rural communities had continued connectivity to the entire National Transportation System by subsidizing commuter and certified air carriers.

This program is critical in rural America and has provided links to hub airports at over 175 locations throughout the United States and its territories that would otherwise lack commercial air service.

Our nation's rural and small communities depend on commercial air service for transportation, medical supplies, commercial goods, and access to larger business markets. By continuing regular air service to these areas, Americans will continue to access necessary medical services that might only be available in larger cities, as well as increasing the economic opportunities and visitors to these communities.

With rural airports located in my congressional district, including four (4) airports that participate in the EAS program, I see first-hand the importance of maintaining this program for all Americans who live in underserved, rural areas.

BUS TESTING FACILITY PROGRAM

As part of authorization of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Bus Testing Facility Program, operated by the Thomas D. Larson Pennsylvania Transportation Institute, an interdisciplinary research unit of the Pennsylvania State University, tests new transit bus models for safety, structural integrity and durability, reliability, performance, maintainability, noise, and fuel economy.

The program tests new bus models before they are purchased by transit agencies. This often helps address problems before the fleet is built, potentially saving considerable money and time and avoiding inconveniencing passengers.

Since the beginning of this program, more than 470 new bus models have been tested, resulting in over 9,600 documented design failures. In 2017 alone, the bus testing facility identified 183 deficiencies, including 55 structural, 19 road calls, and two severe safety related failures. By identifying these failures early in the produc-

tion process, the program averted many fleet failures saving millions of dollars in maintenance costs, litigation, and lost revenue.

The Bus Testing Facility program originally received \$3 million in mandatory funds from SAFETEA-LU. In FY 2018, Congress provided an additional \$2 million discretionary appropriation in the Transportation, Housing and Urban Development Appropriations bill. This is the first increase the program received in 20 years. Based on FY 2018 funding and anticipated \$3 million in FY 2019 and \$3 million in FY 2020, the Bus Testing Facility program has sufficient funds through September 2020.

As we look toward reauthorizing a highway bill, I request the Committee take a close look at this program that has a proven record of high-quality success and reporting. Without this program, manufacturers will not be able to sell new buses, and transit agencies will not be able to acquire new buses.

WORKFORCE DEVELOPMENT IN INFRASTRUCTURE

Rebuilding our nation's infrastructure will require more than just bridges, roads, and waterways; it will require the development of a skilled workforce that can design, build, and maintain that infrastructure. On March 6, 2018, during a House Transportation and Infrastructure Committee hearing on the President's infrastructure proposal, Secretary of Transportation Elaine Chao testified, "we probably will not have enough skilled trades workers to be able to address all the infrastructure needs when it finally gets all going ... So, the workforce training and retraining part is important."

Career and Technical education (CTE) programs and apprenticeships are proven strategies that can provide individuals with the education and work-based learning needed for career success in these high-skill, high-wage industry sectors or occupations. As Co-Chair of the bipartisan House Career and Technical Education Caucus, I recognize the importance and value CTE programs offer to individuals, especially those in infrastructure sectors.

By including these investments in a comprehensive infrastructure package, we will ensure that resources committed to our nation's infrastructure will be effective, building on established workforce development strategies to provide the skilled workers required to carry out the projects.

Congress recently recognized CTE as an effective workforce development strategy when it unanimously passed the Strengthening Career and Technical Education for the 21st Century Act reauthorizing the Carl D. Perkins Career and Technical Education Act, which the President subsequently signed into law (Public Law No: 115-224). We must maintain this commitment moving forward. Therefore, I respectfully request that you include the following in any infrastructure legislation:

- A stipulation that states devote a portion of the infrastructure funds they receive to workforce development programs, including CTE programs, with the flexibility to invest in such programs they deem appropriate for local infrastructure needs, and that they coordinate such investments with the agencies that receive the states' funds from the Workforce Innovation and Opportunity Act and Carl D. Perkins CTE Act so as not to duplicate efforts;
- Incentives for infrastructure-related businesses that invest in work-based learning, including apprenticeship programs; and
- Dedicated resources for updating the facilities and equipment used in CTE programs of study in infrastructure sectors to ensure they are aligned with fast-paced, ever-changing industry expectations and standards.

Again, thank you to Chairman DeFazio, Ranking Member Graves, and Members of this Committee for allowing me to express my priorities for this Committee in the 116th Congress. I appreciate your consideration and look forward to working together on these and other issues.

Mr. DEFazio. I thank the gentleman. In particular, I am supportive of the EAS program. I think we have a little work to do downtown at the White House on that issue, but it is critical. I don't currently have any in my district, but we have had some in my State. And they have been successful, actually, over the years.

And the bus testing facility is obviously a great asset, and we will certainly be looking at that when we go into the surface bill.

And we heard earlier about inland waterways. And again, we understand that we are living off some stuff that is more than 100

years old in places, and it can't last forever. So I appreciate your testimony.

Anyone else have questions for the gentleman?

Seeing none, I thank you for your testimony. And next in order of arrival is the Honorable Ilhan Omar from Minnesota.

You are recognized for 5 minutes.

**TESTIMONY OF HON. ILHAN OMAR, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF MINNESOTA**

Ms. OMAR. Thank you, Chairman DeFazio and Ranking Member Graves, and to the entire committee for giving me the chance to join you today to share my perspective on the vital issues that are under your jurisdiction, and particularly the infrastructure needs of my district.

For most people, the word “infrastructure” invokes the image of roads and bridges. But it is so much more than that. It is the public transit system taking people to work every day, the pipes delivering safe drinking water to our homes. It is the power grid keeping the lights on in this very room, and the broadband access that gives us the ability to connect with people without even stepping out of our front door, not to mention it is the means to fight the climate catastrophes currently threatening our future.

And the role infrastructure plays in our lives is as broad as the definition of the word in itself. It isn't simply a means to get us from a point A to point P. It is a lifeline of community connection and the impact on quality of life of every living person in the United States. Because how can you count on an ambulance making it on time to save your life during an emergency if you can't count on the roads being drivable?

How can your child be expected to succeed if they don't have access to internet to be able to do their homework?

And I ask how can we build a metaphoric bridge between diverse communities in our country if we aren't able to build little bridges connecting them?

America has a long history of building some of the most impressive infrastructure systems in the world, and investing in these vital networks is part of what makes this country exceptional. But unfortunately, we are beginning to fall behind. Since 2010 China has spent roughly 8 percent of its GDP on infrastructure. And, on average, European countries spend an equivalent of 5 percent of GDP. But the United States investment has hovered over 2.4 percent. And we have been putting off the backlog of maintenance needs which are estimated at \$2 trillion.

The effects of that diminishing investment can be seen in communities all over the country. If you were to travel to the district I represent—I certainly invite each one of you to do that—you will see an illustration of an infrastructure need everywhere you look.

Twelve years ago today the I-35 Mississippi Bridge in my home district of Minneapolis fully collapsed in the middle of busy rush hour. Thirteen people lost their lives and 100 people were injured. More than a decade later, experts agree that we have not addressed the infrastructure crisis.

But you won't just see the examples, you will hear about them, because the need for infrastructure investment and improvement is

on the minds of everyone living in our community. In fact, since being elected in just a month, I have not had a single conversation with a mayor or a local elected official in my district who didn't raise the concerns for public transportation as being their pressing need.

Right now there is a strong public push for an investment in projects in Minneapolis, the light rail system that would extend the blue line, adding 11 stops that would further connect the city with the surrounding areas. For my district, a project like this is one that is about more than commutes or train space. It is about choice and opportunity.

Expanding public transit options gives my constituents the chance to move out to areas that might have more affordable housing. It means that a coffee shop in Brooklyn Park could attract more customers during their commute and consequently hire more staff. It means that seniors who might struggle to get around will have more options for visiting their loved ones or traveling to a doctor's office.

So I encourage this committee to focus on smart solutions and develop a future-focused strategy. I am happy to extend an invitation to all the members of this committee to visit Minnesota's Fifth Congressional District and take stock of the many projects we are working on. We speak for most of Americans in welcoming a robust investment in local infrastructure. Please consider my invitation, and thank you again for convening us and having this very critical conversation about much-needed investment in infrastructure around the country.

[Ms. Omar's prepared statement follows:]

**Prepared Statement of Hon. Ilhan Omar, a Representative in Congress
from the State of Minnesota**

Thank you Chairman DeFazio and Ranking Member Graves, and to the entire Committee for giving me the chance to join you today to share my perspective on the vital issues that fall under your jurisdiction and particularly the infrastructure needs of my district.

For most people, the word infrastructure invokes the image of roads and bridges. But it's so much more than that. It's the public transit systems taking people to work every day and the pipes delivering safe drinking water to our homes. It's the power grid keeping the lights on in this very room and the broadband access that gives us the ability to connect with the entire world without even stepping out of our front door. Not to mention, it's a means to fight the climate catastrophe currently threatening our future.

And the role infrastructure plays in our lives is as broad as the definition of the word itself. It isn't simply a means to get us from Point A to Point B. It's the lifeline of community connectiveness and it impacts the quality of life of every last person living in the United States. Because how can you count on an ambulance making it to you in time to save your life during an emergency if the road to your home is undrivable? How can a child be expected to succeed if they don't have access the internet to do their homework? And I ask, how can we build metaphorical bridges between the diverse communities in our country if there aren't literal bridges connecting them?

America has a long history of building some of the most impressive infrastructure systems in the world and investing in these vital networks is part of what makes this country exceptional. But unfortunately, we're beginning to fall behind. Since 2010, China has spent roughly eight percent of its GDP on infrastructure¹ and on

¹ Council on Foreign Relations, *To Boost Flagging Growth, China Doubles Down on Its Least Productive Sector*; January 14, 2019

average, European countries spend the equivalent of 5 percent of GDP.² But here in the U.S., our investment is hovering around 2.4 percent. And we've been putting off a backlog of maintenance needs estimated at around \$2 trillion.³

The effects of that diminishing investment can be seen in communities all over the country, and if you were to travel to the district I represent—which I'd certainly invite each one of you to do—you'll see an illustration of the infrastructure needs everywhere you look. Twelve years ago, the I-35 Mississippi bridge in my home district in Minneapolis fully collapsed in the middle of a busy rush hour. Thirteen people lost their lives and over 100 more were injured. More than a decade later, experts agree we have not addressed our infrastructure crisis.

But you won't just see the examples, you'll hear about them too. Because need for infrastructure investment and improvement is on the minds of everyone living in these communities. In fact, since being elected a few short months ago, I don't think I've had a single conversation with a mayor or local official in my district who didn't raise public transportation as one of their most pressing concerns. Right now, there's a strong public push for an improvement project to the Minneapolis light-rail system that would extend the Blue Line, adding 11 stops that would further connect the city with the surrounding areas. For my district, a project like this one is about more than commute times and train space—it's about choice and opportunity. Expanding public transit options gives my constituents the chance to move out to areas that may have more affordable housing. It means that a coffee shop in Brooklyn Park could attract more customers during their commute and consequently hire more staff. It means that seniors who may struggle to get around will have more options for visiting their loved-ones or traveling to the doctor's office.

But the community would start to see benefits from a project like the Blue Line extension long before those additional stops are even up and operating. A federal investment in the project would mean construction could begin and workers could be hired, adding good union jobs to the economy. It would allow the community to start drawing up detailed plans that build up the resiliency of the network and improve the health of the environment. Because by choosing to invest in smart public transit options, like the Blue Line extension, the government is helping to cutdown on roadway congestion and ease our reliance on fossil fuels. Unless our national infrastructure strategy is one that helps cut down on emissions and strengthen the ability of our network to withstand natural disasters, then we'd only be short-changing ourselves—we'd be setting ourselves up for another round of emergency rebuilds that we can't afford and adding to the already mounting costs that congestion and climate change are racking up for our economy and for future generations.

I encourage this Committee to focus on smart solutions and develop a future-focused strategy as you continue working on the national infrastructure package that we so desperately need. That package must take into account more than just the map of roads currently in need of repair, but instead focus on creating a roadmap for the future—a roadmap that prioritizes the right kind of projects, that creates well-paying jobs and that helps communities stay truly connected.

I'm happy to extend an invitation to all Members of this Committee to visit us in the Minnesota 5th and take stock of the many projects we are working on, as well as speak to some of the many Americans who would so welcome robust federal investment in their local infrastructure. Please consider yourself welcome any time. We'd be happy to show you the same hospitality you've shown me as a guest in this Committee today.

Thank you again Mr. Chairman and Mr. Ranking Member for allowing me to join you today.

Mr. DEFAZIO. Great, I thank the gentlelady, particularly for tying together everything from broadband to public transit. What you did is you knit it together in a way that shows the interdependence and how we have a lot of investments to make.

And also, I go around giving speeches about the pathetic efforts we are making nationally, compared—I mean, I used to say we were becoming Third World. And our colleague, Earl Blumenauer, said to me that it was insulting. I said, "Well, you know how bad it is?"

² Council on Foreign Relations, *The State of U.S. Infrastructure*; January 12, 2018

³ American Society of Civil Engineers, *Economic Impact Analysis*; 2017

He said, “No, insulting to Third World countries. They are investing a higher percentage of their GDP than we are in transportation infrastructure.” So I really appreciate your emphasizing that point.

So I thank the gentlelady. Does anyone have questions?

OK, all right. With that, I thank you for your testimony. I appreciate it.

Ms. OMAR. Thank you.

Mr. DEFAZIO. The next arrival would be the Honorable Mike Quigley from Illinois.

Mr. QUIGLEY. Thank you, Mr. Chair.

Mr. DEFAZIO. Five minutes.

**TESTIMONY OF HON. MIKE QUIGLEY, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF ILLINOIS**

Mr. QUIGLEY. Thank you, Mr. Chairman, and thanks to the ranking member and the members of the committee for having me today.

It is interesting. This morning the Union Station in Chicago is closed. There is concrete falling from the roof onto the tracks. It is an indication of the broader issues our country has, a backlog of infrastructure needs. And as the Vice Chairman of the THUD Appropriations Subcommittee, I recognize, as you do, that it is so important for us—THUD and Transportation and Infrastructure—to work together on all of these needs.

And as I sit here and listen to others talk about this, I think what is important is that I should care just as much about the tunnel in New Jersey as they should about me rebuilding the blue line in Chicago as I should care about the locks on the Mississippi and water mains and the water issues in California.

And as we talk about a big infrastructure plan I think we need to keep in mind that this isn't a parochial what's-in-my-district first. Obviously, my colleague and friend, Pete Visclosky, wants to double-track the South Shore Line into Indiana. That would help the entire region, and would help the environment, and help the economy. So I think, if we have that spirit, we will do well.

A couple points. I would like to speak about the Federal Bird-Safe Buildings Act, which is in this committee. I have introduced a version of this bill in every Congress I have been a Member of, because I believe that we have a responsibility to be good stewards of the world we live in. Up to 1 billion birds die from colliding into buildings every year, a very preventable problem.

The cost-negligible, bipartisan Bird-Safe Buildings Act requires that public buildings constructed, acquired, or significantly altered by GSA incorporate bird-safe building materials and design features. It is an important bill for several reasons.

First, birds have an intrinsic cultural and ecological value. It is our responsibility to be good stewards of the environment and reduce the harmful impacts of our society on the natural world. Additionally, birds help generate billions of dollars annually to the U.S. economy through wildlife watching activities. One in five Americans, 48 million people, engage in bird watching, and they spend about \$36 billion in pursuit of bird activities every year. These ac-

tivities support over 600,000 jobs and bring \$6.2 billion in State tax revenues.

For all these reasons, it is vital that we take this simple, straightforward, and low-cost step in this bill to protect birds from fatal collisions.

This bill has been referred to Chairwoman Titus' subcommittee, and I thank her for her support on this.

I would also like to talk about something that is an issue for every city in the country, and Chicago is no exception: funding for public transportation. Effective public transit makes cities more livable and accessible for all its inhabitants. Transit-oriented development can turn wasted or unused land into vibrant communities and allow existing communities to access economic and social opportunities that otherwise might be difficult.

For too long public transit has been underserved by Congress, and I will be glad to work with you and Chairman Price and my colleagues to ensure that adequate funding is provided for transit systems this year.

In all of its work this Congress, I urge this committee to consider public transit needs, and specifically to clarify for the Secretary of Transportation that key Federal programs like TIFIA and RRIF should not be included as part of the Federal share of the budget—of a project as part of the Capital Investment Grant Program. Chicagoland agencies like RTA are working hard to ensure our infrastructure continues to meet the needs of citizens, and shoring up the Highway Trust Fund and addressing the capital construction backlog are key to achieving this goal.

Finally, I want to touch on the issue of flooding, which is serious in Chicago and communities around the country. Today I reintroduced the Flood Mapping Modernization and Homeowner Empowerment Pilot Program Act, which will create a 12-city pilot program and give communities the resources they need to address urban flooding within their local contexts, while also helping FEMA glean new best practices to help improve flood mapping and mitigation.

I encourage the committee to take up and pass that bill, because there is also room for additional pre-disaster work to address flooding. A pre-disaster infrastructure program as part of FHWA is one possible approach to safeguard the Nation's vital transportation systems like Federal-aid roads, highways, and bridges from increasing natural disasters, and to improve the long-term resilience of the systems. I believe the committee should look into the concept as a possible model for the future.

Mr. Chairman, Mr. Ranking Member, members of the committee, it is an honor to be here, and thank you for your work.

[Mr. Quigley's prepared statement follows:]

**Prepared Statement of Hon. Mike Quigley, a Representative in Congress
from the State of Illinois**

Chairman DeFazio, Ranking Member Graves, Members of the Committee,
Thank you for the opportunity to testify before the Transportation and Infrastructure Committee about a number of different priorities that are important to me and my constituents.

As the Vice-Chairman of the Transportation, Housing, and Urban Development Appropriations Subcommittee, I believe it is vital that THUD and T&I work together to ensure that America's infrastructure is a driver of economic growth and meets the needs of all our citizens.

And I think we'd all agree that we have a lot of work to do make get to that point. First this morning, I'd like to speak about the Federal Bird Safe Buildings Act, which is before this committee.

In fact, I have introduced a version of this bill in every Congress I have been a member of because I believe that we have a responsibility to be good stewards of the world we live in.

Up to one billion birds die from colliding into buildings every year, which is a totally preventable problem.

The cost-negligible, bipartisan *Bird Safe Buildings Act* requires that public buildings constructed, acquired, or significantly altered by GSA incorporate bird-safe building materials and design features.

Bird-safe is an important bill for several reasons.

First birds have an intrinsic cultural, and ecological value. It is our responsibility to be good stewards of the environment and reduce the harmful impacts of our society on the natural world.

Additionally, birds help generate billions of dollars annually to the U.S. economy through wildlife watching activities.

One in five Americans, 48 million people, engage in bird watching.

And they spend about \$36 billion in pursuit of birding activities every year.

These activities support over 600,000 jobs and bring \$6.2 billion in state tax revenues.

For all these reasons, it's vital that we take the simple, straightforward, and low cost steps in my bill to protect birds from fatal collisions.

This bill has been referred to Chairwoman Titus' subcommittee and I thank her for her support of it in the past. I urge the committee to quickly consider and pass the Bird Safe Buildings Act so that it can be brought the floor for a vote in the full House.

Next, I'd like to talk about something that is an issue for every city in this country, and Chicago is no exception—funding for public transportation.

Effective public transit makes cities more livable and accessible for all inhabitants.

Transit oriented development can turn wasted or unused land into vibrant communities and can allow existing communities to access economic and social opportunities that otherwise might be difficult for them to grasp.

For too long, public transit has been underserved by Congress and I will work with Chairman Price and my colleagues on appropriations to ensure that adequate funding is provided for transit systems this year, but we are most effective in Congress when working together.

In all of its work this Congress, I urge this committee to consider public transit needs and, specifically, to clarify for the Secretary of Transportation that key federal programs like TIFIA and RRIF should not be included as part of the federal share of a project as part of the Capital Investment Grant Program.

Chicagoland agencies like RTA are working hard to ensure that our infrastructure continues to meet the needs of our citizens and shoring up the Highway Trust Fund and addressing the capital construction backlog are key to achieving that goal.

Finally, I want to touch on the issue of flooding, which is a serious concern in Chicago and communities around the country.

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I encourage the committee to take up and to pass that bill, but there's also room for additional pre-disaster work to address flooding.

A pre-disaster infrastructure program as part of the FHWA is one possible approach to safeguard the nation's vital transportation systems like federal-aid roads, highways, and bridges from increasing natural disasters and to improve the long term resilience of the system.

I believe the committee should look into such a concept as a possible model for the future.

Chairman DeFazio, members of the Committee, thank you for your time today. I look forward to working with the committee going forward and thank you for your good work for the infrastructure of our country.

Mr. DEFAZIO. I thank the gentleman for his thoughtful testimony, particularly beginning with the idea that the needs are national in scope and these problems don't stop at a city limits or a State line. And that is very insightful.

We look forward to your advocacy on that subcommittee. We hope that, moving forward, you will have more money to allocate to some of these needs.

And I wasn't aware of your Bird-Safe Buildings Act, but I certainly would be interested in having the Federal Government lead the way on that issue. So I appreciate that, and I will be taking a look at that. So thank you, thanks for your testimony.

Mr. QUIGLEY. Thank you, Mr. Chairman.

Mr. DEFAZIO. Any members of the committee have questions for the gentleman?

Mr. QUIGLEY. Thank you all, sir.

Mr. DEFAZIO. Seeing none, thank you.

Mr. Marshall? Yes. The next arrived is the Honorable Roger Marshall from Kansas.

You are recognized for 5 minutes.

TESTIMONY OF HON. ROGER W. MARSHALL, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KANSAS

Mr. MARSHALL. Thank you, Chairman DeFazio, Ranking Member Graves, and members of this committee, and good morning. Thanks for giving me the opportunity to speak on behalf of the people of Kansas surrounding the upcoming infrastructure package.

This year our office has already hosted 22 townhalls, and infrastructure consistently remains a "top three" topic for discussion. I represent the big First Congressional District of Kansas, which I continue to argue is the largest agriculture-producing district in the country.

Agriculture, of course, has a large reliance on surface transportation to get our commodities, which now include wheat, sorghum, soybeans, corn, cotton—yes, Kansas is now growing cotton—milk, distillers grain, ethanol, eggs, pork, and beef to market. In fact, I often brag as I travel, the two things American agriculture can still do is produce more per acre and get our goods to market cheaper and more reliably than any other country in the world.

But I am afraid our infrastructure has been left somewhat neglected over the past decade or so, and America is suffering.

With the FAST Act expiring next year, developing or extending programs to keep our roads and bridges well maintained through the Highway Trust Fund or BUILD grant program are of critical importance.

Long-term funding for surface transportation infrastructure allows communities to better plan and invest in their communities, and ultimately helps the rural economy continue to grow.

I should also mention a concern raised by many of our farmers and ranchers as they strive to get their livestock safely to market. My weekend job in high school and college was loading and unloading cattle at a local sell barn. From personal experiences I can say that transportation is the most stressful event for livestock animals that they can endure. And as a matter of emphasis, the amount of

time an animal spends in transit is impacted by a variety of burdensome regulations.

As cochair of the Congressional Beef Caucus, I ask you to consider including a 150 air-mile exemption for livestock hauling operations on both the front and back end of a trip, which would reduce unnecessary stress on the livestock and increase animal health, welfare, and safety.

Water infrastructure is also of vital importance to our district, whether through availability of quality water sources or upgrading the aging water towers, levees, and dams, as well as underground pipes in many municipalities across the State. Many communities in my district are having to dig new water wells due to declining water availability or quality, which is a costly burden that many of these small towns cannot afford.

Similarly, the aging state of water towers and pipes create health and safety concerns, in addition to issues with water delivery. Ensuring that rural communities are able to adequately maintain their water infrastructure and deliver safe drinking water to constituents is a priority, as is guaranteeing availability of quality water sources for agriculture purposes.

Furthermore, flood mitigation efforts through preservation and maintenance of levees, locks, dams, and sound conservation practices protects homes and businesses, and allows communities to expand and invest in new development.

The Essential Air Service Program and the Airport Improvement Program are also programs that continue to help the rural communities in my district survive. Through the Essential Air Service Program cities like Hays, Liberal, Salina, Garden City, and Dodge City, Kansas, are able to provide passenger service to multiple major hubs, as well as access to economic development opportunities.

Furthermore, these communities utilize the Airport Improvement Program to maintain airport infrastructure, ensuring traveler safety and allowing small airports to plan their investments for the future.

I understand that broadband is not within the jurisdiction of this committee. However, I feel that infrastructure packages should include broadband in the conversation. In nearly every townhall that I have held since coming to Congress, access to broadband has consistently been a top priority and issue for our constituents. The high cost of broadband deployment, coupled with the low population and vast expanses in rural America, make infrastructure implementation challenging and expensive for many communities.

Overall, as we move closer towards an infrastructure package, I ask that the committee take the consideration of these unique challenges facing rural America. Whether it comes to infrastructure investments, surface transportation, water infrastructure, airport programs, and broadband are of critical importance to my district, as well as all of rural America, and thus for the American economy.

As a true investment for our children and our grandchildren's sake for this economic future and prosperity of America, I ask for robust support for the programs mentioned.

Infrastructure is something this whole country can rally behind, giving us a common goal and purpose. It could be the start of a

new day, a day when Republicans and Democrats once again work together to make our country strong for the future.

Thank you, Mr. Chairman, and I yield back.
[Mr. Marshall's prepared statement follows:]

**Prepared Statement of Hon. Roger W. Marshall, a Representative in
Congress from the State of Kansas**

Thank you Chairman DeFazio, Ranking Member Graves, and Members of this Committee for giving me an opportunity to contribute to the discussion surrounding the upcoming infrastructure package. This year, my office has already hosted more than 20 town halls, and infrastructure consistently remains a top 3 topic for discussion. So today, I would like to hit a few points related to surface transportation, water infrastructure, airport programs, and broadband.

I represent the big First District of Kansas, arguably one of the largest Ag producing district in the country. With more than 60 counties in central and western Kansas, and spanning over two-thirds of the state, you can see why folks back home call it "the Big First."

Agriculture has a large reliance on surface transportation to get our commodities, such as wheat, sorghum, soybeans, corn, cotton, milk, distillers grain, ethanol, pork, and beef to market. In fact, I often brag, the two things American agriculture does is produce more per acre and get our goods to market cheaper and more reliably than any other country in the world. But I'm afraid our infrastructure has been left somewhat neglected over the past decade or so, and America is suffering.

With the FAST Act expiring next year, developing or extending programs to keep our roads and bridges well maintained, such as the Highway Trust Fund or the BUILD grant program, is of critical importance. Long-term funding for surface transportation infrastructure allows communities to better plan and invest in their communities, and ultimately helps the rural economy continue to grow.

In addition to surface transportation, water infrastructure is of vital importance to my district, whether through availability of quality water sources, or upgrading the aging water towers, levees, and dams, as well as underground pipes in many municipalities across my state. Many communities in my district are having to dig new wells due to declining water availability or quality, which is a costly burden that many of these small towns cannot afford. Similarly, the aging state of water towers and pipes creates health and safety concerns, in addition to issues with water delivery. Ensuring that rural communities are able to adequately maintain their water infrastructure and deliver safe drinking water to constituents is a priority, as is guaranteeing availability of quality water sources for agricultural purposes. Furthermore, flood mitigation efforts through preservation and maintenance of levees, locks, and dams protect homes and businesses, and allow communities to expand and invest in new development.

The Essential Air Service program and the Airport Improvement Program are also programs that continue to help the rural communities in my district. Through the Essential Air Service program, the cities of Hays, Liberal, Salina, Garden City, and Dodge City, Kansas are able to provide passenger service to multiple major air hubs, as well as access to economic development opportunities. Furthermore, these communities utilize the Airport Improvement Program to maintain airport infrastructure, ensuring traveler safety and allowing small airports to plan their investments for the future.

I understand that broadband is not within the jurisdiction of this Committee, however I feel that any infrastructure package should include broadband in the conversation. In nearly every town hall that I have held since coming to Congress, access to broadband has consistently been a top issue for my constituents. The high cost of broadband deployment coupled with a low population and vast expanses in rural America makes infrastructure deployment challenging and expensive for many communities. Yet our society continues to transition more and more toward digital connections, whether for education, healthcare, or even agriculture, making a reliable and affordable internet access no longer optional.

Overall, as we move closer toward an infrastructure package, I ask that the Committee take into consideration the unique challenges facing rural communities when it comes to infrastructure investments. Surface transportation, water infrastructure, airport programs, and broadband are of critical importance to my district as well as rural America, and thus for the American economy. As a true investment for our children's and grandchildren's sake, and for the economic future and prosperity of

America, I ask for robust support for the programs mentioned. Infrastructure is something the whole country can rally behind, giving us all a common goal and purpose; it can be the start of a new day, a day when Republicans and Democrats once again work together to make our country strong for the future.

I thank the Committee for the opportunity to share about the impacts that these issues have on the State of Kansas, and I yield back the remainder of my time.

Mr. DEFAZIO. I thank the gentleman for his thoughtful testimony, again, underlining the critical Essential Air Service Program, where we have a little—as I said to a previous colleague—a little work to do downtown to convince them on the merits of the program. But Congress has always been supportive, no matter what the position of administrations, other side of the aisle, have been.

We have done a number of limited exemptions for agriculture in the past. I will be happy to look at the gentleman's concerns on livestock.

And with that, are there any questions from the—the gentlelady from Kansas has a question.

Two minutes.

Ms. DAVIDS. Thank you, Mr. Chairman. And I would like to thank Congressman Marshall for coming here and talking about some of the issues that are so important, particularly for a State like Kansas, where we are constantly trying to bridge the rural/suburban/urban divide that ends up happening, and just want to express my appreciation for you coming to talk about the rural broadband issues that I know our State is facing.

And then also, just to note that you're talking about the kind of getting rid of the partisan politics around making sure that we are addressing infrastructure issues is so important.

And I know that you and I have already had the chance to work on some of the agricultural ELD delays, and then issues around healthcare and trying to make sure that we are doing what is best for our communities. And I just want to tell you that I am glad that you are here today on behalf of the Kansas First Congressional District and all of Kansas, to make sure that we are addressing those issues. So thank you.

Mr. MARSHALL. Thank you, Congresswoman. We are all in this together. Thanks for having me.

Mr. DEFAZIO. I thank the gentleman; I thank the gentlelady for her contribution.

I neglected to say one of the consensus items—there were some items that were not consensus, but one of the consensus items in the meeting with the President yesterday was broadband as a critical infrastructure investment for all America.

So with that, I thank the gentleman. If there are no further questions—oh, question? Yes?

Mr. STAUBER. Thank you, Mr. Chair.

Congressman Marshall, I couldn't agree with you more on the Essential Air Service. Rural airports are—they matter, and I have many in my district, and we have talked about that. So that really should be a bipartisan issue through and through. So thank you for commenting on that.

Mr. MARSHALL. Thank you. It is another way to connect rural America to the rest of the world. Thank you.

Mr. DEFAZIO. Any further questions?

Seeing none, I thank the gentleman. The gentlelady, Ms. Underwood, has been very patient.

And I recognize you for 5 minutes.

TESTIMONY OF HON. LAUREN UNDERWOOD, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ILLINOIS

Ms. UNDERWOOD. Thank you, Mr. Chairman, for providing this opportunity for all Members to share their priorities with the Transportation and Infrastructure Committee.

I am thrilled that the new Democratic majority in the House is approaching infrastructure with the serious, big-picture thinking that it deserves. I am encouraged by the bipartisan meeting that was held at the White House yesterday, and truly hope that Congress and the White House will work together to enact legislation this Congress to invest in 21st-century infrastructure for America.

I am a freshman Member of this body, and I represent my home, Illinois' 14th Congressional District. Upon taking office this January, one of my very first priorities was to proactively reach out to my constituents to learn about their communities' infrastructure needs, with the intent of contributing to this infrastructure package.

From engaging with people in my district I learned that our infrastructure investments need to be, one, inclusive of smaller communities, and not just for the big cities; two, broad and bold enough to go beyond roads and bridges; and, three, focused on building new infrastructure, as well as repairing the old.

First, this package needs to be inclusive when it comes to improving infrastructure. We need to make sure that the needs of small and mid-sized towns in America are represented, not just the big guys.

For example, St. Charles, Illinois, needs \$500,000 to improve a local fire station. Elburn, Illinois, needs \$1.3 million to replace lead pipes in many of the village's homes, so that drinking water is free from lead and other contaminants. Yorkville, Illinois, needs \$400,000 to refurbish a widely used outdoor recreation facility in the Kendall County Forest Preserve.

You see, people in my district aren't thinking in the trillions. But for some of them, they might as well be. Because when we examined the details of these requests, we found that so many of them didn't have options for help from the Federal Government within existing funding streams.

Next, we need to adopt a broad and bold approach to investing in infrastructure. We do need rail and roads in my district, and we also need to think more broadly. Rail and surface transportation is important. Expanding Metra mass transit service to more of the Chicago suburbs is one of the top priorities for economic and cultural growth in my district.

We need new transit stops and we need new transit lines. Right now, Kendall County is the fastest growing county in Illinois. But Metra rail service doesn't extend to Montgomery, to Oswego, Yorkville, Plano, or Sandwich. Students at Northern Illinois University, which serves over 25,000 students, don't have direct access to transit to Chicago for internships or career opportunities.

Our State absolutely has a role to play here in funding and development. But Illinois is a huge player in the national economy. We pay Federal taxes and we need a strong partner in Federal Government.

In addition to new mass transit, we need better roads. I was in McCullom Lake a few weeks ago and saw firsthand how bad the conditions of the roads affect road safety and the local economy. And unfortunately, McCullom Lake Road is just one of the many roads in my district that need critical repairs. But as we develop this once-in-a-lifetime, agenda-setting package, infrastructure needs to mean all that: roads, rail, and much, much more.

In McHenry County, infrastructure means rural and broadband access, including better metrics that better identify communities in our districts that are still pretty much on dial-up. Directing resources efficiently is key, and the devil is definitely in the details when it comes to broadband mapping.

In McHenry County and across the country accessing the internet is critical for running a business, searching for a job, getting an education, and even seeing a doctor. It is not just about Netflix and Instagram.

In Batavia, infrastructure means building the Fox River bike path to help reduce traffic and help people in our community live healthier lives. In Naperville, infrastructure means investing in our school facilities so that our kids get the absolute best public education we can offer them.

And third, we need to invest in new projects, as well as repair and maintain existing ones. Now, I am a nurse, and I can tell you that an ounce of prevention is worth a pound of cure. Continuing to put off maintenance of our existing infrastructure isn't just dangerous; it is way too expensive. These upgrades need to be made. And as you all know, they are never going to be cheaper than they are today.

Will all of this be a serious investment? Of course. Because we should be paying for quality American workers and quality American jobs.

We know that infrastructure can be a smart investment that pays off. That is our job in Congress: to make smart investments in roads, transit, schools, technology, and clean energy that power our economy. That is our job, and I am ready to get to work.

Thank you again for having me today. I look forward to working with you, with all of you on the committee, to bring America's infrastructure into the future.

[Ms. Underwood's prepared statement follows:]

**Prepared Statement of Hon. Lauren Underwood, a Representative in
Congress from the State of Illinois**

Thank you, Mr. Chairman, for providing this opportunity for all Members to share their priorities with the Transportation and Infrastructure Committee.

I am thrilled that the new Democratic majority in the House is approaching infrastructure with the serious, big-picture thinking it deserves.

I'm encouraged by the bipartisan meeting that was held at the White House yesterday, and truly hope that Congress and the White House can work together to enact legislation this Congress to invest in 21st century infrastructure for America.

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From engaging with people in my District, I learned that our infrastructure investments need to be:

- (1) inclusive of smaller communities and not just for the big cities;
- (2) broad and bold enough to go beyond roads and bridges; and
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First, this package needs to be inclusive when it comes to improving infrastructure.

We need to make sure that the needs of small- and mid-size towns in America are represented, not just the big guys.

For example:

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Our state absolutely has a role to play here, in funding and development. But Illinois is a huge player in the national economy, we pay federal taxes, and we need a strong partner in the federal government.

In addition to new mass transit, we need better roads. I was in McCollum Lake a few weeks ago and saw firsthand how the bad conditions of the roads affect road safety and the local economy. And unfortunately, McCollum Lake Road is just one of many roads in my district that need critical repairs.

But as we develop this once-in-a-lifetime, agenda-setting package, "infrastructure" needs to mean all that—roads, rail—and much, much more.

In McHenry County, "infrastructure" means rural broadband access—including better metrics that better identify communities in our districts that are still pretty much on dial-up.

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We know that infrastructure can be a smart investment that pays off. That's our job in Congress: to make smart investments in roads, transit, schools, technology, clean energy, that power our economy.

That's our job, and I'm ready to get to work. Thank you all again for having me—I look forward to working with all of you to bring America's infrastructure into the future.

Mr. DEFAZIO. I thank the gentlelady for her excellent testimony, particularly drawing the analogy with your background in medicine as a nurse, and how intervention before something becomes very complicated and more expensive is the best way to go. And you are absolutely right on infrastructure. That is the key in bringing things up to a state of good repair.

And as I mentioned earlier, broadband was discussed, and a consensus item yesterday, recognizing what you talked about, the connectivity and also the need for more physical connectivity to the urban areas. So thank you very—

Ms. UNDERWOOD. Thank you, sir.

Mr. DEFAZIO [continuing]. Thoughtful testimony. And with that I would turn to the gentleman—the majority leader from Maryland, Mr. Hoyer, for 5 minutes.

**TESTIMONY OF HON. STENY H. HOYER, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF MARYLAND**

Mr. HOYER. Thank you very much, Mr. Chairman. I want to congratulate you for your leadership, and I want to also thank you for your leadership in our meeting with the President yesterday, which I think led to a bipartisan conclusion as to the extent of the investment that we need to make, and the fact that we need to work together to accomplish it.

I appreciate this opportunity to participate in today's meeting. Yesterday morning a number of us, as I just said, met with the President at the White House to discuss the importance of investing in 21st-century infrastructure.

This issue, as you have articulated so effectively, Mr. Chairman, is of major importance to all of America. That is why it is one of the three core components of the agenda that I have been talking about for the last 9 years, Make It In America, I have been proud to lead, the others being education and skills training, and entrepreneurship. As part of that effort last Congress I traveled around the country hosting listening sessions with members of the local communities.

What we heard everywhere we went was that the needs were massive, both to rebuild as life cycles near retirement, and to get ahead of the challenges we know technological advancement will bring.

We also heard how private capital has some role to play, although clearly, public investment will be the major part of our rebuilding effort. But there is no substitute for robust public investment, particularly in those areas and those projects that don't promise the private sector profit.

Everyone can see that roads, railways, bridges, airports, sea-ports, sewers, and water systems across the country are in desperate need of repair. Flint is just the very tip of the iceberg that

exists in our country, and that is true throughout America. It is true in Maryland; it is true in my own Fifth Congressional District.

Many of my constituents commute to Washington from both Prince George's County and southern Maryland in some of the worst congestion in the Nation. Last month the National Park Service had to begin emergency repairs on the Baltimore-Washington Parkway because of the condition of that road.

In addition, after years of deferring maintenance and failure to invest in a sustainable funding source, the Metro system, the system we refer to as America's subway, is facing real challenges. The general manager of that system is working to restore the safety and reliability of the system, but this process will take time. Millions of your constituents—and I look to the whole committee membership—ride on that system as they visit our city and visit their Capital.

Communities across the country, including Prince George's County, which is the county just to the east of Washington, have seen water infrastructure fail and cause flooding. They have seen our Nation's infrastructure pushed to its limits by more frequent and more severe weather caused by climate change.

Those are just the current problems we need to address. But if we wish to remain, Mr. Chairman, an economic leader, and grow for the future, we are also going to have to be proactive and direct significant investments toward expanding and modernizing our Nation's infrastructure.

This also means, as we discussed at the White House, and as the President and we agreed, expanding wireless and broadband internet, expanding the infrastructure for more electric vehicles and taking steps to integrate more renewable forms of energy into the grid, including technologies to store and distribute energy, as well.

In 2017 the American Society of Civil Engineers graded our country's infrastructure as a D+. Mr. Chairman, I imagine you pointed that out over and over and over again. But it bears repeating with an estimated need of \$4.5 trillion to meet our infrastructure needs in the near and long term.

With the President's leadership, and with our working together, we are not going to get to \$4.5 trillion, but hopefully we will get to a very significant number and figure out how to pay for it, as well. That is why infrastructure remains a top priority, not only for House Democrats, but, as we learned yesterday, for the President of the United States.

Investments in infrastructure are proven to help local economies attract new private-sector businesses and good-paying jobs that come with them. While we continue seeking ways to work with the White House, I hope the committee will draw ideas from the hearing and put forward solutions that have broad, bipartisan support, and that should be able to pass both the House and the Senate and deliver results for the American people.

I want to thank the committee for the work it has already begun and look forward to seeing what it produces. And I look forward to working closely with those of you on the committee on both sides of the aisle to introduce and advance Make It In America legislation to invest in 21st-century infrastructure.

[Mr. Hoyer's prepared statement follows:]

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**Prepared Statement of Hon. Steny H. Hoyer, a Representative in Congress
from the State of Maryland**

Thank you, Chairman Peter DeFazio and Ranking Member Sam Graves. I appreciate the opportunity to participate in today's Member Hearing.

Yesterday morning, a number of us met with President Trump at the White House to discuss the importance of investing in twenty-first century infrastructure. This is an issue of major importance to millions of Americans.

That is why it is one of the three core components of the Make It In America plan I've been proud to lead, the others being education and skills training and entrepreneurship. As part of that effort last Congress, I traveled around the country hosting listening sessions with Members in their local communities. What we heard everywhere we went was that the needs were massive, both to rebuild as life cycles near retirement and to get ahead of the challenges we know technological advancement will bring. We also heard how private capital has some role to play, but there is no substitute for robust public investment, particularly in those areas and on those projects that don't promise the private sector profit.

Everyone can see that roads, railways, bridges, airports, seaports, sewers, and water systems across the country are in desperate need of repair. That is true in my own Fifth District of Maryland, as well. Many of my constituents commute to Washington from both Prince George's County and Southern Maryland in some of the worst congestion in the nation.

Last month, the National Park Service had to begin emergency repairs on the Baltimore-Washington Parkway because of the condition of the road. In addition, after years of deferring maintenance and failure to invest in a sustainable funding source, the Metro system in Washington is facing real challenges. The General Manager is working to restore the safety and reliability of the system, but this process will take time.

And communities across the country, including in Prince George's County, have seen water infrastructure fail and cause flooding, and they've seen our nation's infrastructure pushed to its limits by more frequent and more severe weather caused by climate change.

Those are just current problems we need to address, but if we wish to remain an economic leader and grow for the future, we are also going to have to be proactive and direct significant investments toward expanding and modernizing our nation's infrastructure. This also means expanding wireless and broadband internet, expanding the infrastructure for more electric vehicles, and taking steps to integrate more renewable forms of energy into the grid, including technologies to store and distribute the energy generated.

In 2017, the American Society of Civil Engineers graded our country's infrastructure a 'D+', with an estimated need of \$4.5 trillion to meet our infrastructure needs in the near and long term. That's why infrastructure remains a top priority for House Democrats. Investments in infrastructure are proven to help local economies attract new private sector businesses and the good paying jobs that come with them.

While we continue seeking ways to work with the White House, I hope the Committee will draw ideas from this hearing and put forward solutions that have broad, bipartisan support and that should be able to pass both the House and Senate and deliver results for the American people.

I thank the Committee for the work it has already begun and look forward to seeing what it produces. And I look forward to working closely with those of you on the Committee and with other Members to introduce and advance Make It In America legislation to invest in twenty-first century infrastructure. Thank you.

Mr. HOYER. One second remaining.

[Laughter.]

Mr. DEFAZIO. I thank the gentleman for his precise observance of the time limits. And I want to thank him for his leadership in helping organize that meeting yesterday, which I thought was an excellent start, and also for pointing out and emphasizing Make It In America, Made In America.

And I know the gentleman knows this, but transportation infrastructure has the strictest Buy America rules of any part of the Federal Government, way more so than the Pentagon or other

agencies, but we still see a few places for improvement that I hope to do in the coming long-term authorization to bring even more jobs here and better our infrastructure at the same time.

Mr. HOYER. Mr. Chairman, I am looking forward to working with you to schedule a major piece of legislation that you will argue. And hopefully the ranking member will be with you, and we will have a bipartisan bill that will pass and will make a difference for our country.

Mr. DEFazio. That is the tradition of this committee. It is probably the most bipartisan committee in a Congress that oftentimes is a little too partisan.

So I thank the gentleman. Any Members have questions? OK.

Seeing none, I thank you for your testimony.

Mr. HOYER. Thank you, Mr. Chairman.

Mr. DEFazio. OK, the gentleman from Rhode Island was the next arrival, Mr. Langevin.

TESTIMONY OF HON. JAMES R. LANGEVIN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF RHODE ISLAND

Mr. LANGEVIN. Thank you, Mr. Chairman, Chairman DeFazio, Ranking Member Graves, for the opportunity to testify before you today. And I would like to take this opportunity to highlight an issue that is particularly important to my constituents in Rhode Island and to workers and businesses across the country. That is investing in a skilled infrastructure workforce.

I am sure encouraged by your plans to craft robust infrastructure legislation to strengthen our communities and stimulate our economy. I certainly echo the words of the majority leader and the need for infrastructure investment, and your comments as well, Mr. Chairman.

In thinking of Rhode Island, I know that we have some of the greatest infrastructure needs in the country. And our needs, of course, are indicative of those of every congressional district across the country.

But rebuilding our Nation's infrastructure will also require more than investments in bridges, roads, waterways, and broadband; it will require a workforce that can design, build, and maintain them. So therefore, as the committee works to craft its infrastructure agenda over the coming months, I urge you to consider investments in proven workforce development strategies, including career and technical education and apprenticeships to prepare our workers to realize these opportunities that are ahead of us.

So just by way of example, the Brookings Institution estimates that 3 million more workers will be needed to support the Nation's infrastructure over the next 10 years, including designing, building, and operating transportation, housing, utilities, and telecommunications. However, Georgetown University estimates that with a trillion-dollar Federal infrastructure investment, we would more than double the number of required high-skill workers.

So this is a great opportunity for millions of Americans who are out of work, underemployed, or seeking higher wages. However, without adequate skills training, these workers won't be prepared to fill open jobs and carry out high-priority infrastructure projects.

So I am not alone in my concern. In fact, on March 6, 2018, during a hearing in this committee on the President's infrastructure proposal, Transportation Secretary Chao testified, and I quote, "We probably will not have enough skilled trades workers to be able to address all the infrastructure needs when it finally gets all going, so the workforce training and retraining part is important."

So many of these jobs do not require a bachelor's degree, but they do involve a significant amount of on-the-job training. CTE and apprenticeships are proven strategies that give individuals the education and work-based learning they need for success in these high-skill, higher wage careers fields.

Now, last July, Congress recognized CTE and apprenticeships as effective workforce development strategies when we unanimously reauthorized the Carl D. Perkins Career and Technical Education Act, which the President subsequently signed into law last July. This bipartisan victory demonstrated Congress' renewed commitment to skills-based education in high-demand industries, and I certainly hope that the committee will continue moving this trend forward.

Specifically, I would ask that you include in any infrastructure package a requirement that States devote a portion of any funds they receive to workforce development programs, including career and technical education, with the flexibility to invest in programs that they deem appropriate through coordination with local workforce boards.

So I also request that you include incentives for infrastructure-related businesses that invest in work-based learning, including apprenticeship programs, and dedicated resources for updating the facilities and equipment used in CTE programs that train students for employment in infrastructure jobs.

So each of these components is critical to building a workforce ready to fill millions of high-skill jobs over the next decade, and my fellow cochair of the Career and Technical Education Caucus, Representative G.T. Thompson from Pennsylvania, and I will also be sending an official letter to you and the ranking member in support of these investments.

And, Mr. Chairman, I would ask unanimous consent to include a copy of the letter text in the record.

Mr. DEFAZIO. Without objection.

[The information follows:]

—————

Letter of May 1, 2019, from Members of Congress Advocating for Career and Technical Education, Submitted for the Record by Hon. James R. Langevin, a Representative in Congress from the State of Rhode Island

MAY 1, 2019.

The Honorable NANCY PELOSI,
Speaker of the House,
U.S. House of Representatives, Washington, DC.

The Honorable KEVIN MCCARTHY,
House Minority Leader,
U.S. House of Representatives, Washington, DC.

The Honorable PETER DEFAZIO,
Chairman,
Committee on Transportation & Infrastructure, U.S. House of Representatives, Washington, DC.

The Honorable SAM GRAVES,
Ranking Member,
Committee on Transportation & Infrastructure, U.S. House of Representatives, Washington, DC.

DEAR SPEAKER PELOSI, LEADER MCCARTHY, CHAIRMAN DEFAZIO AND RANKING MEMBER GRAVES:

As you craft legislation to strengthen our nation's infrastructure, we respectfully request that you include investments in proven workforce development strategies, including career and technical education (CTE) and apprenticeships.

Rebuilding our nation's infrastructure will require more than just bridges, roads, and waterways; it will require the development of a skilled workforce that can design, build, and maintain that infrastructure. The Brookings Institution estimates that 3 million additional workers will be needed for the nation's infrastructure in the next decade, including designing, building and operating transportation, housing, utilities and telecommunications¹. On March 6, 2018, during a House Transportation and Infrastructure Committee hearing on the President's infrastructure proposal, Secretary of Transportation Elaine Chao testified, "we probably will not have enough skilled trades workers to be able to address all the infrastructure needs when it finally gets all going ... So, the workforce training and retraining part is important."

Many jobs in infrastructure sectors do not require a bachelor's degree, but they do involve a significant amount of on-the-job training. CTE and apprenticeships are proven strategies that can provide individuals with the education and work-based learning they need for career success in these high-skill, high-wage industry sectors or occupations. By including these investments in a comprehensive infrastructure package, we will ensure that resources committed to our nation's infrastructure will be effective, building on established workforce development strategies to provide the skilled workers required to carry out the projects.

Congress recently recognized CTE as an effective workforce development strategy when it unanimously passed the Strengthening Career and Technical Education for the 21st Century Act (reauthorizing the Carl D. Perkins Career and Technical Education Act), which the President subsequently signed into law (Public Law No: 115-224). We must maintain this commitment moving forward. Therefore, we respectfully request that you include the following in any infrastructure legislation:

- A stipulation that states devote a portion of the infrastructure funds they receive to workforce development programs, including CTE programs, with the flexibility to invest in such programs they deem appropriate for local infrastructure needs, and that they coordinate such investments with the agencies that receive the states' funds from the Workforce Innovation and Opportunity Act and Carl D. Perkins CTE Act so as not to duplicate efforts;
- Incentives for infrastructure-related businesses that invest in work-based learning, including apprenticeship programs; and
- Dedicated resources for updating the facilities and equipment used in CTE programs of study in infrastructure sectors to ensure they are aligned with fast-paced, ever-changing industry expectations and standards.

¹Kane, Joseph and Adie Tomer. *Infrastructure skills: Knowledge, tools, and training to increase opportunity* (May 2016). Retrieved from: https://www.brookings.edu/wp-content/uploads/2016/05/metro_20160510_infrastructure_skills_report.pdf.

We appreciate your consideration of these requests and look forward to working with you to ensure these items are included in the nation-wide infrastructure package. If you have any questions or would like to discuss this further, please contact Kerry McKittrick with Congressman Langevin or Nick Rockwell with Congressman Thompson.

Sincerely,

JAMES R. LANGEVIN,
Member of Congress.
DONALD NORCROSS,
Member of Congress.
ABBY FINKENAUER,
Member of Congress.
THOMAS R. SUOZZI,
Member of Congress.
TOM EMMER,
Member of Congress.
TOM O'HALLERAN,
Member of Congress.
JOHN YARMUTH,
Member of Congress.
TOM MALINOWSKI,
Member of Congress.
TIM RYAN,
Member of Congress.
TROY BALDERSON,
Member of Congress.
ANTHONY BROWN,
Member of Congress.
ANGIE CRAIG,
Member of Congress.
LORI TRAHAN,
Member of Congress.
TJ COX,
Member of Congress.
RICK LARSEN,
Member of Congress.
SUSAN W. BROOKS,
Member of Congress.
HENRY C. "HANK" JOHNSON, JR.,
Member of Congress.
DON YOUNG,
Member of Congress.
KURT SCHRADER,
Member of Congress.
DENNY HECK,
Member of Congress.
ROBERT E. LATTA,
Member of Congress.
RAJA KRISHNAMOORTHY,
Member of Congress.
ANDRÉ CARSON,
Member of Congress.
SUZANNE BONAMICI,
Member of Congress.
DAVID SCOTT,
Member of Congress.
CINDY AXNE,
Member of Congress.

GLENN "GT" THOMPSON,
Member of Congress.
DAVID B. MCKINLEY, P.E.,
Member of Congress.
JOSH HARDER,
Member of Congress.
ROGER MARSHALL,
Member of Congress.
ELISE STEFANIK,
Member of Congress.
ANTHONY BRINDISI,
Member of Congress.
MIKE THOMPSON,
Member of Congress.
SEAN CASTEN,
Member of Congress.
SETH MOULTON,
Member of Congress.
CONOR LAMB,
Member of Congress.
DARIN LAHOOD,
Member of Congress.
ELISSA SLOTKIN,
Member of Congress.
BRIAN FITZPATRICK,
Member of Congress.
ROB WITTMAN,
Member of Congress.
PETER WELCH,
Member of Congress.
BLAINE LUETKEMEYER,
Member of Congress.
JULIA BROWNLEY,
Member of Congress.
PETE VISCLOSKEY,
Member of Congress.
ALMA S. ADAMS, PH.D.,
Member of Congress.
BRIAN HIGGINS,
Member of Congress.
KENDRA S. HORN,
Member of Congress.
BRYAN STEIL,
Member of Congress.
MARK POCAN,
Member of Congress.
ADAM SMITH,
Member of Congress.
CEDRIC L. RICHMOND,
Member of Congress.

Mr. LANGEVIN. Thank you, Mr. Chairman.

With that, Chairman DeFazio and Ranking Member Graves, I want to thank you for the opportunity to testify, and for considering these sensible, bipartisan requests.

With that, with 16 seconds left on the clock, I yield back the balance of my time.

[Mr. Langevin's prepared statement follows:]

**Prepared Statement of Hon. James R. Langevin, a Representative in
Congress from the State of Rhode Island**

Thank you, Chairman DeFazio and Ranking Member Graves, for the opportunity to testify today. I'd like to highlight an issue that's particularly important to my constituents in Rhode Island and workers and businesses across the country: investing in a skilled infrastructure workforce.

I'm encouraged by your plans to craft robust infrastructure legislation to strengthen our communities and stimulate our economy. But rebuilding our nation's infrastructure will require more than investments in bridges, roads, waterways, and broadband; it will require a workforce that can design, build, and maintain them.

Therefore, as the Committee works to craft its infrastructure agenda over the coming months, I urge you to consider investments in proven workforce development strategies, including career and technical education (CTE) and apprenticeships, to prepare our workers to realize these opportunities ahead of us.

The Brookings Institution estimates that 3 million more workers will be needed to support the nation's infrastructure over the next 10 years, including designing, building and operating transportation, housing, utilities and telecommunications. However, Georgetown University estimates that with a trillion-dollar federal infrastructure investment, we'd more than double the number of required high-skill workers.

This is a great opportunity for millions of Americans who are out of work, underemployed, or seeking higher wages. However, without adequate skills training, these workers won't be prepared to fill open jobs and carry out high-priority infrastructure projects.

I'm not alone in my concern. On March 6, 2018, during a hearing in this Committee on the President's infrastructure proposal, Transportation Secretary Chao testified, "we probably will not have enough skilled trades workers to be able to address all the infrastructure needs when it finally gets all going . . . So, the workforce training and retraining part is important."

Many of these jobs do not require a bachelor's degree, but they do involve a significant amount of on-the-job training. CTE and apprenticeships are proven strategies that give individuals the education and work-based learning they need for success in these high-skill, higher-wage careers fields.

Last July, Congress recognized CTE and apprenticeships as effective workforce development strategies when we unanimously reauthorized the Carl D. Perkins Career and Technical Education Act, which the President subsequently signed into law. This bipartisan victory demonstrated Congress's renewed commitment to skills-based education in high-demand industries, and I hope the Committee will continue moving this trend forward.

Specifically, I ask that you include in any infrastructure package a requirement that states devote a portion of any funds they receive to workforce development programs, including career and technical education, with the flexibility to invest in programs they deem appropriate through coordination with local workforce boards.

I also request that you include incentives for infrastructure-related businesses that invest in work-based learning, including apprenticeship programs, and dedicated resources for updating the facilities and equipment used in CTE programs that train students for employment in infrastructure jobs.

Each of these components is critical to building a workforce ready to fill millions of high-skill jobs over the next decade, and my fellow co-chair of the Career and Technical Education Caucus, Representative "GT" Thompson, and I will also be sending an official letter to you and the Ranking Member in support of these investments. And I would ask unanimous consent to include a copy of the letter text in the record.

Thank you again, Chairman DeFazio and Ranking Member Graves, for the opportunity to testify, and for considering these sensible, bipartisan requests.

Mr. DEFazio. I thank the gentleman, and I particularly thank him for his emphasis on the need for a skilled workforce. And he will be happy to know that one of the principals in the infrastructure meeting was Ivanka Trump, and that is a passion with her,

is CTE. So you got an ally down there in the White House. So hopefully we will—

Mr. LANGEVIN. Sounds good. All I can get.

Mr. DEFAZIO. I thank the gentleman.

Mr. LANGEVIN. Thank you.

Mr. DEFAZIO. Next was the gentleman from Connecticut, Mr. Himes.

**TESTIMONY OF HON. JAMES A. HIMES, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF CONNECTICUT**

Mr. HIMES. Thank you, Chairman DeFazio, Ranking Member Graves, and members of the committee for having this hearing today.

Infrastructure continues to be the single most pressing issue in my district in southwestern Connecticut. Every business leader I speak to, businesses large and small, identifies this as the biggest challenge they have doing business. And, of course, for everyday people, straphangers who take Metro-North into New York City, to those, including myself, who sit in nightmarish traffic on I-95 in the Merritt Parkway. At any time approximating rush hour, our transit systems are straining under years and years of underinvestment.

For generations we have built our way to prosperity. But sadly, concerns in the last several generations about how to pay for infrastructure have left us in an ever more desperate situation. So I come here today to advocate for a discreet set of issues.

But I just want to illustrate what happens in my district, which is a fascinating place. It is an economic powerhouse. It sits astride one of the true commercial arteries between New York and Boston, and it is crumbling. The infrastructure is crumbling. In the city of Bridgeport, there is a terrible story where a bridge that used to connect the downtown and the historic East Side—decades ago the bridge became inoperable. So the bridge is gone. And two halves of a city are not accessible to each other, with all of the effects that that has on the economy of the city of Bridgeport and of the region.

And, by the way, that is not just Bridgeport. The American Road and Transportation Builders Association says that 40 percent of our bridges need to be replaced or repaired, 47,000 bridges are structurally deficient nationally, including 308 bridges in Connecticut.

We have also seen the price of inaction in my own backyard. In 1983, the Mianus River Bridge, which is on I-95 over a small river in southwestern Connecticut, collapsed, killing three motorists. I could go on and on, but I won't.

The good news is our new Governor, Ned Lamont, has proposed a very serious focus on transportation, and at the State level is having a contentious but important conversation about how we pay for it. We are having a debate in Connecticut today over whether we should put tolls on our highways. We remain the last State in the region that doesn't have tolls on its highways.

Governor Ned Lamont has proposed what he calls the 30-30-30 plan, which would shorten train commutes from Hartford to New Haven, from New Haven to Stamford, and from Stamford into New York City to just 30 minutes. That sounds ambitious, but the Euro-

peans are already way past that, the Asians are already way past that. This is something that we absolutely need to do.

So I don't want to continue to list the challenges, and I am sure you are going to hear from every corner of the country today about the necessity of doing this. I am just going to close with an appeal, which is an appeal for pragmatism and compromise on this issue.

I have been around long enough to know that both parties and all of us are tempted to let the perfect be the enemy of the good. We are in divided Government. Nobody is getting everything that they want. So I just, given the intensity and the urgency of this problem, appeal to every member of this committee and to all my colleagues and to Members of the Senate to let's not let the perfect be the enemy of economic survival. This is essential.

On my side of the aisle we are going to need to be openminded to things that will be hard to be openminded about. On the other side of the aisle, I hope you gentlemen and other people in the party will realize that we do need the resources to pay for this investment.

So again, just a plea for the kind of pragmatism and compromise that I know could lead to a truly historic piece of legislation here, and investment in our infrastructure that will improve our quality of life and help all of our economies.

With that I will close and say thank you, Mr. Chairman.

[Mr. Himes' prepared statement follows:]

**Prepared Statement of Hon. James A. Himes, a Representative in Congress
from the State of Connecticut**

Thank you, Chairman DeFazio, Ranking Member Graves, and members of the Committee for having this hearing today.

Infrastructure continues to be the single most pressing issue in my district in southwestern Connecticut.

Every business leader I speak to, from businesses large and small, identifies this as the biggest challenge they have doing business. And, of course, for everyday people: straphangers who take Metro North into New York City and those, including myself, who sit in nightmarish traffic on 95 and the Merritt Parkway at any time approximating rush hour. Our transit systems are straining under years and years of underinvestment. For generations, we built our way to prosperity, but, sadly, concerns in the last several generations about how to pay for infrastructure have left us in an evermore desperate situation.

So, I come here today to advocate for a discrete set of issues, but I just want to illustrate what happens in my district, which is a fascinating place. It's an economic powerhouse. It sits astride the two commercial arteries between New York and Boston, and it is crumbling. The infrastructure is crumbling. In the city of Bridgeport, there is a terrible story where a bridge that used to connect downtown and the historic East Side decades ago became inoperable. So, the bridge is gone, and the two halves of the city are not accessible to each other, with all of the effects that has on the economy of the city of Bridgeport and of the region.

That's not just Bridgeport—the American Road and Transportation Builders Association says that 40% of our bridges need to be replaced or repaired, 47,000 bridges are structurally deficient nationally, including 308 bridges in Connecticut. We've also seen the price of inaction in my own backyard. In 1983, the Mianus River Bridge, which is on I-95 over a small river in southwestern Connecticut, collapsed, killing three motorists. I could go on and on, but I won't.

Though the off-system bridge set-aside and BUILD grants provide a sizable amount of funding, the problem is just too severe and deserves our attention. This Committee should consider increasing the Surface Transportation Block Grant Program authorization in order to proportionately increase the amount of money going to off-system bridges or set up a separate and distinct grant program with robust funding to address this looming crisis.

Our new governor, Ned Lamont, has proposed a very serious focus on transportation. At the state level, Governor Lamont has proposed the “30–30–30 plan,” which would shorten the train commutes from Hartford to New Haven, New Haven to Stamford, and Stamford to New York City to just 30 minutes each.

That sounds ambitious, but the Europeans are already way past that, the Asians are already way past that. This is something that we absolutely need to do. So, I don’t want to continue to list the challenges, I’m sure you’re going to hear it from every corner of the country today about the necessity of doing this.

The plan only seeks to do what countries around the world have been doing for decades, connecting cities, but it would require significant funding to make changes to the physical infrastructure and procure more trains.

Future surface transportation authorizations or freestanding infrastructure bills should view these kinds of transportation projects as what they are: the kind of investments that will catalyze regional economic growth in a way that more than pays their costs over time.

I’m just going to close with an appeal, which is an appeal for pragmatism and compromise on this issue. I’ve been around long enough to know that both parties and all of us are tempted to let the perfect be the enemy of the good. We’re in divided government; not anybody is getting everything that they want. So, given the intensity and the urgency of this problem, I appeal to every member of this committee and to all my colleagues and to members of the Senate: let’s not let the perfect be the enemy of economic survival. This is essential on my side of the aisle. We’re going to need to be openminded to things that will be hard to be openminded about on the other side of the aisle. I hope you all and other people in the party will realize that we do need the resources to pay for this investment.

So again, just a plea for the kind of pragmatism and compromise that I know could lead to truly a historic piece of legislation here and an investment in our infrastructure that will improve our quality of life and help all of our economies. With that, I’ll close and say thank you, Mr. Chairman.

Mr. DEFAZIO. I thank the gentleman. I thank him in particular for emphasizing the fact that this is a bipartisan problem and a bipartisan need, and also for highlighting bridges—as you said, 47,000 bridges need significant work. They are structurally deficient. And another 235,000 need work. This is critical investment we can’t afford not to make. So I thank you for your advocacy and your testimony.

Anyone on the panel?

Yes, Mr. Mitchell for 2 minutes.

Mr. MITCHELL. Thanks, Mr. Chair. I will be briefer than that.

I would encourage my colleague and all the colleagues that come before us with some serious concerns on infrastructure, as you know, Michigan, lord knows our infrastructure is legendary. And it comes from—a great deal from the failure to invest in infrastructure during the downturn.

So while we are talking about increased Federal investment in infrastructure, which was part of the meeting yesterday, we need to emphasize to States and communities they are also responsible for investing in infrastructure. We cannot end up in a situation where they expect the Federal coffers to totally fix the problems that have been neglected. There were State and local assets.

So as we have this conversation, I would encourage you and everyone to have them also with their State legislators.

You said the Governor is moving forward on plans there so that, in fact, we marry local community resources, potentially P3s, with Federal money to maximize infrastructure and not expect that we are able to solve it here because, frankly, I don’t believe we are.

Mr. HIMES. Well, I will just comment, Mr. Mitchell. I couldn’t agree with you more, that this is a whole-of-government, whole-of-

society problem. And yes, municipalities and States need to do their part.

Where I come from, I can throw a rock and hit the State next door. And my State, small State of Connecticut, we are deeply integrated with Rhode Island, with Massachusetts, and with New York and New Jersey.

We are a great country, partly because we solve these problems with the single-biggest instrument that this Nation has, which is the Federal Government. So I couldn't agree more that this is a whole-of-government problem. But the Federal Government is going to need to step up in a big way.

Mr. DEFAZIO. I thank the gentleman for his testimony. I thank the gentleman for his observation.

Twenty-eight States have substantially raised their user fees in one form or another over the last 4 years. But the Federal Government hasn't increased its contribution since 1993. And it is worth about half of what it was back then. So we have work to do on both ends of this problem.

So I thank the gentleman for his observation. With that, the gentleman—a former member of the committee, our plant on the Ways and Means Committee—not in terms of an herb.

[Laughter.]

Mr. DEFAZIO. But our—you know what I mean. Earl is the number-one advocate for infrastructure and investment on the Ways and Means Committee.

With that, I recognize the gentleman from Oregon, Mr. Blumenauer.

TESTIMONY OF HON. EARL BLUMENAUER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF OREGON

Mr. BLUMENAUER. Thank you, Mr. Chairman. And I really appreciate—you pointed out that the States are already moving forward. We have seen 35 States step up in the last 8 years. The Federal Government has been missing in action. They rely on us to do our part, not to do it all for them, but they expect that we will meet our part.

I had some of my best memories, a Member of Congress, as a member of this committee. I left reluctantly to go to Ways and Means to try and work to make sure that we meet our statutory obligation to finance what you authorize. And that mission continues today.

I am hopeful that we can take advantage of an opportunity, whether seemingly is a consensus about the need to spend \$2 trillion on infrastructure, but fails time after time after time, because people don't step up to put the money behind it, like we have seen at the State and local level.

The Transportation and Infrastructure Committee should be—and every other committee should be—laser-focused on achieving the \$2 trillion level of investment that has been talked about. I look forward to being your partner on the Ways and Means Committee to invest in infrastructure, not just by raising the gas tax, indexing the gas tax, and then replacing the gas tax with something that is sustainable. We need to have a dedicated water infrastructure trust fund. We need to expand financing mechanisms to

invest in surface transportation, airports, public buildings, schools, housing, Superfund cleanup, and more.

The Transportation and Infrastructure Committee should work to unlock the full potential of the Harbor Maintenance Trust Fund. And I know, Mr. Chairman, you have been deeply concerned with that. We need to uncap the passenger facility charge to allow local investment in aviation needs. And we need to accelerate the transition to a sustainable program of road user charges over the course of the next 12 years to fund our system based on use, rather than gallons of fuels consumed.

We are facing new challenges now dealing with climate, mobility options, and this uncertain funding future. We need to develop a forward-thinking infrastructure bill—and I know that you are working on that—that continues the expansion of the Surface Transportation System Funding Alternatives program at the State level while also bringing road user charges to the Federal level through an expanded national pilot program.

With urban centers booming, communities need tools and resources necessary to make great places. But those places rely heavily on the rural-urban connection. Urban America relies on healthy cities and vice versa. We need to create more equitable outcomes in terms of transferring State-owned urban roads to local governments, and advancing complete street policies to lead to zero deaths for all road users.

We can restore the bicycle and pedestrian funding to a percentage of the Surface Transportation Block Grant program, increase funding for transit capital, and meaningful investment in congestion mitigation and air quality.

We must fix the destructive provision in the recent tax bill that damages commuter tax benefits, that commuters, businesses, churches, and nonprofits have relied on for decades.

And finally, I hope the committee works to integrate new mobility options as solutions to our most vexing transportation problems.

Communities should be able to support bike share and other mobility options to connect people in their first or last mile to mass transit. Policy-makers at all levels should have a better understanding of the secondary influence of autonomous vehicles that are rushing towards us, I think, faster than any of us expect.

You have a unique opportunity to be at the center of a meaningful, fully funded transportation package and a forward-thinking surface transportation reauthorization that looks at the full range of transportation choices.

As I said, I look forward to being your partner on the Ways and Means Committee in providing the infrastructure investments communities need. You have an opportunity to produce a once-in-a-generation piece of legislation. You have got this consensus from the White House and Democratic leadership in Congress to spend \$2 trillion. We need to work with you to make sure the money is there to spend. Otherwise, sadly, you will be spinning your wheels.

I applaud you, Mr. Chairman, for your untiring effort to focus on this funding crisis and the opportunities that will be afforded if we meet it, and I look forward to working with you so we do.

[Mr. Blumenauer's prepared statement follows:]

**Prepared Statement of Hon. Earl Blumenauer, a Representative in
Congress from the State of Oregon**

Chairman DeFazio, Ranking Member Graves, thank you for the opportunity to testify before this committee today. Some of my best memories in Congress are serving on the T&I Committee. I left this committee, which I loved, to go to the Ways and Means Committee to ensure that the federal government upholds its end of the partnership to fund infrastructure—that is the jurisdiction of the Ways and Means Committee, to fund what you authorize. Our mission continues today, and I am hopeful that our committees can work together to deliver the infrastructure investments that the American people so desperately need.

It has been said there is no Democratic or Republican way to fix a sewer. This committee has long-exemplified that sentiment, and you have the opportunity to continue that tradition this year. Trump and congressional Democrats have made a commitment to the American people for at least \$1 trillion for infrastructure. The T&I Committee, and every other committee, should be laser-focused at achieving this level of investment in a comprehensive infrastructure package. I look forward to being your partner on the House Ways and Means Committee to invest in infrastructure by raising the gas tax, creating a dedicated water infrastructure trust fund, and expanding financing mechanisms to invest in surface transportation, airports, public buildings, schools, housing, Superfund cleanup and more. At the same time, the T&I Committee should work to unlock the full potential of the Harbor Maintenance Trust Fund, uncap the Passenger Facility Charge, and support the transition over the next 12 years to a more stable and equitable transportation funding system that charges for road use rather than gallons of fuel consumed.

The United States faces the same challenges as we have in the past, but we also face new challenges and opportunities with the climate crisis, new mobility options, and an uncertain funding future. Congress must develop a forward-thinking surface transportation bill that has real money behind it. I hope that this committee will endorse the continuation and expansion of the Surface Transportation System Funding Alternatives program at the state level while also bringing road user charges to the federal level through an expanded national pilot program.

With urban centers booming, communities need the tools and resources necessary to make great places. Providing continued federal support for transportation options is critical to the continued success of urban areas which, as the *New York Times* recently highlighted¹, are also key to the health of rural and small-town America. We can create safer streets by supporting the transfer of state-owned urban roads to local governments and advancing complete streets policies that lead to zero deaths for all road users. We can create more equitable outcomes by increasing assistance to all modes of transportation: restoring bicycle and pedestrian funding to a percentage of the Surface Transportation Block Grant program, increasing funding for transit capital investment grants, and meaningfully invest in the Congestion Mitigation and Air Quality Improvement Program. We must fix the destructive provisions in the GOP tax bill that damages commuter tax benefits that commuters, businesses, churches, and nonprofits have relied on for decades. Finally, I hope that the committee works to integrate new mobility options as solutions to our most vexing transportation problems. Communities should be able to support bikeshare and other mobility options to connect people in their first- or last-mile to mass transit; policymakers at all levels should have a better understanding the secondary influences of autonomous vehicles on transportation, municipal budgets, social equity, land use, urban design, and the environment.

This committee has a unique opportunity to be in the center of a meaningful, fully-funded infrastructure package and a forward-thinking surface transportation reauthorization this Congress. I look forward to being your partner on the Ways and Means Committee in providing the infrastructure investments communities need. And I look forward to working with this Committee to produce a once-in-a-generation reframing of federal transportation policy.

Mr. DEFazio. I thank the gentleman for his advocacy and his encyclopedic knowledge of the—indeed, have a better integrated system, recognizing all modes, and looking to the future. So thank you for that.

¹*New York Times*. April 23, 2019 “The Best Way to Rejuvenate Rural America? Invest in Cities” Liu and Arnosti.

Do any members of the committee have questions for Mr. Blumenauer?

OK, seeing none, I thank you for your testimony.

At this point I ask unanimous consent to place in the record a statement from Congresswoman Elissa Slotkin, who could not attend today, regarding her concerns, and for Congressman Peter Welch from Vermont, who also couldn't attend today, but submitted testimony with his concerns.

[Mr. Welch and Ms. Slotkin arrived later in the hearing and provided testimony; their prepared statements are on pages 93 and 130, respectively.]

Mr. DEFAZIO. At this point I am going to yield the chair to the chair of the Subcommittee on Highways and Transit, Ms. Norton.

[Pause.]

Ms. NORTON [presiding]. Mr. Newhouse, you may begin for 5 minutes.

TESTIMONY OF HON. DAN NEWHOUSE, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WASHINGTON

Mr. NEWHOUSE. Thank you, Chair Norton, Ranking Member Graves. It is never a good thing when the chairman of the committee walks out of the room as you are coming up.

[Laughter.]

Mr. NEWHOUSE. Members of the committee, it is my distinct honor to be before you today as the committee continues its consideration of a comprehensive legislative package to address our Nation's chronic needs and ailing infrastructure.

I come before you to share my earnest belief that any such effort absolutely must include water infrastructure, including vital water storage and water conservation projects in order to face our Nation's serious hydrological challenges.

In recent years, particularly in the West, severe droughts have threatened water delivery, farm and ranch production, and our rural way of life. Over the last decade, even with above-average precipitation in several regions of the United States, we continue to see drought conditions. Americans across the country demand a safe and reliable water supply.

With the prospect before us to make serious substantial steps forward in addressing this chronic need, I am here before you to implore the committee to not pass up this opportunity to help serve communities both rural and urban.

To provide a few examples for context, the Colorado River Basin, despite wet conditions this winter, continues to experience the longest dry spell in recorded history. Hydrological conditions in California over the past decade were the worst the region has seen since the 13th century, if you can believe that. It is true.

In my own region in the Pacific Northwest we have seen severe droughts over the past 5 years. In the beginning of April, a declaration of drought emergency has already been declared for the Upper Yakima River, the Methow, and Okanagan Basins, which are all in my district in central Washington.

As you have heard today, the Federal Government's lack of investments to address these conditions, not only in recent years but

over the past several decades, has left communities to face severe water challenges essentially on their own.

One example is the Columbia Basin Project. Authorized in 1943, the project authorized over 1 million acres of productive land for investments to provide a reliable source of water for the basin. However, for 300,000 of these acres those investments have not been made. Within this region the Odessa subarea's groundwater is being withdrawn at a rate beyond the aquifer's capacity to recharge.

And aquifers in the subarea are quickly declining. Groundwater is virtually depleted to such an extent that water must be pumped from wells as deep as 2,400 feet. Water pumped from such depths, as you can imagine, is hot and has dangerously high sodium concentrations. Municipal, agricultural, commercial, industrial, and domestic water supplies, as well as water quality levels, are so compromised that this is most certainly and clearly a crisis level.

In 2016 a deep well that supplied a municipal water system in the city of Lind began to fail. The well pumped white foam with high fluoride content approximately 80 degrees in temperature. Other wells are at the point of drawing air. Irrigation wells near the city of Othello have recorded temperatures as high as 105 degrees and smelling of sulfur. High levels of sodium in groundwater used to irrigate our crops are posing a serious threat to our agricultural sector, and the city of Othello projects it will run out of water within 3 years.

Madam Chair, I don't say this lightly, but I think I can safely assume the last thing we want on our Nation's hands is another Flint-like water crisis for any of our communities. And I have got to tell you that my constituents in these rural towns are absolutely concerned, and rightly so, that we are not far off from seeing just that.

In closing, I again respectfully urge the committee to take this opportunity to include water storage, conservation, and water delivery systems as policies and processes to streamline the construction and implementation of water projects in any comprehensive infrastructure package considered. The Federal Government has fallen behind in investing in our Nation's water infrastructure and we must prevent further crises from plaguing communities in the West and across the country. With investments in our water infrastructure we can ensure that our constituents, our agricultural community, and the Nation have a long-term and reliable water supply for generations to come.

Madam Chair, I sincerely thank you for your consideration.

[Mr. Newhouse's prepared statement follows:]

**Prepared Statement of Hon. Dan Newhouse, a Representative in Congress
from the State of Washington**

Chairman DeFazio, Ranking Member Graves, Members of the Committee,

It is an honor to be before you today as the Committee continues its consideration of a comprehensive legislative package to address our nation's chronic needs and ailing infrastructure. I come before you to share my earnest belief that any such effort absolutely must include water infrastructure, including vital water storage and water conservation projects, in order to face our nation's serious hydrological challenges.

In recent years, particularly in the West, severe droughts have threatened water delivery, farm and ranching production, and our rural way of life. Over the last decade, even with above-average precipitation in several regions of the United States, we continue to see drought conditions. Americans across the country demand a safe and reliable water supply. With the prospect before us to make serious, substantial steps forward in addressing this chronic need, I am here before you to implore the Committee to not pass up this opportunity to help to serve communities—both rural and suburban.

To provide you a few examples for context, the Colorado River Basin, despite wet conditions this winter, continues to experience the longest dry spell in recorded history. Hydrological conditions in California over the past decade were the worst the region has seen since the 13th century. In my own neck of the woods in the Pacific Northwest, we have seen severe droughts over the past five years. In the beginning of April, a declaration of drought emergency has already been declared for the Upper Yakima River, Methow, and Okanogan basins in my District in Central Washington.

The federal government's lack of investments to address these conditions, not only in recent years but over the past several decades, has left communities to face severe water challenges essentially on their own. One example is the Columbia Basin Project. Authorized in 1943, the project authorized over 1 million acres of productive land for investments to provide a reliable source of water for the Basin. However, 300,000 of these acres of land are underutilized. Within this region, the Odessa Subarea's groundwater is being withdrawn at a rate beyond the aquifer's capacity to recharge, and aquifers in the Subarea are quickly declining. Groundwater is virtually depleted to such an extent that water must be pumped from wells as deep as 2,400 feet. Water pumped from such depths is hot and has dangerously high sodium concentrations.

Municipal, agricultural, commercial, industrial, and domestic water supplies—as well as water quality levels—are all so compromised that this is most certainly and clearly at crisis-level. In 2016, a deep well that supplied a municipal water system in the City of Lind began to fail. The well pumped white foam, with high fluoride content, approximately 80 degrees in temperature. Other wells are at the point of drawing air. Irrigation wells near the City of Othello have been recording temperatures as high as 105 degrees and smelling of sulfur. High levels of sodium in groundwater used to irrigate our crops are posing a serious threat to our agriculture sector, and Othello projects it will run out of water in about three years, or sooner.

Mr. Chairman, I don't say this lightly, but I think I can safely assume the last thing we want on our nation's hands is another Flint-like water crisis for any one of our communities, and I've got to tell you that my constituents in these rural towns are absolutely concerned—and rightly so—that we are not far off from seeing just that in these areas.

In closing, I again respectfully urge the Committee to take this opportunity to include water storage, conservation, and water delivery systems—as well as policies and processes to streamline the construction and implementation of water projects—in any comprehensive infrastructure package considered. The federal government has fallen behind in investing in our nation's water infrastructure and we must prevent further crises from plaguing communities in the West and across the country. With investments in our water infrastructure, we can ensure that our constituents, our agricultural community, and the nation have a long-term and reliable water supply for generations to come. I sincerely thank you for your consideration.

Ms. NORTON. Thank you very much for that testimony—very troubling in many ways.

Does any member of the committee wish to question?

Yes?

Mr. GARAMENDI. Madam Chair, if I might?

Ms. NORTON. You have 2 minutes.

Mr. GARAMENDI. Mr. Newhouse, your point about water infrastructure is absolutely correct, in my view. Could you expand a little bit on water storage systems, the kinds of things that we need to do and how we might accomplish those water storage systems, both surface as well as aquifer?

Mr. NEWHOUSE. Well I can tell you—and thank you, Mr. Garamendi, for your question. I can tell you in my own district we

have—we rely on the snowpack in the Cascade Mountains for our irrigation and domestic industrial use of water. We have five reservoirs on the Yakima River Basin. We have not built additional storage since 1933.

And, as you can imagine, populations have increased since then, demands for the use of water have increased, environmental needs for fish and other things have increased. We have just not kept pace. We need additional storage, additional delivery systems, be able to take more conservation practices more seriously, all kinds of things that have to be accomplished in order for us to meet a growing demand for water in an ever-increasing frequency of droughts in our area.

Mr. GARAMENDI. I would like to draw the attention of the committee to a bill that we passed 3 years ago called The WIIN legislation, water infrastructure legislation. In that legislation, there has been the authorization for significant surface and aquifer storage facilities. It needs to be updated and renewed, and I would hope this committee would take that up as we go forward. I look forward to working with you, Mr. Newhouse, on making that possible so that we can continue to build the storage systems that are necessary.

Mr. NEWHOUSE. Thank you very much for that observation.

Ms. NORTON. Thank you, Mr. Garamendi. Are there any other questions?

If I may say so, Mr. Newhouse, there is about to be more time for climate change. I wonder if you think some of the extreme results you are seeing have anything to do with changes in climate in your State.

Mr. NEWHOUSE. Well, I would say that, for instance in the State of Washington, I think our precipitation levels are relatively stable, but the form of that precipitation is coming more in rain instead of snow. And like I said, for our part of the State we would rely on that snowpack. For a lot of different reasons that is happening. Rising temperatures is one of those.

Ms. NORTON. Warming. Thank you very much for that testimony.

Mr. Wittman of Virginia?

TESTIMONY OF HON. ROBERT J. WITTMAN, A REPRESENTATIVE IN CONGRESS FROM THE COMMONWEALTH OF VIRGINIA

Mr. WITTMAN. Thank you, Chairwoman Norton and Ranking Member Graves. Thank you for the opportunity today. And I represent the First Congressional District of Virginia, which is home to some of the most unique transportation challenges in the country.

The First Congressional District spans the I-95 corridor in northern Virginia, which includes the worst traffic hotspot in the Nation, all the way down to the Northern Neck and Middle Peninsula, which includes some of the most neglected rural roads and bridges in the State of Virginia. The National Capital Region is also home to one of the most strained public transportation networks in the country, which includes the Virginia Railway Express, Metro, Amtrak, Ronald Reagan International and Dulles International airports. Also right outside of my district is the Port of

Virginia, which serves all 48 contiguous States and faces an urgent need for expansion.

I would like to take this time to highlight transportation and infrastructure issues important to my district and to the Commonwealth of Virginia.

Addressing the congestion issue along the I-95 corridor is essential. I believe Congress can and should do more to provide adequate resources to leverage the State's investment to address the issues on I-95. Congress must prioritize public-private partnerships and innovative modern-day technologies.

An important component to reducing traffic congestion in northern Virginia is commuter rail. Long Bridge, which spans the Potomac River between Virginia and DC, is a critical gateway between southeast and northeast rail networks. Constituents in my district rely on the services of Amtrak and the Virginia Railway Express, better known as VRE, to commute throughout DC and northern Virginia. The current Long Bridge structure is the primary constraint limiting the VRE's ability to operate more passenger trains that could significantly reduce traffic in northern Virginia. Healthy investments in Federal formula programs will support the VRE's ongoing and future investments to expand their service.

My constituents, as well as Members of Congress, rely on the services provided by the Ronald Reagan International Airport and Dulles International Airport. The region and Nation benefit from the successes of DCA and IAD. Congress should support sustainable funding mechanisms to allow these airports to make critical investments in safety, security, and efficiency. Also, maintaining the current slot and perimeter allotment at DCA is important to the stability of the region.

The Port of Virginia, located right outside of my district, is one of the largest and busiest ports on the eastern seaboard. It manages cargo that is shipped to all 48 contiguous States, and increased shipping traffic and larger vessels are straining the port's current capacity. At its current depth and width, the port is experiencing an urgent need to deepen and expand its channels. I would like to thank the committee for its work on WRDA 2018, which fully authorized the port to deepen the Norfolk Harbor to 55 feet and widen the Thimble Shoals Channel to 1,400 feet. Continued Federal resources are needed to support the over \$350 million invested by the State of Virginia for navigation improvements already underway at the port.

Lastly, expanding access to high-speed internet is critical to economic development and growth in our entire Nation, but very important also to Virginia and to the areas within the First Congressional District. As cochair of the House Rural Broadband Caucus I have made expanding broadband access in rural areas a top priority. Currently, burdensome regulations are hindering shovel-ready projects from providing broadband access to unserved populations throughout the country. By streamlining our Federal permitting processes, the committee can help better connect the more than 23 million Americans with little or no access to broadband to our digital economy. This helps our local economies, helps our education system, and also helps in healthcare access in these underserved areas of the Nation.

I would like to thank both you, Chairwoman Norton, Chairman DeFazio, and Ranking Member Graves, and members of the committee for the opportunity to testify today. As you can see, my district faces a number of unique and substantial infrastructure challenges. And I look forward to working with you to solve these issues to grow our economy and to promote jobs and to identify sources of funding for the continual effort to build and to rebuild our Nation's transportation and infrastructure.

[Mr. Wittman's prepared statement follows:]

**Prepared Statement of Hon. Robert J. Wittman, a Representative in
Congress from the Commonwealth of Virginia**

INTRO

Chairman DeFazio and Ranking Member Graves,

I represent the First District of Virginia, which is home to some of the most unique transportation challenges in the country. The First District spans the I-95 Corridor in Northern Virginia, which includes the worst traffic hot spot in the nation, all the way down to the Northern Neck and Middle Peninsula, which includes some of the most neglected rural roads and bridges in the State of Virginia. The National Capital Region is also home to one of the most strained public transit networks in the country, which includes the Virginia Railway Express (VRE), METRO, Amtrak, Ronald Reagan International (DCA) and Dulles International Airports (IAD). Also, right outside of my district is the Port of Virginia, which services all 48 contiguous states and faces an urgent need for expansion.

I would like to take this time to highlight transportation and infrastructure issues important to my district and Virginia.

Addressing the congestion issue along the I-95 corridor is essential. I believe Congress can and should do more to provide adequate resources to leverage the state's investments to address the issues on I-95. Congress must prioritize public-private partnerships and innovative modern-day technologies.

An important component to reducing traffic congestion in Northern Virginia is commuter rail. Long Bridge, which spans the Potomac River between Virginia and DC, is a critical gateway between southeast and northeast rail networks. Constituents in my district rely on the services of Amtrak and the Virginia Railway Express (VRE) to commute throughout D.C. and Northern Virginia.

The current Long Bridge structure is the primary constraint limiting VRE's ability to operate more passenger trains that could significantly reduce traffic in Northern Virginia. Healthy investments in federal formula programs will support VRE's ongoing and future investments to expand their service.

My constituents as well as Members of Congress rely on the services provided by Ronald Reagan International (DCA) and Dulles International Airport (IAD). The region and nation benefit from the successes of DCA and IAD. Congress should support sustainable funding mechanisms that allow these airports to make critical investments in safety, security and efficiency. Also, maintaining the current slot/perimeter allotment at DCA is important to the stability of the region.

The Port of Virginia, located right outside of my district, is one of the largest and busiest ports on the eastern seaboard. It manages cargo that is shipped to all 48 contiguous states. Increased shipping traffic and larger vessels are straining the Port's current capacity. At its current depth and width, the Port is experiencing an urgent need to deepen and expand its channels.

I want to thank the committee for its work on WRDA 2018, which fully authorized the port to deepen the Norfolk Harbor to 55 feet and widen the Thimble Shoals Channel to 1400 feet. Continued federal resources are needed to support the over \$350 million invested by the state of Virginia for navigation improvements already underway at the Port.

Lastly, expanding access to high-speed internet is critical to economic development and growth in our nation. As Co-Chair of the House Rural Broadband Caucus I have made expanding broadband access in rural areas a top priority. Currently, burdensome regulations are hindering shovel-ready projects from providing broadband access to unserved populations throughout the country. By streamlining our federal permitting processes, the committee can help better connect the more

than 23 million Americans with little or no access to broadband, to the digital economy.

I want to thank Chairman DeFazio, Ranking Member Graves, and Members of the committee for this opportunity to testify today. As you can see, my district faces unique and substantial infrastructure challenges. I look forward to working with you to help solve these issues, continue to grow our economy, and promote jobs.

Ms. NORTON. Thank you very much for that testimony.

Does any Member have questions for Mr. Wittman?

Mr. Palmer?

Mr. PALMER. Thank you, Madam Chairwoman.

Congressman Wittman, when you talk about the permitting issues and the delays, is it just a permitting issue or is it other delays that come about because of actions taken once a project has started?

Mr. WITTMAN. It is actually a combination of both. Some of them are the multiple levels of permitting processes that have to go through that, instead of occurring simultaneously, have to occur one upon the other. So it takes a longer period of time.

So one agency has to finish their approval process before another one can start, instead of all of it being done concurrently. That is one place where you could fix things immediately.

The other is sort of the back-and-forth, what I call the tennis match between the applicant and the reviewer. Instead of doing it all at one time and saying, here, all the feedback and requirements that we look at with your plans, and making that at one time, what happens is it is a series of back and forth, which can add months and sometimes years to these projects.

So I would say those areas are the places where we can most easily streamline the process: have a concurrent review process among all agencies, and then require a single opportunity for feedback and adjustments to a plan or an application in order for approval.

Mr. PALMER. One of the things that I have come across—and prior to running a think tank for 25 years I worked for two international engineering companies, and have been involved at the State level—is having to go to multiple locations to get permits, where if we can work out an agreement with the Federal Government and State and local governments so that you—it is a one-stop shop—

Mr. WITTMAN. Exactly.

Mr. PALMER. The costs there are a little harder to calculate, but what you are dealing with is lost opportunity cost.

The other side of the coin, though, is once a project starts, having something that interferes with it, that halts the construction, leaves contractors in the field, and you are having to pay for that. That is an enormous expense. We have seen this in a number of cases.

A couple that I cite on a regular basis, our—Texas, there was a State road that was 2½ miles, and they were widening the road. It was delayed for 33½ months. It had added almost \$4 million, just in delay costs.

There was U.S. Highway 59, 2.7 miles, I think it was. They were adding two more lanes—and it is a very short distance, 2.7 miles—delayed for 5 years that added almost \$18 million.

And the last one was an interstate project, they were adding an interchange, it was 1½ miles, it was delayed for 11 months, but the delay costs were \$447,000.

You are seeing that across the board with everything from roads and bridges to expanding broadband to mass transit, which really eats up our infrastructure money because all of that is money that should be going to infrastructure.

I appreciate your coming to the committee today, and I yield back.

Ms. NORTON. The gentleman points out a real problem. And to the extent that some of these reviews can be done simultaneously, and the notion of loss of money, particularly considering the Congress has been reluctant to put money up in the first place, is, I agree, egregious and shameful.

Are there any other questions?

I want to say, Mr. Wittman, I listened closely to your testimony because I am, indeed, at the center of your region, so I took everything you said personally, and I thank you for coming.

Mr. WITTMAN. Thank you, Madam Chairwoman.

Ms. NORTON. Thank you very much. I am pleased to hear next from Ms. Shalala from Florida.

**TESTIMONY OF HON. DONNA E. SHALALA, A REPRESENTATIVE
IN CONGRESS FROM THE STATE OF FLORIDA**

Ms. SHALALA. Thank you very much, Madam Chairwoman, Mr. Palmer, committee members. Thank you for the invitation to testify on the issues of importance to my constituents as the Transportation and Infrastructure Committee develops its legislative agenda.

I want to begin by giving you some numbers. Since 1950 the sea level in south Florida has risen 8 inches. It is only speeding up. By 2030 the sea level in south Florida is projected to rise up to 12 inches, and by 2100 perhaps 80 inches. According to U.N. projections the average temperature of the planet will rise 5 to 9 degrees Fahrenheit by the end of the century. This will cause a sea level rise that will virtually submerge all of south Florida. If we continue to do nothing on climate change, my community, as we know, will disappear. Actually, my district will disappear.

We have a moral obligation to mitigate and adapt immediately, as we are already seeing the effects of climate change and sea level rise. It no longer takes a strong hurricane to flood our streets. They now flood just from a particularly high tide, such as the king tides. In fact, tidal flooding has become three times as common in south Florida in just the past 19 years, causing so-called sunny day flooding.

When people can't get to work because the streets are under water, when tourists can't walk around to shops and restaurants, when children can't go to school, our economy and our futures suffer. This flooding is putting even our most basic human necessities at risk.

Ninety percent of south Florida's drinking water comes from the underground Biscayne aquifer. Because of Florida's porous limestone bedrock and the diversion of fresh waterways as sea levels rise, salt water reaches further inland and our drinking water is

seriously threatened. If we do not address sea level rise through infrastructure, this saltwater intrusion will destroy our only source of drinking water long before Miami is under water.

And with hurricane season around the corner, we are already bracing for the worst, with the most powerful storms causing more destruction than ever before. Category 4 and 5 hurricanes are projected to be at least 45 percent more common because of rising ocean temperatures. Combined with higher sea levels when these storms make landfall, they don't just flood roads and stop traffic; they destroy homes and lives. Hurricane Irma caused \$50 billion of damage to south Florida. Hurricane Maria caused the deaths of 3,000 Puerto Ricans. But through legislation from this committee we can combat rising sea levels and be more prepared for looming threats.

Clearly, climate change and sea level rise are environmental issues. Clearly, they are public health issues. And today I will make the case that climate change and sea level rise are infrastructure issues at the most basic level.

What is the point of investing in infrastructure that will be underwater in 10 years? We have a real opportunity to use climate-smart infrastructure to prepare for higher sea levels, mitigate the effects of climate change, and protect our communities. So I ask my colleagues on this committee to make sea level rise and climate resilient infrastructure a fundamental component of their infrastructure legislation.

We have already had success designing effective infrastructure projects in Miami that are actionable and scalable to the national level. In my district, the city of Miami Beach has raised much of its public roads by 2 feet, and are considering zoning adjustments to raise base flood level elevations for new construction.

Miami Beach has spent \$500 million installing massive water pumps that can move 30,000 gallons of water a minute from the streets into the ocean, draining over 7 inches of water a day. Combining these projects with natural green infrastructure can result in even better and more environmentally friendly results.

Miami Beach completed a dune restoration project along the beach's dunes which are beachside habitats for flora and fauna, minimize coastal erosion, and help protect against storm surges. Similar, dune restoration projects across the coast would provide substantial protections from storm surges.

Public parks are also effective green infrastructure projects, as they can absorb many times more water than concrete, helping to prevent flooding, while providing green spaces for communities.

In addition to raising or reinforcing sea walls, constructing natural sea walls from coral or oyster reefs is often even more effective as a solution, as these barriers only grow stronger over time. And south Florida's mangroves and other marine flora, which are similarly at risk by rising sea levels, can be effective ways of lessening wave impacts on coastlines.

Restoring fresh waterways to the ocean such as the diverted rivers and canals from central Florida can combat saltwater intrusion into the drinking water in Florida and other coastal communities.

Ultimately, this committee has the opportunity to address sea level rise and protect communities across the country by inte-

grating projects such as these into your infrastructure bills. We can't wait.

My district and many others are already seeing the disastrous effects of sea level rise, as homes and lives are destroyed by flooding and storms. I hope you will address sea level rise with the seriousness it demands. Thank you.

[Ms. Shalala's prepared statement follows:]

**Prepared Statement of Hon. Donna E. Shalala, a Representative in
Congress from the State of Florida**

Chairman DeFazio, Ranking Member Graves, and Committee members, thank you for the invitation to testify on the issues of importance to my constituents as the Transportation and Infrastructure Committee develops its legislative agenda.

I want to begin by giving you some numbers:

Since 1950, the sea level in South Florida has risen 8 inches, and it is only speeding up. By 2030, the sea level in South Florida is projected to rise up to 12 inches, and by 2100, perhaps 80 inches.

According to UN projections, the average temperature on the planet will rise by 5 to 9 degrees Fahrenheit by the end of the century. This will cause a sea level rise that will virtually submerge all of South Florida.

If we continue to do nothing on climate change, my community, as we know it, will disappear.

We have a moral obligation to mitigate and adapt immediately, as we are already seeing the effects of climate change and sea level rise.

It no longer takes a strong hurricane to flood our streets; they now flood just from a particularly high tide—such as the King tides. In fact, tidal flooding has become three times as common in South Florida in just the past 19 years, causing so-called sunny day flooding.

When people can't get to work because the streets are underwater, when tourists can't walk around shops and restaurants, when children can't go to school, our economy and our future suffer.

This flooding is putting even our most basic human necessities at risk.

90 percent of South Florida's drinking water comes from the underground Biscayne Aquifer.

Because of Florida's porous limestone bedrock and the diversion of fresh waterways, as sea levels rise, salt water reaches further inland and our drinking water is seriously threatened.

If we do not address sea level rise through infrastructure, this salt water intrusion will destroy our only source of drinking water long before Miami is underwater.

And with hurricane season around the corner, we are already bracing for the worst, with more powerful storms causing more destruction than ever before.

Category 4 and 5 hurricanes are projected to be at least 45% more common because of rising ocean temperatures.

Combined with higher sea levels, when these storms make landfall, they don't just flood roads and stop traffic, they destroy homes and lives.

Hurricane Irma caused \$50 billion of damage to Florida.

Hurricane Maria caused the deaths of 3000 Puerto Ricans.

But with thorough legislation from this Committee, we can combat rising sea levels and be more prepared for these looming threats.

Clearly, climate change and sea level rise are environmental issues. Clearly, they're public health issues. And today, I will make the case that climate change and sea level rise are infrastructure issues.

At the most basic level, what is the point of investing in infrastructure that will be underwater in 10 years?

We have a real opportunity to use climate-smart infrastructure to prepare for higher sea levels, mitigate the effects of climate change, and protect our communities.

So I ask my colleagues on the Committee on Transportation and Infrastructure to make sea level rise and climate resilient infrastructure a fundamental component of their infrastructure legislation.

We have already had success designing effective infrastructure projects in Miami that are actionable and scalable to the national level.

In my district, the City of Miami Beach raised many of its public roads by two feet and is considering zoning adjustment to raise base flood elevations for new construction.

Miami Beach spent \$500 million installing massive water pumps that can move 30,000 gallons of water a minute from streets into the ocean, draining over 7 inches of water a day.

Combining these projects with natural “green” infrastructure can result in even better—and more environmentally friendly—results.

Miami Beach completed a dune restoration project along the beaches. Dunes, which are beach side habitats for flora and fauna, minimize coastal erosion and help protect against storm surges. Similar dune restoration projects across the coasts would provide substantial protections from storm surges.

Public parks are also effective green infrastructure projects, as they can absorb many times more water than concrete, helping to prevent flooding while providing green spaces for communities.

In addition to raising or reinforcing sea walls, constructing natural sea walls from coral or oyster reefs is often an even more effective solution, as these barriers only grow stronger with time.

And South Florida’s mangroves and other marine flora, which are similarly at risk by rising sea levels, can be effective ways of lessening wave impacts on coastlines.

Restoring fresh waterways to the ocean, such as the diverted rivers and canals from central Florida, can combat saltwater intrusion into drinking water in Florida and other coastal communities.

Ultimately, this Committee has the opportunity to address sea level rise and protect communities across the country by integrating projects such as these into your infrastructure bills.

We cannot wait. My district, and many others, are already seeing the disastrous effects of sea level rise, as homes and lives are destroyed by flooding and storms.

I hope you will address sea level rise with the seriousness it demands.

Ms. NORTON. Thank you very much, Congresswoman Shalala. I must say that I have seen pictures of the—you described that never goes away in parts of Florida. In a real sense it seems to me that your State is on the front lines of climate change. Are there other areas of Florida like your district that will disappear if we do not move more aggressively on climate change?

Ms. SHALALA. Yes, there is no question about it. And you know, there are no climate deniers in south Florida. Our very conservative Republican Governor is very much focused on protecting the Everglades and some of the other elements of this.

And so what we are simply saying is that, as part of the infrastructure bill, we have to consider these issues.

Ms. NORTON. Thank you. Are there any questions from Members for this witness, the gentlelady from Florida?

Ms. WILSON. Thank you. Thank you, Madam Chair. And thank you, Representative Shalala, for bringing this issue to the committee. I am sure that this will be one of our main targets.

And the question was asked will other parts of the State disappear. And we know that Key West, which has a member on this committee, she has already approached us about climate change in Key West. And it will disappear, Madam Chair, it will disappear, just like parts of Miami Beach.

And I want to really commend the mayors of Miami Beach and the commissions of Miami Beach that have taken this so seriously, and have invested millions of dollars reinforcing Miami Beach and making it harder and taller and stronger against flooding, and spending their own money that they brought forth.

So it should be incumbent upon this committee and Congress to match that, and not only match that, but match all the needs of

the State of Florida and other places. I am sure that California has some concerns about climate change.

But this is great that you came here today to put this on our radar, and your presentation was taken very seriously. Thank you.

Ms. SHALALA. Thank you very much.

Ms. NORTON. I thank the gentlelady. Are there any other questions from members of the committee?

At this time, I would like to ask Mr. Larsen to assume the chair.

Mr. LARSEN [presiding]. Oh, thanks. The Chair recognizes Mr. Peters for 5 minutes.

**TESTIMONY OF HON. SCOTT H. PETERS, A REPRESENTATIVE
IN CONGRESS FROM THE STATE OF CALIFORNIA**

Mr. PETERS. Thank you, Mr. Chairman and Mr. Ranking Member, for hosting this day. I would like to highlight four issues that affect my district in the country, as a whole: ongoing sewage spills along the U.S.-Mexico coastal border; disaster preparedness and resiliency; issues of public transportation; and then the transportation of spent nuclear waste.

First, cross-border pollution. Since at least 1944 the Federal Government has tried and failed to stop flows of treated and untreated sewage in the United States from the Tijuana River in Mexico. And it has not been for lack of trying. I want to thank the committee for its past efforts in 2000 and 2004, and a hearing in 2007 to address the problem. However, we are still dealing with the problem now at unprecedented levels: over 143 million gallons of raw sewage was discharged in one spill alone.

Mexico's sewer and infrastructure cannot keep pace with Tijuana's fast-growing population. And until it does, we are going to keep experiencing these spills. This week I cosigned a letter with the San Diego delegation and Senators Feinstein and Harris urging the International Boundary and Water Commission, BWIP, the EPA, the Army, the Secretary of State, and Customs and Border Protection to coordinate their efforts to find a permanent solution that addresses the root cause of both immediate and long-term pollution issues along the border.

Advances in water resource technology allow us to think about wastewater as a commodity. We can use it to generate renewable energy, fertilizers, and other valuable byproducts.

And, as you know, BWIP is unique among Federal funding programs because it is the only Federal program that can fund projects on both sides of the border. Since the program began in 1997 it has provided hundreds of thousands of U.S. households along the border with adequate drinking water and wastewater infrastructure. And BWIP was initially funded with \$100 million per year. However, it had been reduced to zero over the past 20 years to less than \$10 million. We need to make substantial investments in projects along the U.S. and Mexico border, investments commensurate with the seriousness of the problem.

The San Diego delegation stands ready to work with you to finally eliminate the transboundary sewage pollution problem.

The second pressing issue for my district and the country is natural disasters, particularly wildfires, as they have become more common as climate change wreaks havoc on the environment. I

have offered two bills under this committee's jurisdiction to help communities prepare for future natural disasters.

I introduced the bipartisan Strengthening the Resiliency of our Nation on the Ground, or the STRONG Act, with Congresswoman Elise Stefanik. The STRONG Act would establish a central agency and information center to combine the expertise of local, State, and Federal agencies in developing short- and long-term resiliency best practices for communities. We know that for every dollar invested in preparedness and resiliency we save \$6 in restoration following a disaster. This bill will give communities the tools they need to plan ahead and increase their resiliency, which will save lives and reduce costs in the long run.

I also introduced the DISASTER Act with my colleague, Congressman Mark Meadows. This bill would require the OMB to use data it already has to produce an annual report quantifying the disaster-related assistance provided by the Federal Government each year. Currently we don't bother to do that. It is important to do.

Third, I want to stress the importance of investing in public transportation that actually prioritizes decongesting our roads, increases sustainability, and supports regional housing planning. I urge the committee to continue to improve transit infrastructure to encourage more commuters to take public transportation and reduce vehicle-miles traveled.

The Federal Government can only support a limited number of new projects. We have to prioritize those projects that will generate the ridership that will demonstrably offer automobile alternatives and minimize greenhouse gas emissions. To this end, we need to ask local and State governments, in exchange for the massive Federal investments we are making in local communities, to commit to increasing density and to build housing and other origins and destinations near and along the transit quarters that we build.

Finally, a priority of ours is the proper interim and permanent storage of spent nuclear fuel. In San Diego we have new spent nuclear waste sitting within 100 miles of the Pacific Ocean, near a fault line, on a military base in one of the most populated areas in America. While identifying where the waste will go is at the Energy and Commerce Committee, on which I serve, the repository will be useless without the proper transportation planning and execution. So I want to say that I look forward to working with this committee in the near future to identifying the safest ways to transport this waste to its ultimate resting place.

Thank you again for your time and consideration in these matters, and I look forward to working with the committee on these and other issues.

I yield back.

[Mr. Peters' prepared statement follows:]

**Prepared Statement of Hon. Scott H. Peters, a Representative in Congress
from the State of California**

Chairman DeFazio and Ranking Member Graves:

Thank you for hosting “Member Day” for your colleagues like me who have important requests for the Transportation and Infrastructure Committee.

I’m here to highlight a few problems that affect my district and the country as a whole, including ongoing sewage spills along the U.S.-Mexico coastal border; disaster preparedness and resiliency; and issues of public transportation, density, and housing.

First, we have the issue of cross border pollution. Since at least 1944, the federal government has tried, and failed, to stop flows of treated and untreated sewage in the US from the Tijuana river in Mexico. It has not been for lack of trying. I want to thank the Committee for its past efforts in 2000, 2004, and a hearing in 2007 to address the problem. However, we are still dealing with the problem, now at unprecedented levels—over 143 million gallons of raw sewage was discharged in a matter of weeks in February of 2017. Mexico’s sewer system infrastructure in Mexico cannot keep pace with Tijuana’s fast-growing population, and until it does, we will keep experiencing these spills.

Just this week, I signed on to a letter with the San Diego delegation and Senator Harris and Feinstein, urging the IBWC, EPA, the Army, Secretary of State and Customs and Border Protection to coordinate their efforts to find a permanent solution that address the root causes of both immediate and long-term pollution issues along the border. The rupture of the Collector Poniente, in southeast Tijuana on December 10th 2018, is only the most recent example. At the time of the break, it was leaking roughly seven million gallons per day. Yet we don’t know the current status of repairs. This is just one example of many urgent problems we must fix.

But we must ensure that all relevant agencies are working together towards a comprehensive regional solution. Advances in water resource technology allow us to think about wastewater as a commodity; we can use it to generate renewable energy, fertilizers, and other valuable byproducts. As you know, BWIP is unique among federal funding programs because it’s the only federal program that can fund projects on both sides of the border. Since the program began in 1997, it has provided hundreds of thousands of U.S. households along the border with adequate drinking water and wastewater infrastructure. BWIP was initially funded with \$100 million per year, however it has been reduced over the last 20 years to less than \$10 million. We need to make substantial investments in projects along the US-Mexico border—investments commensurate with the seriousness of the problem.

The San Diego delegation stands ready to work with you, and welcome your ideas and suggestions to finally eliminate the transboundary sewage pollution problem.

A second pressing issue for my district and the country is natural disasters, particularly wildfires, as they have become more common as climate change wreaks havoc on the environment. I have introduced two bills under this Committee’s jurisdiction to help communities prepare for future natural disasters.

Earlier this year, I re-introduced the bipartisan “Strengthening the Resiliency of Our Nation on the Ground Act” or the STRONG Act, with Congresswoman Elise Stefanik.

The STRONG Act would do this by establishing a central agency and information center to combine the expertise of local, state, and federal agencies in developing short- and long-term resiliency strategies for communities.

We know that for every dollar invested in preparedness and resiliency, six dollars are saved in restoration following a disaster. This bill will give communities the tools to plan ahead and increase their resiliency, which will save lives and reduce costs in the long run.

I also introduced the DISASTER Act with my colleague, Congressman Mark Meadows. This bipartisan bill would require the OMB to use data it already has to produce an annual report quantifying the disaster-related assistance provided by the federal government each year.

Currently, the government does not produce a single estimate of how much we spend on disaster-related assistance. This bill will make sure our constituents know how tax dollars are spent on disaster relief.

Finally, I would like to stress the importance of investing in public transportation that prioritizes decongesting our roads, increases sustainability, and supports regional housing planning.

I urge the Committee to continue to improve transit infrastructure to encourage more commuters to take public transportation and reduce vehicle miles traveled.

Since the federal government can only support a limited number of projects, I would encourage prioritizing projects that will connect or improve service in densely populated areas to minimize greenhouse gas emissions.

Along the same vein, the federal government needs to coordinate with local and state governments to ensure federal transit investments are met with a commitment to increase density and build housing along transit corridors. Large and small cities across the country struggle to build enough housing and keep rents affordable for families.

Thank you for your time and consideration of these matters. I look forward to continuing to work with you on these and other issues.

Mr. LARSEN. Thank you, Mr. Peters.

Does the committee have any questions?

I just have one. You noted in your testimony on page 2 that you don't know yet the current status of repairs to the Collector Poniente. Do you anticipate getting an answer soon?

Mr. PETERS. You know, part of this, Mr. Larsen—thank you for the question—has to do with the communication, quality of communication among the two countries, Mexico and the United States. For 25 years we have had such good relationships with Mexico. And today we are concerned that some of the rhetoric coming out of the White House has interfered with that.

In San Diego, we recognize that our border is an opportunity, not a threat. We want to maintain good relationships with Mexico. We are trying to keep the quality of information exchange high between the two countries. But I don't have a timeline for when we will get that back.

Mr. LARSEN. Yes.

Mr. PETERS. Thank you.

Mr. LARSEN. Thank you, thank you.

Any other questions?

Thank you, Mr. Peters.

I now recognize Mr. Davis of Illinois for 5 minutes.

TESTIMONY OF HON. DANNY K. DAVIS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ILLINOIS

Mr. DAVIS. Thank you, Mr. Chairman, Ranking Member, and members of the committee. I thank you for the opportunity to highlight my hopes for any transportation and infrastructure package.

As the chair of the Subcommittee on Worker and Family Support within the Committee on Ways and Means I am particularly interested in ensuring that any Federal investment in transportation and infrastructure includes underrepresented and vulnerable workers. There are multiple communities of vulnerable workers who could benefit from inclusion of a priority within infrastructure work programs, including former foster youth, youth Job Corps, and Youth Build trainees, disconnected youth, noncustodial parents involved with child support, returning citizens, and workers in the SNAP Able-Bodied Adults Without Dependents program.

Aiding these vulnerable workers and connecting to infrastructure programs will help set them on a quality career path and increase their involvement with the labor force. For example, the Department of Transportation has had the Ladders of Opportunity Initiative to improve the apprenticeship and training opportunities for underrepresented or disadvantaged workers seeking careers in transportation, engineering, or construction.

Perhaps the committee could prioritize this or other similar programs to include vulnerable workers in contracts or cooperative agreements so that they too can benefit from any Federal investment in infrastructure.

In addition, I ask the committee's consideration for protecting funds to help low-income workers get to jobs. In my city of Chicago many low-income workers have trouble getting from the city to jobs in the suburban communities. There often are not buses to these jobs. Or, if there are buses, they can have long travel times and leave before a working parent can make use of them.

I worked closely with United Parcel Service to set up a program to help Chicago residents get to Hodgkins, Illinois, about 30 miles away. These programs are a lifeline for my constituents so that they can access quality jobs. I am very interested in funds to provide transportation for low-income rural and urban workers getting to where the jobs are. I know that the Job Access and Reverse Commute program, or JARC, was designed to do just that. But these funds were folded into other broader programs that have likely decreased their dedication to help commuters.

I hope that the committee will consider protecting some funds to help workers get to the jobs, perhaps by pulling JARC back out, or by establishing a floor or different approach to dedicate funds to these commuter assistance efforts that are flexible to meet workers' needs.

Furthermore, as you all know, local areas have multiple infrastructure needs, including school construction. I know there is an annual State and local spending gap of \$46 billion a year on school facilities as of December 2015. Chicago Public Schools reported \$3.4 billion in total need, with \$1.8 billion in critical need. I hope that the committee will consider a broad definition of infrastructure to accommodate school construction.

And finally, we have this unique opportunity to invest and develop cleaner technologies through direct investment or using the tax code. I look forward to working with the committee to improve our infrastructure.

Thank you, Mr. Chairman, and I yield back.

[The prepared statement of Mr. Danny K. Davis of Illinois follows:]

**Prepared Statement of Hon. Danny K. Davis, a Representative in Congress
from the State of Illinois**

Chairman DeFazio, Ranking Member Graves, and Members of the Committee, thank you for the opportunity to highlight my hopes for any transportation and infrastructure package.

As the Chair of the Subcommittee on Worker and Family Support within the Committee on Ways and Means, I am particularly interested in ensuring that any federal investment in transportation and infrastructure includes underrepresented and vulnerable workers. There are multiple communities of vulnerable workers who could benefit from inclusion of a priority within infrastructure work programs, including: former foster youth; youth Job Corps and Youth Build trainees; disconnected youth; non-custodial parents involved with the child support enforcement system; returning citizens; and workers in the SNAP Able-Bodied Adults without Dependents program. Aiding these vulnerable workers in connecting to infrastructure programs will help set them on a quality career pathway and increase their involvement with the labor force. For example, the Department of Transportation has had the Ladders of Opportunity Initiative to improve the apprenticeships and

training opportunities for underrepresented or disadvantaged workers seeking careers in transportation, engineering or construction. Perhaps the Committee could prioritize this or similar programs to include vulnerable workers in contracts or cooperative agreements so that they too can benefit from any federal investment in infrastructure.

In addition, I ask the Committee's consideration for protecting funds to help low-income workers get to jobs. In the City of Chicago, many low-income workers have trouble getting from the City to jobs in the suburbs. There often are not buses to jobs that are 15 to 30 miles away. If there are buses, they can have long travel times and leave before a working parent can make use of them. I worked closely with UPS to set up a program to help Chicago residents get to Hodgkins, IL, about 30 miles away. These programs are a lifeline for my constituents so that they can access quality jobs, and I am very interested in funds to provide transportation for low-income rural and urban workers getting to where the jobs are. I know that the Job Access and Reverse Commute program—or JARC—was designed to do just that, but these funds were folded into other broader programs. I understand that GAO found that the vast majority of the study respondents indicated that the JARC activities had difficulty competing against the other transit needs. I hope that the Committee will consider protecting some funds to help workers get to the jobs, perhaps by pulling JARC back out or by establishing a floor or different approach to dedicate funds to these commuter assistance efforts that are flexible to meet workers' needs.

Furthermore, as you all know, local areas have multiple infrastructure needs, including school construction. I know there is an annual state and local spending gap of \$46 billion a year on school facilities. As of December 2015, Chicago Public Schools reported \$3.4 billion in total need, with \$1.8 billion in critical needs. I know that my communities and the City of Chicago could greatly benefit from additional school infrastructure projects, and I hope that the Committee will consider a broader definition of infrastructure to accommodate these multiple needs.

Finally, we have this unique opportunity to invest and develop cleaner technologies through direct investment or using the tax code. In this new era of technological advances, the U.S. should be the world leader in electrification of infrastructure and expansion in urban areas, government building and also rural America and the greater farming community. New innovation equals new job creation. We have seen this from 2007 and 2009, when the Congress passed legislation to usher in new renewable industries, from solar, wind, battery development and electric vehicles. And yet today, we are seeing close to a million electric vehicles on the roads while we lack the charging infrastructure to drive battery electric vehicle from New York to California without range anxiety. In 2017, only 17% of our electric generation comes from renewable energy. We should encourage greater investment in long term storage battery capacity to produce a reliable smart grid. Mr. Chairman, I look forward to working with you and my colleagues on pushing these initiatives this Congress.

Mr. LARSEN. Thank you, Mr. Davis.

Any questions for Mr. Davis?

No questions. Thank you very much. The Chair recognizes Mr. Gottheimer for 5 minutes.

**TESTIMONY OF HON. JOSH GOTTHEIMER, A REPRESENTATIVE
IN CONGRESS FROM THE STATE OF NEW JERSEY**

Mr. GOTTHEIMER. Thank you, Mr. Chairman and Mr. Ranking Member, thank you so much. And to the members of the committee, I really appreciate you hosting this important hearing and for having us here today.

I am here to discuss the most pressing infrastructure need in the country: the Gateway Project, which is the literal passage to nearly the entire Northeast regional economy.

Currently, the North River Tunnel, which is more than a century old, is the only way in and out of Manhattan for the 200,000 daily passengers that commute between New Jersey and New York City. This tunnel connects a region that makes up 20 percent of America's GDP.

But here is the problem—and I have seen this with my own eyes in the tunnel, and I am hopefully going to go back again Thursday night—the 110-year-old tunnels into New York City are literally crumbling. There is one track in and one track out. The chairman of Amtrak said himself that one of the tunnels would likely have to be shut down within the next 5 years. If one tunnel does shut down, America would lose \$100 million every single day, according to the Northeast Corridor Commission. That is a significant impact on the national economy.

That is why I introduced my bipartisan legislation with Representative Peter King from New York requiring the U.S. Department of Transportation to outline their plan for a doomsday contingency scenario if one of the tunnels under the Hudson has to shut down. I hope the committee will have a hearing on H.R. 1667, the Preventing Doomsday Act, so we can hear from the Department of Transportation on whether it even has a plan to minimize economic and national security impacts to the Northeast region by keeping the Gateway Project on track.

How will people get in and out of New York City every day who come from my district of northern New Jersey? And how will they get home at night to see their families?

As you can see from our bipartisan interstate cooperation on this issue, New York and New Jersey have a long historic relationship, working relationship, on all matters, especially those involving transportation and infrastructure. So it was quite my surprise when last month the New York State Legislature announced a budget deal that would include a new congestion tax targeting New Jersey commuters, many people in my district, who, by the way, already pay New York quite a bit of income tax for the time they work there.

Under this new plan, when commuters go across the George Washington Bridge and drive into midtown Manhattan, they will be whacked, not just with bridge tolls, but now with an additional congestion tax when they drive south of 60th Street. That is absurd, double taxation at its finest.

Even more galling, unlike the shared Port Authority resources from bridge tolls that help New York and New Jersey together, each nickel of the new congestion tax will go to New York, to their MTA, to help fix their subways. Nothing to Jersey, nothing for our shared cooperative relationship.

That is why I introduced bipartisan legislation with Republican Chris Smith to encourage New York to reconsider their new outrageous congestion tax on New Jersey commuters. The Anti-Congestion Tax Act, or, as I like to also call it, the “Manhattan Mocher Prevention Act,” takes two concrete actions.

First, the anti-congestion tax will prohibit the Secretary of Transportation from awarding any new Capital Investment Grants to the MTA projects in New York until drivers from all three New Jersey crossings into Manhattan receive exemptions from this outrageous congestion tax.

Second, the legislation will amend the Internal Revenue Code to offer drivers a Federal tax credit at the end of the year equal to the amount paid in congestion taxes entering Manhattan from any

of the three New Jersey crossings. This will protect New Jersey drivers from double taxation and help make things more affordable.

When we work together, New Jersey and New York are a tough combination to beat. But we need real concrete action to save our residents' hard-earned money. Today I respectfully ask the committee, the members of the Transportation and Infrastructure Committee, to do everything in your power to address these pressing issues, ensure that our economy stays on track and stops the congestion tax that is being proposed.

Thank you so much for having me.

[Mr. Gottheimer's prepared statement follows:]

**Prepared Statement of Hon. Josh Gottheimer, a Representative in Congress
from the State of New Jersey**

Thank you, Chairman DeFazio, Ranking Member Graves, and members of the Committee, for hosting this important for hearing and for having me here today. I am here to discuss the most pressing infrastructure need in the country, Gateway, which is the literal passage to nearly the entire Northeast Regional economy.

Currently, the North River Tunnel, which is more than a century old, is the only way in and out of Manhattan for the 200,000 daily passengers that commute between New Jersey and New York City. This tunnel connects a region that makes up 20% of America's GDP.

But here's the problem: the 110-year-old tunnels into New York City are literally crumbling. There is one track in and one track out. The Chairman of Amtrak said himself that one of the tunnels would likely have to be shut down within the next 5 years.

If the tunnels shut down, America would lose \$100 million every day, according to the Northeast Corridor Commission. According to the Regional Plan Association, the national economy would lose \$16 billion over a four-year span, equivalent to the loss of 33,000 jobs. If you are a New Jersey homeowner, a tunnel failure will cost our state \$22 billion in property values.

If just one of the tubes in the tunnel goes down, we would immediately go from 24 trains an hour to six, grinding our busiest national center of commerce to a halt. This goes without saying: our trains are critical to New Jersey's economy, to our region's economy, and to the national economy.

That's why I introduced my bipartisan legislation with Representative Peter King from New York requiring the US Department of Transportation to outline their plan for a "Doomsday" contingency scenario if one of the tunnels under the Hudson shuts down. I hope the Committee will have a hearing on H.R. 1667 so it can hear from the Department of Transportation on whether it even has a plan to minimize economic and national security impacts to the Northeast region by keeping the Gateway Project on track.

Part-time fixes—scotch tape and band-aids—are not enough. It's time we consider seriously what will happen if we fail to fix them.

I recently had a front-row seat to this problem when touring the North River Tunnels. I could see every crack and exposed wire. Every effect of Hurricane Sandy. And there were plenty.

So, here's what I want to know from the DOT, which somehow downgraded this project to a moderate-to-low priority: What's their contingency plan when we have to shut one or both tunnels down? It's likely that the Gateway project won't be built by then, despite our pleading with the Administration to help get it under way. If the tunnels are shuttered, how will we deal with this blow to our region's—and America's—economy? How will people get to work and home?

When 200,000 people move from trains to roads and planes—what will happen to the transit options which are already congested, overtaxed, and crumbling.

The RPA anticipates 38,000 additional crashes, and—with increased smog and pollutants from cars parked on the bridges—100 additional deaths.

This is a grim picture. America must avoid this Doomsday, and, here in the greatest country in the world, we all have a responsibility, and the ability, to do whatever we can, at all levels of government to fix this tunnel and our crumbling infrastructure. We can't afford delay a day longer.

Today, I respectfully call on you, the Members of the Transportation and Infrastructure Committee, to do everything in your power to address this pressing issue, and ensure that our economy stays on track.

Mr. LARSEN. Thank you, Mr. Gottheimer.

Are there any questions from the committee for Mr. Gottheimer?

None. Thank you very much.

Mr. GOTTHEIMER. Thank you, sir.

Mr. LARSEN. I appreciate your testimony. Next—and just in order right now we have Representative Khanna, Representative Haaland, and Representative Cline, in that order.

So the Chair recognizes Representative Khanna for 5 minutes.

**TESTIMONY OF HON. RO KHANNA, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF CALIFORNIA**

Mr. KHANNA. Thank you, Mr. Chairman. Thank you to the ranking member and members of the Transportation and Infrastructure Committee for the opportunity to appear before you.

In 2017 the American Society of Civil Engineers gave our Nation's infrastructure a rank and grade of a D+. These poor rankings underscore, as all of you know, how infrastructure is woefully lacking. And it is a daily inconvenience for residents and citizens of my district in Silicon Valley, one of the places that is at the heart of our Nation's innovation.

Transportation is about more than getting from one place to another. It is about job creation, economic growth, clean air, and clean water. Our Silicon Valley needs better transportation and infrastructure if we are going to continue the innovative work that we are doing.

I support a bold, robust, and comprehensive infrastructure package along the lines discussed by the Speaker, the President, and Majority Leader Schumer yesterday, a \$2 trillion level that will make America competitive.

To put this in perspective, members of the committee, China has built almost 18,000-plus miles of high-speed rail. We have about 500 miles. China is putting nearly \$30 billion in making sure that everyone in their country is connected to the high-speed internet. We should, in our country, make sure that we are staying competitive and providing broadband across this country.

Those of us in California know that we need sustained investments. I have a plan that I will offer for a \$300 billion investment in high-speed rail that will connect the major cities in this country and have hubs to rural America that will make us competitive with the Chinese.

There is no reason that America shouldn't lead when it comes to the next generation of technology. We are the only nation that has landed someone on the moon. We are the only nation that has put some vehicles on Mars. We should be the leader when it comes to the next generation of technologies.

Here is how funding could also be spent in my district. We could establish a mass transit system on Highways 85, 101, and 237 to go where the jobs are. We could have a rapid bus transit lane in municipalities, and invest in state-of-the-art buses, and more routes to provide options. We can expand BART to loop not just to San Jose and Santa Clara, but around the entire peninsula. We

can have additional lanes at the intersection of Highways 680, 880, and 237, and Mission Boulevard, so that we aren't congested when people are going to work to Apple, Google, Tesla, or Facebook, or many of the other companies. We can continue expanding Amtrak's Capitol Corridor service from San Jose to get more people to skip the traffic and parking hassles, and we can build out a truly high-speed rail to connect our cities and our regions.

Infrastructure, Mr. Chairman and Ranking Member, are not partisan issues. This is about making sure America wins the 21st century. I will work with the committee in any way possible to support your work in making this critical investment.

[Mr. Khanna's prepared statement follows:]

Prepared Statement of Hon. Ro Khanna, a Representative in Congress from the State of California

Chairman DeFazio, Ranking Member Graves, and members of the T&I Committee, thank you for the opportunity to appear before you.

The United States was once among the world leaders in quality infrastructure. Now, we rank just 11th according to the World Economic Forum. In the 2017 report by the American Society of Civil Engineers, the overall assessment of our nation's infrastructure ranked the U.S. at a D+. These poor rankings underscore how our infrastructure is woefully lacking and a daily inconvenience to the citizens of Silicon Valley and other regions across our nation.

I want to be clear that I am talking about infrastructure in its broadest sense—including not only transportation infrastructure but also funding for our energy grid, broadband and school buildings. In my remarks today, I will focus within the jurisdiction of this Committee, which goes well beyond just highways, bridges, and transit, to also include aviation, federal buildings, high speed rail, ports, heavy rail, and our water and sewer systems.

Transportation is about more than getting from one place to another. It's job creation, economic growth, revitalizing neighborhoods; improving public health through cleaner air and water; making our transportation systems safer, redundant, and resilient; cutting commuter frustration in gridlock, and improving the quality of life for all Americans while positioning our country to compete and win in the 21st Century global economy.

Unfortunately, we have not provided adequate funding of our transportation infrastructure to meet those goals. The Highway Trust Fund (HTF), which is used to fund the Highway and Mass Transit Accounts, derives roughly 85 to 90 percent of its revenue from the "gas tax." Without raising it in almost 30 years, these shortfalls have been filled by transfers from our Treasury's general fund while the Harbor Maintenance Trust Fund goes under-utilized.

Federal investment must leverage state, local, and private investment, not simply replace these other sources of infrastructure funding as has been proposed.

NATIONAL INFRASTRUCTURE PLAN

I support a bold, robust, comprehensive, and bipartisan infrastructure package along the lines of the trillion dollar proposal proposed by both House and Senate Democrats last Congress. Such a package would make real investment in our infrastructure and create millions of good-paying jobs in every district and state. For example, under the Senate proposal, transportation infrastructure investment would include:

- \$140 billion to ensure Highway Trust Fund solvency over the next decade;
- an additional \$140 billion to repair our nation's roads and bridges;
- \$115 billion to repair and improve public transportation;
- \$50 billion to modernize and improve our rail infrastructure;
- \$40 billion for a new Vital Infrastructure Program (VIP) to support new transportation infrastructure megaprojects which greatly improve transportation networks;
- \$30 billion to promote innovative transportation;
- \$40 billion to improve our airports and even address airplane noise, a large problem in the 17th Congressional District of California;
- \$25 billion for resilient community development; and

- \$20 billion in innovative financing tools.
- \$10 billion for TIGER program expansion;

Such a sustained and large investment would also allow us to provide:

- \$115 billion to modernize the nation's drinking water and wastewater infrastructure systems, along the lines of the Water Affordability, Transparency, Equity, and Reliability (WATER) Act I co-led with Rep. Lawrence (D-MI); and
- \$30 billion for our ports and inland waterways.

These costs are substantial but necessary for this transformation to make a difference in the lives of almost all Americans. How do we pay for this investment? There are a variety of responsible ways, including the following measures:

- Returning the top individual tax rate to 39.6%;
- Restoring the individual alternative minimum tax to 2017 law;
- Restoring the estate and gift taxes primarily benefitting multi-millionaires and billionaires;
- Closing the carried interest loophole; and
- Raising the corporate tax rate to 25%.

This should not be a partisan issue. Championing American competitiveness and success in the 21st Century should be a bipartisan issue. When people drive over a bridge, they don't think "Is this a Republican bridge or is this a Democratic bridge?" What they are expecting is "I can drive over this waterway safely?"

We must remember that we look at a bridge and see the steel beams, those steel beams are manufactured by people right here in the U.S.

BENEFITS TO THE 17TH CONGRESSIONAL DISTRICT

Those of us from California know we desperately need increased and sustained investments. The Bay Area population has grown twice as fast in the last five years than it did in the previous ten. Traffic will only get worse. Within 10–15 years, experts predict complete gridlock if we don't make substantial investments in mass transit.

I continue to advocate for a multi-modal transportation system, including mass transit, new buses and more bus routes, ride-sharing services, and the expansion of the Bay Area Rapid Transit (BART) system. Here is how such additional funding could be spent in my district:

1. Establish a mass transit system on Highways 85, 101 and 237 to go to where the jobs are;
2. Build a rapid-bus transit lane in municipalities and invest in state-of-the-art buses and more routes to provide an option for everybody and not just those who work at companies with private bus service;
3. Use ride-sharing plans that make mass transit easily accessible;
4. Expand the BART loop to San Jose, Santa Clara, and as far as possible;
5. Add additional lanes at the intersection of Highway 880 and Highway 237 to make it easier for commuters headed to the peninsula.

Do we want ours to be a legacy of congestion and deteriorating infrastructure? Or do we want it to be about increased productivity and additional good-paying jobs?

These solutions, if executed well as part of a responsible national economic development policy, could make an immediate impact on our lives by expanding critical infrastructure, growing the local economy, and bringing good paying jobs to regions all across our nation.

Thank you, Mr. Chairman and Ranking Member, for the opportunity to testify before you today. That concludes my statement and am happy to take any questions you might have.

Mr. LARSEN. Thank you, Representative Khanna, very much for your comments. Do you have any questions from the committee at this point?

Hearing none, thank you very much.

The Chair recognizes Representative Haaland from the great State of New Mexico.

**TESTIMONY OF HON. DEBRA A. HAALAND, A REPRESENTATIVE
IN CONGRESS FROM THE STATE OF NEW MEXICO**

Ms. HAALAND. Thank you very much, Chairman, Ranking Member, and members of the committee. Thank you for the opportunity to discuss infrastructure priorities for my district—the First Congressional District of New Mexico—the State of New Mexico, Indian country, and our Nation’s public lands.

My Albuquerque area district needs a Federal commitment to infrastructure to support local investment and economic development. We need improvements to Paseo Del Norte and Unser Boulevard, and to replace the Tijeras Arroyo Bridge to support our booming film industry, which brings thousands of jobs to my district.

Improvements to roads around the Albuquerque International Sunport and runways and taxiways will support the Sunport Economic Development Investment District and connect it to local universities.

Water infrastructure needs include stormwater management in Santa Fe Village, the Montano levee on the Rio Grande, and expanding the storage capacity of Abiquiu Reservoir.

And New Mexicans depend on railroads through reliable long-haul Amtrak service and the Rail Runner Express, which will benefit from Positive Train Control investments. I have a more detailed list that I will submit for the record.

The State of New Mexico is concerned about the Highway Trust Fund solvency, and I urge you to find a sustainable long-term solution.

Also, the rapid increase in oil and gas drilling is creating dangerous conditions on roads throughout our State. I have a letter from our department of transportation cabinet secretary about several State priorities that I will submit for the record.

As one of the first Native American women elected to Congress and cochair of the Native American Caucus, I urge you to address the infrastructure needs in Indian country to fully honor the Federal Government’s unique Government-to-Government relationship with Tribes. The over \$50 billion backlog of Indian country’s infrastructure needs is more extreme than off-reservation communities.

For example, 40 percent of housing on reservations or Indian communities is deemed substandard, compared to only 6 percent of housing nationwide. Less than half of Indian country’s homes are connected to public sewer systems, and 16 percent lack indoor plumbing.

The infrastructure needs in Indian country also include \$634 million in repairs at dilapidated BIE schools, \$392 million in deferred maintenance for a BIA road system that is still 60 percent dirt and unpaved earth, and the IHS sanitation facilities construction program, which requires an 80 percent increase to provide clean drinking water and waste disposal.

And near my district the San Felipe Pueblo needs a bridge across the Rio Grande, and that is a safety issue. I would like to submit for the record the Tribal infrastructure report produced by the National Congress of American Indians, and an additional list of Indian country infrastructure needs.

Infrastructure funding must also be coupled with financing mechanisms to establish and strengthen Tribal governmental infra-

structure, private-sector partnerships, and outside investment in infrastructure on Tribal lands. Tribes lack parity with States and local governments when it comes to investing in infrastructure because they are unable to levy property taxes due to the trust status of their land. I urge you to address this fundamental injustice so that Native Americans no longer face the public health and safety hazards that are prevalent on Indian trust lands today.

As chairwoman of the Subcommittee on National Parks, Forests, and Public Lands, I know these national treasures have significant infrastructure needs. I urge you to invest in roads, trails, marinas, and other infrastructure in our national forests and parks which support the outdoor recreation economy through a recreation title in an infrastructure package.

Finally, I encourage you to address climate change through infrastructure investments. Native American communities and those of us in the Southwest face threatened water supplies, more severe wildfires, and changes to the natural resources we rely on. I urge you to work with committees across jurisdictions to ensure that an infrastructure plan reduces greenhouse gas emissions while creating jobs and economic opportunities.

Thank you again for the opportunity to testify.

[Ms. Haaland's prepared statement follows:]

**Prepared Statement of Hon. Debra A. Haaland, a Representative in
Congress from the State of New Mexico**

Chairman DeFazio, Ranking Member Graves, and members of the Committee, thank you for the opportunity to discuss infrastructure priorities for my district, the State of New Mexico, Indian Country, and our nation's public lands.

DISTRICT AND STATE PRIORITIES

My Albuquerque-area district needs a federal commitment to infrastructure to support local investment in economic development. We need improvements to Paseo Del Norte and Unser Boulevard and to replace the Tijeras Arroyo Bridge to support our booming film industry. Improvements to roads around the Albuquerque International Sunport and runways and taxiways will support the Sunport Economic Development Investment District and connect it to local universities. Water infrastructure needs include storm water management in Santa Fe Village, the Montano Levee on the Rio Grande, and expanding the storage capacity of Abiquiu Reservoir. And New Mexicans depend on railroads, through reliable long-haul Amtrak service and the Rail Runner Express, which will benefit from Positive Train Control investments. I have a more detailed list to submit for the record.

The State of New Mexico is concerned about the Highway Trust Fund's solvency, and I urge you to find a sustainable long-term solution. I have a letter from our Department of Transportation Cabinet Secretary about this and other priorities to submit for the record.

INDIAN COUNTRY PRIORITIES

As one of the first Native American women elected to Congress and Co-Chair of the Native American Caucus, I urge you to address the infrastructure needs in Indian Country to fully honor the federal government's unique government-to-government relationship with Tribes.

The over \$50 billion backlog of Indian Country's infrastructure needs is more extreme than off-reservation communities. For example, 40 percent of housing on reservations is deemed "substandard" compared to only 6 percent of housing nationwide. Less than half of reservation homes are connected to public sewer systems and 16 percent lack indoor plumbing.

The infrastructure needs in Indian Country also include: \$634 million in repairs at dilapidated BIE schools; \$392 million in deferred maintenance for a BIA road sys-

tem that is still 60 percent dirt and unpaved earth; and the IHS Sanitation Facilities Construction Program, which requires an 80 percent increase to provide clean drinking water and waste disposal. I would like to submit for the record the Tribal Infrastructure report produced by the National Congress of American Indians and an additional list of Indian Country infrastructure needs.

Infrastructure funding must also be coupled with financing mechanisms to establish and strengthen tribal governmental infrastructure, private sector partnerships, and outside investment in infrastructure on tribal lands. Tribes lack parity with states and local governments when it comes to investing in infrastructure because they are unable to levy property taxes due to the trust status of reservation lands. I urge you to address this fundamental injustice so that Native Americans no longer face the public health and safety hazards that are prevalent on reservations today.

PUBLIC LANDS AND CLIMATE CHANGE

As Chairwoman of the Subcommittee on National Parks, Forests, and Public Lands, I know these national treasures have significant infrastructure needs. I urge you to invest in roads, trails, marinas, and other infrastructure in our national forests and parks, which support the outdoor recreation economy, through a recreation title in an infrastructure package.

Finally, I encourage you to address climate change through infrastructure investments. Native American communities and those of us in the Southwest face threatened water supplies, more severe wildfires, and changes to the natural resources we rely on. I urge you to work with committees across jurisdictions to ensure that an infrastructure plan reduces greenhouse gas emissions while creating jobs and economic opportunities.

Thank you again for the opportunity to testify. I look forward to working with you on these important issues.

Mr. LARSEN. Thank you. For the record, and without objection, the committee will enter into the record the reports that you cited in your testimony.

[The information follows:]

Current Priority Infrastructure Projects in New Mexico's First Congressional District, Submitted for the Record by Hon. Debra A. Haaland, a Representative in Congress from the State of New Mexico

CURRENT PRIORITY INFRASTRUCTURE PROJECTS IN NEW MEXICO'S 1ST DISTRICT

City of Albuquerque (\$150 million on listed projects)

- (1) *Paseo Del Norte and Unser Boulevard Improvements*: Design, construction and purchase of right of way for improvements to Paseo Del Norte from Calle Nortena to Rainbow Boulevard and Unser Boulevard from Kimmick Road to Paradise Road. \$22 million
- (2) *UNM-CNM-Sunport Transit Corridor*: A high frequency transit line on Yale, Avenida Cesar Chavez, and University Boulevards between the Albuquerque International Sunport and the intersection of University and Menaul. \$65 million (Cost from 2014 study)
- (3) *Albuquerque International Airport and Double Eagle II Airport Infrastructure*: Implement runway, taxiway and aircraft apron improvements at the Albuquerque International Airport and the Double Eagle Two Airport. \$63 million (projects between 2019 and 2023)
- (4) *Santa Fe Village Stormwater Management*: Construct a stormwater Interceptor channel in the boundary area of the Petroglyph National Monument and the Santa Fe Village Neighborhood.
- (5) *Rio Grande Levee Construction—Montano Levee*: Construction of a levee by the City of Albuquerque, the County of Bernalillo and the Albuquerque Metropolitan Flood Control District on the west side of the Rio Grande. \$7.2 million
- (6) *Tijeras Arroyo Bridge Replacement*: The bridge on Mesa Del Sol needs to be replaced to accommodate the increased commercial and residential traffic generated by increased film production and additional housing. The current bridge structure has been affected by heavy vehicle traffic and stormwater. \$8 million

Bernalillo County (\$79.7 million interchanges, roads and levees)

- (1) *Three interchanges that are key to the Sunport Economic Development Investment District:*
 - (A) I-25 and Bobby Foster—\$22.52 million
 - (B) Los Picaros Road/University Boulevard \$9.1 million
 - (C) I-25 and Mesa del Sol Boulevard—\$38 million

The three interchanges provide the connectivity between a developing regional business center and growing residential area located south of Albuquerque Sunport International Airport. The interchanges will improve the area's freight and logistics capacity and provide better connections to the established technology businesses.
- (2) *Sunport Boulevard Extension* Bernalillo County requires \$3 million to complete funding for the Sunport Boulevard extension. This road construction is critical to the County's economic development program and mobility advantages it will provide between I-25, Albuquerque International Sunport, Broadway Boulevard and Rio Bravo Boulevard. The extension of Sunport Boulevard west completes the road way from the I-25 Exit 221 interchange west to Broadway Boulevard. The extension facilitates efficient and safe flow of traffic to and from Albuquerque International Sunport.
- (3) *Rio Grande Levee Construction—Montano Levee: (Listed under City of Albuquerque)* Construction of a levee by the City of Albuquerque, the County of Bernalillo and the Albuquerque Metropolitan Flood Control District on the west side of the Rio Grande. \$7.2 million

Mid-Region Council of Governments (MRCOG) (\$30 million)

- (1) *Positive Train Control (PTC) New Mexico Rail Runner Express* The Rail Runner received a \$29 million grant from the Federal Railroad Administration (FRA) in August of 2018 to deploy positive train control features. The total cost of PTC for the nearly 100-mile corridor from Belen to Santa Fe is \$60 million. MRCOG has a plan for raising the other funding (\$30 million) but additional FRA grant funding would be of significant help.

Albuquerque Bernalillo County Water Utility Authority (\$300 million next 5 yrs)

The current federal priorities are the expansion of Abiquiu Reservoir to store more San Juan-Chama and native Rio Grande water. There is no federal funding required to store the additional water at the reservoir. The Army Corps of Engineers will have to update the water management book for the Abiquiu Dam and Reservoir. The WUA expect expects to expand its water reuse/recycling program starting in late 2019 or 2020. Federal funding for the project comes from the Bureau of Reclamation's WaterSMART program (Title XVI). In 2017, the WUA estimated it would invest nearly \$300 million on infrastructure between 2019 and 2023.

Letter of April 26, 2019, from Michael R. Sandoval, Cabinet Secretary, New Mexico Department of Transportation, Submitted for the Record by Hon. Debra A. Haaland, a Representative in Congress from the State of New Mexico

APRIL 26, 2019.

Representative DEB HAALAND,
1237 Longworth House Office Building,
Washington, DC.

DEAR REPRESENTATIVE HAALAND:

The New Mexico Department of Transportation has been reviewing funding and policy priorities that we would like included in the next surface transportation legislation. It is our understanding that the House Transportation and Infrastructure Committee is beginning to craft the replacement of the Fixing America's Surface Transportation (FAST) Act and is requesting member input by April 30, 2019.

New Mexico relies on the funding provided in the FAST Act in order to improve our transportation system; however, we are concerned with having a replacement for the FAST Act enacted prior to expiration of the FAST Act on September 30, 2020 as well as a long-term funding source for the Highway Trust Fund (HTF). We are concerned that if a long-term solution for the HTF is not identified, New Mexico may have to postpone projects due to a slow-down in reimbursements from the HTF. It is important that formula-based federal funding provided to states is increased

and continues. It also important to enact a long-term, sustainable revenue solution for the Highway Trust fund.

We have been working with the American Association of State Highway and Transportation Officials and we recommend the issues in the attachment be addressed using the suggested Legislative Text in the replacement of the FAST Act. Sincerely,

MICHAEL R. SANDOVAL,
Cabinet Secretary, New Mexico Department of Transportation.

ATTACHMENT

ISSUE 1: Stability of the Highway Trust Fund

- *Current Federal Policy:* N/A
- *Issue:* The Highway Trust Fund (HTF) does not currently allow for continuity and consistency in the Federal-Aid program, and solvency is the root of this issue. The HTF needs to become robust enough that it no longer struggles and threatens the transportation funding that so many states depend upon. This program needs to grow to continue providing transportation projects that result in great benefits to our nation. A larger and more stable HTF will provide for the transportation system that our citizens need.
- The challenges resulting from the continued threat of insolvency are many. In the short-term, continuing resolutions release obligation limitation piecemeal throughout the year, causing State DOTs to have difficulty: obligating projects in monthly lettings, leading to lettings with state funds and the build-up of large AC balances; and having enough state funds to let projects and make progress payments while awaiting obligation limitation to become available for federal reimbursement. In addition, having state funds unnecessarily tied up while waiting for federal funds delays the ability to begin more projects using state dollars. In the long term, long-range transportation planning is difficult when future funding levels in the HTF are unknown because the DOTs must guess at the level of general-fund transfers that may be approved. Additionally, State DOTs may be unnecessarily conservative in funding projects to avoid over-obligating funds that might have to be covered by the state in the event future federal reimbursement levels drop.
- The HTF is funded through fees assessed to the users of the highway system, but the fee has not increased in over 25 years, and thus is not nearly large enough to cover current costs, let alone the massive reconstruction efforts needed across our country. With more robust and reliable funding, State DOTs would not have to set aside state funds to temporarily cover the federal share and could more strategically utilize available state and federal funding.
- AASHTO has provided Congress with numerous alternative methods to fund transportation at the federal level. Between 2013 and 2018, 56 percent of the states passed legislation to increase their state gas taxes; we feel the time is right to take this action on a federal level to shore-up the HTF. It is in the nation's best interest to provide funding through the HTF to cover our surface transportation infrastructure needs and ensure that the program becomes a dependable source of revenue for the next decade.
- *Recommendation:* Stabilize the HTF. Fund the HTF through long-term solutions that provide funding at levels that meet the demand of the economic and mobility needs of our citizens. Such solutions would eliminate the need to use general fund monies to supplement the HTF.

ISSUE 2: Federal Funding Apportionment Should Not Be Tied to Target Achievement

- *Current Federal Policy:* The Federal-aid Highway Program is a Federally-assisted state program that is rooted in Article 1, Section 8 of the United States Constitution and confirmed by 23 U.S.C 145. Currently, approximately 90 percent of the Federal highway program funds are distributed to the states by formula. This approach of emphasizing formula funds has a decades-long track record of success in supporting long-term capital improvements across the United States. This approach enables funds to be distributed to states in a stable and predictable manner and allows the Federal program to efficiently deliver projects that have been identified and prioritized through the statewide and metropolitan planning processes.
- *Issue:* 23 CFR 490 implemented the new performance management statute so that state DOTs are required to establish performance targets for federal performance measures and report on how they have made progress on achieving those targets. Current performance management regulations—correctly—do not

require making substantial progress towards meeting the federal performance management targets to federal funding apportionment.

- *Recommendations:* While New Mexico Department of Transportation supports the use of performance management to improve the transportation system, we remain opposed to using performance measures and the achievement of federal performance management targets as the basis for apportioning or allocating federal funds among the state DOTs. We recommend the federal performance management regulations be clarified to make clear that a principal purpose of the requirements is to provide an authoritative source to communicate with decision-makers and the public on the condition of the national highway system as a whole and be part of a larger story to communicate the unmet transportation needs.

ISSUE 3: Emergency and Tow Vehicles

- *Current Federal Policy:* FAST Act, Sec. 1410, Interstate Weight Limits; 23 USC 127, Vehicle Weight Limitations—Interstate System, subsections (m) and (r)
- *Issue:* The FAST Act increased the maximum gross vehicle weight allowance of an emergency vehicle on the Interstate System (and routes that provide reasonable access to the Interstate System) to 86,000 pounds and exempted heavy-duty tow and recovery vehicles (regardless of weight) from Federal Interstate weight limits. These vehicles can create greater load effects in certain bridges than the previous legal loads. If not appropriately rated and posted (i.e., restricted), bridge safety, serviceability, and durability may be compromised by these vehicles. States recognize the safety and mobility benefits of facilitating prompt movement of emergency and tow vehicles. However, these two new weight-limit exemptions are not subject to state permit authority and are considered “unrestricted” exceptions; thus, every state is now required to re-evaluate the load rating for all Interstate bridges (and those that provide access to the Interstate) and post restrictions on those bridges that cannot safely carry these new maximum unrestricted vehicle loads.

An unintended consequence of the FAST Act is that hundreds—or potentially thousands—of bridges in each state now must be load-rated for the higher limits and “posted” with any applicable load restrictions. Furthermore, while the provision for emergency vehicles includes a stated maximum gross vehicle weight of 86,000 pounds and requirements as to axle limits, the heavy-duty tow and recovery vehicle provision does not state a weight limit and allows for the unspecified weight of a towing and towed vehicle combined, making it impossible for states to determine how to load rate the bridges and determine which ones must be posted. The unexpected additional costs associated with load-rating and posting thousands of bridges will cause financial burdens on state and local transportation agencies. Additionally, posting load restrictions on thousands of bridges on the nation’s Interstate System (and reasonable access roads) will likely create confusion among drivers that could affect the safety of the traveling public and operators of said emergency and heavy-duty tow and recovery vehicles. If these vehicles were to be subject to state permit authority, states would be able to designate appropriate routes, reducing the number of posted bridges, reducing costs for state and local governments, protecting bridges, and continuing to facilitate prompt movement of emergency vehicles to the scenes of emergencies and prompt clearance of disabled vehicles from roads.

- *Recommendation:* Rescind the FAST Act provisions concerning emergency vehicles and heavy-duty tow vehicles (23 USC 127(m) and (r)) and allow states to accommodate these vehicles as they have done successfully prior to the FAST Act, through real-time permitting or other methods. Another option is to modify 23 U.S.C. 127 (m) and (r) to allow states to apply for FHWA authority to use a permit system for subsection (m) and subsection (r) vehicles over 80,000 lbs gross vehicle weight.
- *Legislative Text:*

Section 127 of title 23, United States Code is amended by repealing subsection (m)(1) and inserting:

“(1) IN GENERAL.—Notwithstanding any other provision of this section, a State may issue special permits to overweight covered heavy-duty tow and recovery vehicles through real-time permitting or similar methods if such permits are issued in accordance with State law.

Section 127 of title 23, United States Code is amended by repealing subsection (r) and inserting:

“(r) Emergency Vehicles

- (1) IN GENERAL.—Notwithstanding any other provision of this section, a State may issue special permits to overweight emergency vehicles through real-time permitting or similar methods if such permits are issued in accordance with State law.
- (2) Emergency vehicle defined.—In this subsection, the term “emergency vehicle” means a vehicle designed to be used under emergency conditions—
 - (A) to transport personnel and equipment; and
 - (B) to support the suppression of fires and mitigation of other hazardous situations.

ISSUE 4: Adoption of Public Rights-of-Way Accessibility Guidelines (PROWAG)

- *Current Federal Policy:* 28 CFR 36, Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities
- *Issue:* The Americans with Disabilities Act (ADA) strives to ensure access to the built environment for people with disabilities. To facilitate this access, the US Access Board is responsible for developing and updating design guidelines known as the ADA Accessibility Guidelines (ADAAG), which focus primarily on facilities on sites. These guidelines are currently used by the US Department of Justice and the US Department of Transportation in setting enforceable standards that the public must follow. However, sidewalks, street crossings, and other elements in the public right-of-way can pose different challenges to accessibility. While the current ADAAG addresses certain features common to public sidewalks, such as curb ramps, the Access Board determined more than a decade ago that additional guidance was necessary to address conditions and constraints unique to public rights-of-way.

Thus, the Access Board has been collaboratively developing guidelines for facilities within the public rights-of-way—the Public Rights-of-Way Accessibility Guidelines (PROWAG)—which address transportation-specific issues, including access for blind pedestrians at street crossings, wheelchair access to on-street parking, and various constraints posed by space limitations, roadway design practices, slope, and terrain. Once these guidelines are adopted by the US Department of Justice, they will become enforceable standards under Title II of the ADA. Unfortunately, since the current “officially adopted” guidance is still the ADAAG, which is intended more for vertical than horizontal construction, there has been uncertainty in transportation agencies regarding what is or is not acceptable. In addition, several agencies are being required, as the result of litigation, to implement suboptimal accessibility solutions that were truly intended for buildings, not transportation facilities. Adoption of the PROWAG would provide transportation agencies with solid, researched solutions for accessibility within their transportation corridors.

- *Recommendation:* Official adoption of the Public Rights of Way Accessibility Guidelines (PROWAG) is needed to ensure consistency across the country in the application of accessibility features within the streetscape. Adoption would also ensure that the horizontal construction guidelines are used by transportation agencies instead of the vertical construction guidelines.
- *Legislative Text:*

Section ____ . ADOPTION OF PUBLIC RIGHTS OF WAY ACCESSIBILITY GUIDELINES.—

- (a) The U.S. Department of Justice and U.S. Department of Transportation shall adopt the Public Rights of Way Accessibility Guidelines developed by the U.S. Access Board.
- (b) The guidelines adopted under subsection (a) shall become enforceable standards under Title II of the Americans with Disabilities Act of 1990.

Report entitled “Tribal Infrastructure: Investing in Indian Country for a Stronger America,” by the National Congress of American Indians, Submitted for the Record by Hon. Debra A. Haaland, a Representative in Congress from the State of New Mexico

The 36-page report is retained in committee files and is available online at: <http://www.ncai.org/NCAI-InfrastructureReport-FINAL.pdf>.

**List of Indian Country Infrastructure Needs, Submitted for the Record by
Hon. Debra A. Haaland, a Representative in Congress from the State of
New Mexico**

INDIAN COUNTRY INFRASTRUCTURE: ADDRESS LONGSTANDING SAFETY NEEDS AND
UNLOCK ECONOMIC POTENTIAL

The lack of infrastructure on Indian lands poses a public health and safety hazard to Indian reservation residents and visitors. Infrastructure deficiencies and absences also comprise the largest and longest standing barrier to economic opportunity in Indian Country. Investing in infrastructure on Indian lands will unlock significant economic potential, spurring short-term job creation through construction-related jobs and fostering long-term economic development by opening doors for Native entrepreneurs. Without working infrastructure—tribal government economies will continue to lag behind the rest of America.

Federal infrastructure revitalization proposals must address the significant unmet infrastructure needs of Indian Country. Direct federal investments in Indian Country infrastructure should be coupled with innovative financing mechanisms to establish and strengthen tribal government-private sector partnerships and outside investment on Indian lands.

Indian Country Infrastructure Needs

Indian Country's infrastructure backlog exceeds \$50 billion, covering the entire range of basic structures and systems from schools, housing, and public safety facilities, to roads and bridges, to telecommunications and water systems. The following items provide some additional details on the most prolific infrastructure deficiencies that threaten the health and safety of Indian Country residents and serve as barriers to economic development.

Indian School Construction

BIE Schools. There are 183 BIE schools and dormitories that serve 48,000 students from K through 12th grade. In 2016, the Office of the Inspector General at the DOI found that it would cost \$430 million to address immediate facilities repairs in the BIE system. By February 2018, the maintenance backlog in BIE schools had ballooned to over \$634 million. The estimated cost for new and replacement construction at BIE schools stands at \$1.3 billion.

See NIEA testimony before the House Interior Appropriations Subcommittee (Mar. 7, 2019): <https://docs.house.gov/meetings/AP/AP06/20190307/109014/HHRG-116-AP06-Wstate-CournoyerD-20190307.pdf>

Impact Aid School Construction. The original Impact Aid statute authorized school construction funding because the circumstances of school districts located on or near nontaxable Federal property—such as military installations, Indian Trust and Treaty lands, or national parks—make it difficult to generate revenue for capital projects, due to minimal property or assessed property value, limited bonding capacity, or lack of taxpayers. Federal funding for Impact Aid School Construction are narrowly targeted and inadequate.

More than \$4.2 billion in projects were identified as “the most pressing construction need.” The Impact Aid Construction line item has hovered under \$18 million in annual appropriations over the last decade, alternating year-to-year between a formula for heavily impacted districts and an emergency grant program that supports only six-to-eight grants per cycle.

See NAFIS, “Foundations for Learning: The Facilities Needs of Federally Impacted Schools”, August 2017: <https://www.nafisdc.org/wp-content/uploads/2017/07/2017-school-construction-report.pdf>

Reservation Roads

The National Tribal Transportation Facility Inventory consists of over 161,000 miles of public roads that cross multiple jurisdictions (tribal, federal, state and local), including: 31,500 of BIA roads; 27,000 miles of tribal roads; and the remaining 101,500 miles of roads rely on maintenance from federal agencies and state and local governments.

Unsafe reservation road conditions present an obvious inequity between Native and non-Native communities and a significant barrier to economic development and efforts to improve living conditions on reservations. For example, more than 60 percent of the Reservation roads system is unimproved earth and gravel, and approximately 24 percent of tribal bridges are classified as deficient or dangerous. State governments spend \$4,000–\$5,000 per road mile on state road and highway maintenance.

nance. In contrast, road maintenance spending in Indian Country is less than \$500 per road-mile.

For FY18 the BIA distributed approximately \$32.6 million in Tribal Priority Allocation (TPA) funding for the administration and the performance of the road maintenance program. The FY15 deferred maintenance for reservation roads was \$289 million. The FY18 deferred maintenance for BIA roads was estimated at \$392 million.

See example FHA–USDOT testimony before SCIA (Oct. 15, 2010): <https://www.indian.senate.gov/sites/default/files/upload/files/JohnBaxtertestimony.pdf>

Indian Housing

Indian Country faces a decades old housing crisis. Over 90,000 American Indian families are homeless or under-housed. More than 30% of American Indian families live in overcrowded housing—a rate six times the national average. In 2017, HUD reported that it would take 33,000 new units to alleviate overcrowded housing on Indian lands and an additional 35,000 to replace existing housing units in grave condition. To meet the total need of approximately 68,000 housing units (new and replacement), with the average development cost of a three-bedroom home, the total cost is in excess of \$33 billion.

See HUD, “Housing Needs of American Indians and Alaska Natives in Tribal Areas”, Executive Summary at xix, (Jan. 2017): <https://www.huduser.gov/portal/sites/default/files/pdf/HNAIHousingNeeds.pdf>

Tribal Justice Facilities

Violent crime rates in Indian country are more than 2.5 times the national rate and some reservations face more than 20 times the national rate of violence. The lack of working public safety and justice infrastructure handcuffs the under-funded and under-staffed tribal justice officials (law enforcement, tribal court officials, and corrections staff), preventing them from doing their job effectively. In some cases, tribal or BIA jails have not been upgraded since they were built many decades ago.

With the exception of the 2009 American Recovery and Reinvestment Act, Congress appropriated approximately \$38.2 million for maintenance/repair and new and replacement construction of tribal justice facilities from FY09–FY14. As of FY14, the Department of Justice–Bureau of Justice Assistance “no longer provides funding for the construction of new tribal justice facilities. . . .” DOJ came to this determination without consulting impacted Indian tribes. At the same time, the Bureau of Indian Affairs continues to condemn tribal jails, police and courts facilities that no longer remain safe for occupancy.

See example, DOJ IG, “Audit of the OJP’s Tribal Justice Systems Infrastructure Program, at 3 and fn8 (Jan. 2017): <https://oig.justice.gov/reports/2017/a1710.pdf>

Indian Reservation Drinking Water and Waste Water Systems

The IHS Sanitation Facilities Construction Program is critical to preventing disease and providing clean drinking water and waste disposal systems to Native communities. The Sanitation Deficiency System reports that the total sanitation facility need in Indian Country increased from \$1.86 billion in 2005 to \$3.39 billion in 2015—an increase of more than 80%.

See FY17 IHS Budget Justification at CJ–170. <https://www.ihs.gov/budgetformulation/includes/themes/responsive2017/documents/FY2017CongressionalJustification.pdf>

Indian Water Settlements—Water Delivery Systems

In addition to safe drinking water, waste water, and irrigation and dam maintenance, Indian Country lags far behind in the most basic water infrastructure need of water delivery systems.

Tribes have pursued quantification of their water rights through decades of litigation and negotiated settlements. The settlements involve negotiation between tribes, the federal government, states, water districts, and private water users, among others. Many stakeholders note that these negotiated agreements are more likely to allow tribes not only to quantify their water rights on paper but also to procure access to resources in the form of infrastructure and other related expenses.

After being negotiated, approval and implementation of Indian water rights settlements require federal action. As of 2019, 36 Indian water rights settlements had been federally approved. After being congressionally authorized, federal projects associated with approved Indian water rights settlements are implemented by the Bureau of Reclamation or the Bureau of Indian Affairs (both within the Department of the Interior), pursuant to congressional directions.

Tribal governments and Indian Country residents are forced to wait additional decades to implement these long fought settlements. The delivery of wet water (as

opposed to paper water) to tribal governments that have enacted settlement agreements often requires significant financial resources and long-term federal funding investments, often in the form of new projects and infrastructure.

In early 2019, DOI estimated that Reclamation had a backlog of \$1.3 billion in “authorized but unfunded” Indian water rights settlements. This is the estimated discretionary funding requirement to complete authorized settlements, after mandatory funds and other authorized funding streams are taking into account. Bureau of Reclamation, “FY2020 President’s Budget Stakeholder’s Briefing,” March 19, 2019.

Any federal infrastructure package must include funding to provide closure to these tribal governments in the form of funding for water delivery systems to “make good” on these dozens of Indian water rights settlements.

See CRS, Indian Water Rights Settlements @ <https://fas.org/sgp/crs/misc/R44148.pdf>

Indian Country’s Digital Divide: The Least Connected People in America

As of year-end 2016, 92.3 percent of the overall population had high-speed broadband access, up from 90 percent in 2015 and 81.2 percent in 2012. However, over 24 million Americans still lack fixed terrestrial broadband at adequate speeds. The gap “in rural and Tribal America remains notable: 30.7 percent of Americans in rural areas and 35.4 percent of Americans in Tribal lands lack access to fixed terrestrial 25 Mbps/3 Mbps broadband, as compared to only 2.1 percent of Americans in urban areas.”

See FCC Broadband Deployment Report at 22 (Feb. 2, 2018): <https://www.fcc.gov/document/fcc-releases-2018-broadband-deployment-report>

See also Politico, “The Least Connected People in America” (Feb. 7, 2018): <https://www.politico.com/agenda/story/2018/02/07/rural-indian-reservations-broadband-access-000628>

Tax Proposals: Investing in Reservation Infrastructure

Federal infrastructure revitalization proposals must combine significant direct federal investments in Indian Country infrastructure with common sense tax reforms to aid infrastructure financing, help strengthen tribal government-private sector partnerships, and align federal tax policy with the longstanding policy supporting tribal government self-determination.

The Tax Code provides a number of tools and incentives for the construction of state and local government infrastructure and economic development projects. Too often, these same programs are not available to Indian tribal governments.

To address this glaring oversight, Congress should amend the Tax Code to provide tribal governments with direct access to the Low Income Housing Tax Credit and New Markets Tax Credit programs, ease regulations to build affordable Native veterans’ housing on Indian lands (See Tribal HUD–VASH program), ensure that Build America Bonds and similar programs and proposals include direct investments in Indian Country, and clarify that tribal governments can issue tax-exempt and private equity / activity bonds for on-reservation projects on par with state and local governments.

Direct access to these and other federal tax incentive programs will spur public-private partnerships to help rebuild Indian Country infrastructure, small business development, and help address longstanding housing needs on Indian lands.

The LIHTC program is a prime example of a federal-investment program that is successfully funding the infrastructure needs of state and local governments, but failing to address the significant unmet needs on Indian lands.

Congress enacted the LIHTC Program in 1986 to provide the private market with greater incentives to invest in affordable rental housing. The LIHTC gives states, U.S. possessions, and several cities the authority to competitively issue tax credits to developers who construct, rehabilitate, or acquire rental housing for lower-income households. State Housing Finance Agencies (HFAs) issue tax credits to developers based on the HFA’s IRS-approved Qualified Allocation Plan (QAP), which outlines a state’s affordable housing priorities and ranking and selection process for projects.

Originally, each state was granted a tax-credit allocation of \$1.25 per capita. The allocation has been adjusted to inflation. The housing credit ceiling for each state for calendar year 2015 was the greater of \$2.30 multiplied by the state’s population or \$2,680,000. In 2014, the annual expense credits for the LIHTC program was \$6.7 billion, making the program one of the largest corporate tax programs administered by the federal government.

A state’s population for any calendar year is determined by reference to the most recent census estimate (whether final or provisional) released by the Bureau of the

Census before the beginning of the calendar year for which the housing credit ceiling is set.

The IRS and state HFAs administer the LIHTC. All 50 states, the District of Columbia, Puerto Rico, American Samoa, Guam, the Northern Mariana Islands, and the U.S. Virgin Islands have HFAs that receive LIHTC allocations. Indian tribal governments are the only constitutionally recognized sovereign to not receive a direct LIHTC allocation.

Mr. LARSEN. And are there any questions for Representative Haaland?

All right. Thank you very much, Representative.

Ms. HAALAND. Thank you.

Mr. LARSEN. Next will be Representative Cline, then Welch, then Jayapal, in that order.

Representative Cline, you are recognized for 5 minutes.

**TESTIMONY OF HON. BEN CLINE, A REPRESENTATIVE IN
CONGRESS FROM THE COMMONWEALTH OF VIRGINIA**

Mr. CLINE. Thank you, Mr. Chairman. I appreciate the opportunity to testify today as this committee looks at ways to repair our Nation's crumbling infrastructure. I represent a district in the Commonwealth of Virginia that is in dire need of resources to modernize its aging infrastructure and relieve the congestion bottlenecks that afflict our highways.

Most notable for the region that I represent is Interstate 81, a road that spans six States with over 300 miles of it in Virginia, and stretches the entirety of my district, from Front Royal in the north to Roanoke in the south. It truly is the economic backbone of the Sixth Congressional District.

Thanks to America's strong economy, a growing number of people and businesses are utilizing our roadways every day. This includes not only folks on their way to work, but also trucks transporting goods through Virginia to the west, north, and south. This has been especially true since NAFTA was passed in 1993. As a regular driver on I-81 myself, I share my constituents' frustrations regarding constant delays and backups on I-81 that have plagued the region for years.

I-81 is no longer a road that passes through simply scenic farmland and rural communities at the foot of the Blue Ridge Mountains. It now stretches along vibrant cities and growing towns filled with booming agri-business, technology companies, manufacturers, tourist destinations, and much more. While these strong local economies are a sign that I-81 is bringing jobs and prosperity to our region, the aging road has not kept up with the demands of users since it was first constructed over a half century ago.

In 2018 Virginia released the I-81 Corridor Improvement Plan, which revealed what daily users know all too well: I-81 needs to be improved to meet growing demands. It is clear that the entire Virginia section of I-81 needs to be widened to three lanes, along with interchange improvements to help with traffic flows.

Furthermore, while I believe that the States are best positioned to decide which projects should be allocated limited resources to repair and restore our roadways, we must ensure that our Federal interstate highways get the Federal funding that is necessary to support interstate commerce and economic growth.

Each year there are nearly 2,000 crashes on I-81, with over 25 percent involving heavy trucks, and over 45 major crashes a year causing delays greater than 4 hours. Current conditions are not only a frustration, but a grave public safety concern. People are dying on this road, and the failure to keep America's infrastructure up to par is costing lives.

We must act to get America's roads moving again with public safety at the forefront of our agenda. The I-81 Improvement Plan also highlighted that in the years to come travel will continue to increase and road conditions will degrade further.

Moreover, by 2040 it is expected that there will be nearly 20 million truck trips moving three-quarters of 1 trillion dollars' worth of goods each year along the I-81 corridor alone. This shows just how vital repairing our roadways is to the continued economic success of our Nation: if people are unable to depend on our roadways to get to work and to transport goods, both our economy and our Nation as a whole will suffer.

While Virginia has made significant efforts to fund improvements during this recent General Assembly session, additional options to direct Federal resources toward I-81 should be on the table. Failure to act is not an option, and I stand ready to work with my colleagues to advance solutions to repair and rebuild our infrastructure to ensure America's next century is its greatest yet.

Thank you again for the opportunity to appear before you today, and I look forward to working with this committee as it moves forward with legislation.

[Mr. Cline's prepared statement follows:]

**Prepared Statement of Hon. Ben Cline, a Representative in Congress from
the Commonwealth of Virginia**

Chairman DeFazio and Ranking Member Graves, thank you for the opportunity to testify today as this committee looks at ways to repair our nation's crumbling infrastructure. I represent a district in the Commonwealth of Virginia that is in dire need of resources to modernize its aging infrastructure and relieve the congestion bottlenecks that afflict our highways. Most notable for my region is Interstate 81—a road that spans six states, with over 300 miles of it in Virginia, and stretches the entirety of my district from Front Royal in the North to Roanoke in the South.

Thanks to America's strong economy, a growing number of people and businesses are utilizing our roadways every day. This includes not only folks on their way to work, but also trucks transporting goods through Virginia to the west, north, and south. This has been especially true since NAFTA was passed in 1993. As a regular driver on I-81 myself, I share my constituents' frustrations regarding constant delays and backups on I-81 that have plagued the region for years.

I-81 is no longer a road that passes through only scenic farmland and rural communities at the foot of the Blue Ridge mountains. It now stretches along vibrant cities and small towns filled with booming agribusinesses, technology companies, manufacturers, tourist destinations, and much more. While these strong local economies are a sign that I-81 is bringing jobs and prosperity to our region, the aging road has not kept up with the demands of users since it was first constructed over half a century ago.

In 2018, Virginia released the I-81 Corridor Improvement Plan, which revealed what daily users know all too well. I-81 needs to be improved to meet growing demands. It is clear to me that the entire Virginia section of I-81 needs to be widened to three lanes along with interchange improvements to help with traffic flows. Furthermore, while I believe that the states are best positioned to allocate resources for projects to repair and restore our roadways, we must ensure that they get the federal funding that is appropriate for these Federal Interstate highways.

Each year there are nearly 2,000 crashes on I-81, with over 25% involving heavy trucks, and over 45 major crashes a year causing delays greater than four hours. Current conditions are not only a frustration, but a grave public safety concern. People are dying on this road and the failure to keep America's infrastructure up to par is costing lives. We must act to get America's roads moving again with public safety at the forefront of our agenda.

The I-81 improvement plan also highlighted that in the years to come travel will continue to increase and road conditions will degrade further. Moreover, by 2040 it is expected that there will be nearly 20 million truck trips moving three quarters of a trillion dollars' worth of goods each year along the I-81 corridor alone. This shows just how vital repairing our roadways is to the continued economic success of our nation. If people are unable to depend on our roadways to get to work and to transport goods, both our economy and our Nation as a whole will suffer.

While Virginia has made significant efforts to fund improvements, additional options to direct federal resources toward I-81 should be on the table. Failure to act is not an option, and I stand ready to work with my colleagues to advance solutions to repair and rebuild our infrastructure to ensure America's next century is its greatest yet.

Thank you again for the opportunity to be here today, and I look forward to working with this committee as it moves forward with legislation.

Mr. LARSEN. Thank you, Representative Cline.

Any questions from the committee?

None? Well, thank you very much. Next the Chair will recognize Representative Welch from Vermont.

TESTIMONY OF HON. PETER WELCH, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF VERMONT

Mr. WELCH. Mr. Chairman, first of all, thank you very much for this. It is a disgrace, what has happened to our infrastructure in this country. And it is going to be up to this Congress to finally address it. It is a mess, you know. Our roads and bridges are crumbling. Public transit rail programs remain underfunded, our water infrastructure is antiquated, and potholes don't fix themselves. We are going to have to have a sustainable funding source, and I will support that.

You know, we have got the American Society of Civil Engineers giving Vermont a C in infrastructure, and that makes us better than the grade it gives to our whole country, which is D+. There is no excuse for that: 299 bridges in Vermont are structurally deficient; 29 percent of our roads are in poor or very poor condition.

And Vermont, like other small and rural States, relies heavily on Federal transportation funding. It is about 50 percent of our budget. We have made progress, as many States have, by investing, going to their taxpayers, but we can't do it without a Federal transportation and infrastructure policy.

I had a chance to meet with our local officials, mayors in the largest cities in Vermont, with the Vermont Legislature, and the transportation committees, and with local officials, and I want to outline what it is they conveyed to me were their priorities.

Number one, identify a stable and reliable funding source and maintain current funding ratios among the States. Otherwise it is going to be a Band-Aid solution. Recently we were passing transportation bills on a 3-month basis. You can't plan a bridge, let alone build a bridge, in 3 months. And we have got to bite the bullet on funding. I will be supportive of any practical approach that raises the revenue so that we can meet our obligations to our States and our communities.

Number two, fund discretionary grant programs. There is an enormous amount of leadership in local communities, where there is a huge investment in trying to get it right so they can build a transportation system and an infrastructure system that helps their local communities. That drives down decisionmaking to the local level. Let's continue that.

Next, let's invest in water infrastructure. We have water systems that go back to the Civil War in Rutland, Vermont, and this is a situation that exists throughout our communities in Vermont and around the country. And local property taxpayers aren't going to be able to do that on their own.

We need airport improvement. Vermont has 10 State-owned airports and they provide a vital connector to rural communities. We want full funding of the Airport Improvement Program. That will help get us the money that we need for major repairs and improvements.

We want to increase rail funding for bridge and track rehabilitation. You know, we have legacy rail lines and the tracks just are there, but they are not in good enough shape to take enormous advantage of that infrastructure that we once were very proud of and now is withering. So we want funding for programs like the consolidated rail infrastructure and safety improvement bill that provides flexible funding necessary for us in Vermont to meet our needs.

Next, invest in alternative sources of transportation. Public transit and other alternative forms of transportation are very important in places like Vermont. We would benefit significantly from an increase in the rural formula operating funds. We have received \$4 million annually from the program, which is three times less than what we need to fully fund our obligations.

And finally, let's prioritize climate change resiliency. We don't have to argue about climate change. We all see what has happened in our own communities. And we all know, when we talk to local officials, we have to have more resilient systems, and that has to be organically ingrained in the legislation that will come out of this committee.

I want to thank my colleagues. You are the tip of the spear for us in Congress. But you have support from Republicans and Democrats to do something bold and big, and we know our Nation needs it.

[Mr. Welch's prepared statement follows:]

**Prepared Statement of Hon. Peter Welch, a Representative in Congress
from the State of Vermont**

Chairman DeFazio and Ranking Member Graves,
America's roads and bridges are crumbling, public transit and rail programs remain underfunded, and our water infrastructure is antiquated. It is vital that Congress enact a robust and fully funded infrastructure investment package. As your Committee begins the difficult task of writing this bill, I seek your support for inclusion of the following Vermont priorities.

IDENTIFY A STABLE AND RELIABLE FUNDING SOURCE; MAINTAIN CURRENT STATE
FUNDING RATIO

Like all rural states, Vermont relies heavily on federal transportation funding which makes up half of our transportation budget. Safe infrastructure requires a

stable and reliable funding source. While Vermont has made progress investing in our infrastructure, that progress is at risk due to a shortfall in federal funding that has placed a heavy burden on state and local taxpayers to fund essential infrastructure improvements. Municipal governments are under significant financial pressure to maintain their highways and bridges. State funding for Vermont highway aid programs is insufficient. I pledge to work with you to identify and pass a sustainable federal revenue source that will ensure essential Vermont infrastructure projects are completed. I also urge you to maintain the existing apportionment formulae for states that recognizes the unique challenges in rural communities, like Vermont.

FUND DISCRETIONARY GRANT PROGRAMS

Federal discretionary grant programs fund critical local, regional, and national infrastructure projects. These programs directly address critical transportation needs and encourage states to compete to develop improved transportation systems. The Surface Transportation Block Grant Program is the most flexible of all the federal highway funding programs and allows Vermont to undertake any project necessary on the federal aid highway system. Increasing funding to this and other discretionary programs will allow Vermont to take on more highway, bridge, bike and pedestrian projects, as well as replace more transit buses.

INVEST IN WATER INFRASTRUCTURE

Aging water infrastructure systems and related repairs have placed a heavy financial burden on towns and cities across Vermont. Local governments are ill-equipped to take on stormwater, wastewater, and drinking water upgrades necessary to ensure our water is safe to drink, the environment is protected, and communities are safeguarded from catastrophic flooding. In recent years, our cities and towns have been overwhelmed with water main breaks and sewage overflows into rivers and lakes. The cost to maintain, replace, and upgrade this infrastructure has fallen to water users who have experienced a sharp rise in unaffordable rates. Flexible and sufficient federal funding for water infrastructure is essential.

INVEST IN AIRPORTS

Vermont must invest in infrastructure at our ten state-owned airports that serve as a vital connector in our rural communities. Nearly \$50 million is needed to reconstruct and extend runways, repair taxiways, lights and beacons, obstructions, terminal buildings, and improve firefighting equipment. Increased funding for the Airport Improvement Program, would assist rural states like Vermont in maintaining our vital small airports.

INVEST IN RAILROAD BRIDGE AND TRACK REHABILITATION

Vermont has nearly 305 miles of state-owned rail that is plagued with poor track conditions and bridges, causing significant delays that hamper freight operations. Rail is the only transportation mode that does not have dedicated federal funding. As a result, states rely almost exclusively on competitive grants that too often disadvantage rural states. The Consolidated Rail Infrastructure and Safety Improvements (CRISI) program is the most flexible program, allowing funds to be used for both freight improvements and intercity passenger rail. Increased funding for CRISI would help Vermont to rehabilitate our railroad tracks and bridges.

INVEST IN ALTERNATIVE SOURCES OF TRANSPORTATION

Alternative sources of transportation are important in rural states like Vermont. Our public transit providers deliver approximately 5 million trips annually, most in rural areas. While use of Vermont's transit systems has increased significantly in recent years, operating funds have not. Vermont receives approximately \$4 million annually in Rural Formula Operating funds, three times less than what is needed to fully-fund the transit program. Increased funding to the Section 5311 Transit Program would allow Vermont to replace more buses and provide operating funds for more bus routes. Vermont has also prioritized funding for bicycle and pedestrian projects to ensure safe and convenient transportation alternatives, including bike paths, bike lanes, and sidewalks. Last year, we benefited from \$300,000 in federal funding for these projects through the Transportation Alternatives Program which must be fully funded and administered consistent with its intended purpose.

PRIORITIZE CLIMATE CHANGE RESILIENCY

An increase in harsh winters and severe storms is a major challenge for Vermont's cities and towns. Our state is still recovering from Tropical Storm Irene which devastated our transportation infrastructure in 2011. It is essential that your bill contemplate the impact of an increase in natural disasters attributable to climate change. Vermont's state highway system needs additional funding for repairs due to increasingly harsh winter conditions as well as for the deterioration of aging bridges which has accelerated due to more severe winters. Federal funding must be provided to help ensure that our infrastructure is resilient to withstand increasingly powerful weather events.

I look forward to working with you to include Vermont's priorities in your bill and to assist you in any way I can to ensure its expeditious enactment.

Mr. WELCH. Mr. Chairman, with your permission I would like to introduce into the record a letter that I wrote to your committee, and make it part of the record.

Thank you very much for all that you have done to help us.

Mr. ALLRED [presiding]. Without objection, and thank you.

[The information follows:]

Letter of May 1, 2019, from Hon. Peter Welch, Submitted for the Record by Hon. Peter Welch, a Representative in Congress from the State of Vermont

MAY 1, 2019.

The Honorable PETER DEFAZIO,
Chairman,

Committee on Transportation and Infrastructure, 2165 Rayburn House Office Building, Washington, DC.

The Honorable SAM GRAVES,
Ranking Member,

Committee on Transportation and Infrastructure, 2164 Rayburn House Office Building, Washington, DC.

DEAR CHAIRMAN DEFAZIO AND RANKING MEMBER SAM GRAVES,

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State funding for Vermont transportation programs is insufficient. Vermont relies heavily on federal transportation funding which makes up half of our transportation budget. While Vermont has made progress investing in our infrastructure, those gains are at risk due to a shortfall in federal funding that has placed a heavy burden on state and local taxpayers to fund essential infrastructure improvements. Long overdue investments in infrastructure require a stable and reliable federal funding source.

Rural municipal governments are under significant financial pressure to maintain their highways and bridges. It is essential that funding be included in the bill for rural municipal transportation networks. To the maximum extent possible, bureaucratic requirements that too often prevent cities and towns from taking advantage of federal transportation funds should be minimized.

Finally, it is essential that existing apportionment formulae that recognize the unique challenges in rural states be maintained.

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I look forward to working with you to include Vermont's priorities in your bill and stand ready to assist you in any way I can to ensure its expeditious enactment. I pledge to work with you to identify and pass a sustainable federal revenue source that will ensure essential infrastructure projects in Vermont and across the country are completed.

Sincerely,

PETER WELCH,
Member of Congress.

Mr. ALLRED. Do any members of the committee wish to ask any questions?

Thank you, sir.

I would now like to recognize our next witness, the gentlewoman from the great State of Washington, Representative Jayapal, for 5 minutes.

**TESTIMONY OF HON. PRAMILA JAYAPAL, A REPRESENTATIVE
IN CONGRESS FROM THE STATE OF WASHINGTON**

Ms. JAYAPAL. Thank you, Mr. Chairman. Thank you, Ranking Member. I appreciate the opportunity to be before you and share how an investment in infrastructure will benefit the people and economy of our country in the context of my district.

Washington's Seventh Congressional District is growing very rapidly. We are booming with innovation, people, and industry, which is wonderful. But the downside of that success is that our region must address increasing traffic, the decreasing affordability of housing, and the growing effects of climate change. In my district residents have several times voted to tax themselves to create a regional mass transit system that is helping to ameliorate traffic, and allowing working people to live farther afield where housing is more affordable.

This is my hope for the committee, that the Federal Government match that commitment to mass rapid transit systems for our rapidly growing urban cities. I strongly believe that this is an important piece of what our transportation infrastructure package should include.

I also come to you with three specific additional elements that I hope will be included in the infrastructure bill.

First, it is time to reform the Harbor Maintenance Tax, or the HMT. The HMT is the single largest source of Federal funding for coastal ports and waterways. But, unfortunately, it is just not working as it should. By fixing the HMT we can drive additional investment to our coastal ports without any new taxes. I applaud the committee's focus on making sure that annual HMT revenues are fully spent, putting the trust back into the Harbor Maintenance Trust Fund. Shippers pay the HMT when they use the ports, and the tax is intended to support infrastructure at ports, and this investment is critically needed. Fully using the tax is a no-brainer.

However, if we only address full use without solving other ports' concerns, we would be leaving some behind. There is broad agreement among policymakers and the ports that they represent that a change in the distribution of the HMT funds will drive additional investment to our coastal ports without any additional new taxes.

As an example of the current inequity, the six donor ports that are identified in the 2014 WRRDA bill generated 53 percent of HMT collections in 2017, but received only 3 percent in return. That means that the Ports of Seattle and Tacoma receive only pennies for every HMT dollar generated—some years even less than a penny. Not only is that distribution unfair, but the added cost of the HMT also contributes to the loss of cargo from the Puget Sound

ports to nearby ports in Canada, a phenomenon that the Federal Maritime Commission has validated. Congress should pass comprehensive HMT reform legislation that resolves the wide range of concerns that the Nation's ports have about the Harbor Maintenance Tax.

Second, we must direct more Federal funding to the needs of our smaller communities. In my district Seattle is booming, but so are the cities that surround Seattle. While the USDOT is now setting aside 50 percent of BUILD grants for rural areas, this leaves small cities like Burien, Normandy Park, and Edmonds behind.

For instance, the cities of Shoreline and Lake Forest Park are currently working on the redevelopment of 145th Street, a thoroughfare that will be a major conveyor of bus, bike, and pedestrian traffic to and from Interstate 5 and Sound Transit's light rail system. But making this road accessible to heavier and multimodal traffic requires investment. And the tax bases in these communities—communities, by the way, that have already voted to tax themselves to support regional light rail—is simply not large enough for investments of this size. The Federal Government's dollars would be well repaid, as these thriving communities contribute to our economy.

Third, it is time for the Federal Government to invest in green infrastructure. Green infrastructure not only addresses the impacts of climate change, but works with nature and reduces the use of fuels and resources that contribute to climate change. Research suggests that the Washington Seventh Congressional District—and indeed, the entire Pacific Northwest—will see more intense rain events in the coming years.

At the same time, we are rife in our State with outdated culverts that neither adequately move stormwater nor allow the passage of fish. A successful infrastructure bill will make much-needed improvements to those roads, bridges, energy grid, and water systems, and take into account what we know about climate and nature.

In closing, I commend the chairman and this committee for taking up the cause of infrastructure, and I offer parting thoughts in the context of the FAST Act.

Our highway system alone has suffered greatly since we stopped raising the gas tax—extremely efficient and cost effective to collect. So to that end of an alternative, the Washington State Transportation Commission has been researching and assessing a road usage charge, or RUC system, since 2011. It creates equity, as it is assessed on miles driven, regardless of fuel source or efficiency. I hope that we can consider the RUC in this committee.

Thank you, Mr. Chairman. I appreciate the opportunity to testify.

[Ms. Jayapal's prepared statement follows:]

**Prepared Statement of Hon. Pramila Jayapal, a Representative in Congress
from the State of Washington**

Mr. Chairman, I appreciate the opportunity to share how an investment in infrastructure will benefit the people and economy of the country in the context of my district.

Washington's 7th district is growing rapidly, booming with innovation, people and industry. The downside of this success is that our region must address increasing traffic, the decreasing affordability of housing, and the growing effects of climate change.

In my district, residents have several times voted to tax themselves to create a regional transit system that is helping to ameliorate traffic and allowing working people to live farther afield where housing is more affordable. The federal government should match that commitment. For that reason, I come to you with three elements that I strongly urge the committee to include in its infrastructure bill.

First, it is time to reform the Harbor Maintenance Tax, or HMT. The HMT is the single largest source of federal funding for coastal ports and waterways. Unfortunately, it is not working as it should. By fixing the HMT we can drive additional investment to our coastal ports without any new taxes. I applaud the Committee's focus on making sure annual HMT revenues are fully spent, putting the trust back in the Harbor Maintenance Trust Fund.

Shippers pay the Harbor Maintenance Tax when they use ports; the tax is intended to support infrastructure at ports, and this investment is critically needed. Fully using the tax is a no brainer. However, if we only address full use without solving other ports' concerns, we would be leaving some behind.

There is broad agreement among policymakers and the ports they represent that a change in the distribution of HMT funds will drive additional investment to our coastal ports without any new taxes. As an example of the current inequity, the six donor ports identified in the 2014 WRRDA bill generated 53% of HMT collections in 2017 but received only 3% in return. That means that the ports of Seattle and Tacoma receive only pennies for every HMT dollar generated; some years even less than a penny. Not only is this distribution unfair, but the added cost of the HMT also contributes to the loss of cargo from Puget Sound ports to nearby ports in Canada, a phenomenon that the Federal Maritime Commission has validated.

Congress should pass comprehensive HMT reform legislation that resolves the wide range of concerns the nation's ports have about the HMT.

Second, we must direct more federal funding to the needs of our smaller communities. In my district, Seattle is booming, but so are the cities that surround Seattle. While the USDOT is now setting aside 50 percent of BUILD grants for rural areas, this leaves small cities like Burien, Normandy Park, and Edmonds, Washington behind.

For instance, the cities of Shoreline and Lake Forest Park are currently working on the redevelopment of 145th Street, a thoroughfare that will be a major conveyor of bus, bike and pedestrian traffic to and from Interstate-5 and Sound Transit's Light Rail system. But making this road accessible to heavier and multi-modal traffic requires investment. The tax base in these communities—communities that have already voted to tax themselves to support regional light rail—is not large enough for investments of this size. The federal government's dollars would be well repaid as these thriving communities contribute to the economy.

Third, it is time for the federal government to invest in green infrastructure. Green infrastructure not only addresses the impacts of climate change, but it works with nature and reduces the use of fuels and resources that contribute to climate change. Research suggests that Washington's 7th District, and indeed, the entire Pacific Northwest will see more intense rain events in the coming years. At the same time, Washington state is rife with outdated culverts that neither adequately move stormwater nor allow the passage of fish.

A successful infrastructure bill will make needed improvements to roads, bridges, our energy grid, and water systems, and will take into account what we know about climate and nature. This means that we use estuaries and wetlands to filter pollutants, clean water and provide habitat for salmon and forage fish. It means that we increase permeable surfaces, replace lead pipes, use wind and solar power, and expand bus and rail systems to get people out of their cars. And if we make these investments at the right levels, we will also create jobs.

In closing, I commend the chairman and this committee for taking up the cause of infrastructure, something that has been chronically and tragically underfunded,

and I offer these parting thoughts especially in the context of the upcoming reauthorization of the Fixing America's Surface Transportation, or FAST Act.

Our highway system alone has suffered greatly since we stopped raising the gas tax, which is extremely efficient and cost-effective to collect. While, thankfully for our environment, the energy efficiency of vehicles is improving and more people are turning to vehicles fueled by alternative sources, this means that the gas tax will decline in value over time. We need an alternative.

To that end, the Washington State Transportation Commission has been researching and assessing a Road Usage Charge, or RUC system since 2011. The RUC creates equity as it is assessed on miles driven regardless of fuel source or efficiency. So, like my other recommendations, the RUC is an idea that better fits the realities of the world we live in and the needs of our people. Thank you.

Mr. ALLRED. Thank you for your testimony.

Does any member of the committee wish to question Ms. Jayapal?

Mr. Larsen?

Mr. LARSEN. Thank you. Thank you, Representative Jayapal, and thanks for your service to the Seventh Congressional District that borders the great Second Congressional District of Washington State, as well.

To your point about the smaller communities and the bill grants, in the last several Congresses we had the TIGER grants, and I had a bill called the TIGER CUBS Grant—

Ms. JAYAPAL. TIGER CUBS, yes.

Mr. LARSEN [continuing]. To help small and medium-sized cities with TIGER. So we are going to take that same approach now with the bill, we are just trying to find the right acronym for it.

Ms. JAYAPAL. I was going to mention that when you were sitting in the chair's seat. So thank you for that.

Mr. LARSEN. Sure, that is fine. Can you let me know—so on the 145th, are the communities there in Normandy and Shoreline, Lake Forest, are they getting good response out of Sound Transit? And are they getting good response out of the city of Seattle, as well?

Ms. JAYAPAL. Yes.

Mr. LARSEN. They border the city there at 145th.

Ms. JAYAPAL. They are, but I think it is the overall issue of where does this investment come from.

So they are—you know, we have finally worked to bring all of the partners to the table, which, as you know, was not an easy process. That is now happening. I think they are quite united on the needs of what has to happen there, but they really do need some additional funds.

And you know the threshold of where we draw the line for small cities, even in TIGER CUBS, is an issue.

Mr. LARSEN. Yes.

Ms. JAYAPAL. And so we need to find a way to funnel investments to some of these smaller cities that simply don't have the ability. But our big connectors—you know our region very well—those cities are getting more and more pressure as Seattle expands. There is not enough housing there. People are being pushed out.

So I think there is—they are working well with Sound Transit, but we need to help them.

Mr. LARSEN. Thank you. Thank you, Mr. Chairman.

Mr. ALLRED. Thank you, Ms. Jayapal.

I would now like to recognize our next witness, the gentlewoman from Virginia, Mrs. Luria, for 5 minutes.

TESTIMONY OF HON. ELAINE G. LURIA, A REPRESENTATIVE IN CONGRESS FROM THE COMMONWEALTH OF VIRGINIA

Mrs. LURIA. Thank you, Mr. Chairman, and thank you to my colleagues for the opportunity to address your committee today. I would like to bring a few issues to the committee's attention that are critical, not only for coastal Virginia, but for all of America.

One key thing is the Chesapeake Bay. It is one of our Nation's greatest natural resources. It generates \$33 billion in economic value annually, and hosts one of the most important sites for ecological diversity in North America. Thanks to innovative partnerships across the State and at the Federal level, great progress has been made in preserving, protecting, and restoring this critical ecosystem.

The Chesapeake Bay Program Reauthorization Act, H.R. 1620, will fully fund the Chesapeake Bay program for the next 5 years, ensuring that States get the resources they need to comply with their obligations to protect the Chesapeake Bay. The vast majority of funding for this program will go directly towards States within the Chesapeake Bay watershed to help them control pollution and manage runoff in the tributaries that feed into the Chesapeake Bay.

This bipartisan bill that I introduced with my colleague Congressman Rob Wittman from Virginia's First Congressional District will help ensure the bay remains a vibrant and beautiful destination for the next generation. I urge the committee to take up consideration for the Chesapeake Bay Program Reauthorization Act this month.

I also encourage the committee to act on climate resiliency. For coastal Virginians and residents of all coastal communities throughout the U.S., sea level rise and recurrent flooding aren't the basis of political talking points or challenges for the future, they are problems we face today.

For example, a heavy rain and a high tide prevents tens of thousands of sailors from accessing Naval Station Norfolk. On a similar day I am unable to drive into the parking lot on occasion to pick my daughter up from school. So these are challenges that we face on a daily basis, based on rising sea levels. As the committee develops an infrastructure package, please ensure we are providing communities the resources they need to adapt to rising sea levels.

Another issue the committee must prioritize in infrastructure bills is expanding rural broadband. Access to high-speed internet is essential to participating in the modern economy. Reliable, fast internet access can connect people to other communities, health providers, jobs, and even allow them to start their own businesses. Although we have made progress in connecting rural areas to broadband, more work needs to be done.

On Virginia's Eastern Shore in my district, that estimated cost is approximately \$30 million to adequately expand broadband access to all areas, and I know that this is a similar investment necessary in many parts of the rural areas of this country. The committee must act to ensure we make the necessary investments in

critical infrastructure so that no Americans, especially in rural areas, are left behind.

Other essential investments in infrastructure cannot be forgotten for rural America. This includes projects such as expanding and modernizing our sewer systems, specifically on Virginia's Eastern Shore, which will provide a much-needed backbone for economic development. Directing Federal money to prioritize basic infrastructure needs like this would help economic growth, improve the health of our community, and raise the quality of life across America.

Finally, I encourage the committee to fund investments in America's waterways, and specifically the Port of Virginia. Nearly 10 percent of Virginia's working residents work in port-related jobs, and our port enjoys unique advantages with its deep water, central location, and access to rail. The administration's budget did not include funding for important dredging projects, so Congress must come to the rescue, as even larger ships are carrying record amounts of goods that benefit both Virginia and America as a whole. It makes sense to make room in the Federal budget for these investments in our ports which will further promote nationwide economic growth.

In addition to the importance of large dredging projects such as the Port of Virginia, it is also equally pivotal for secondary channels to be dredged. For example, the Little Machipongo River is a primary aquaculture hub on Virginia's Eastern Shore, producing some of the largest number of shellfish and clams in the country. The navigability of this small waterway is vital to the region's aquaculture industry, which helps employ hundreds of Virginians.

Thank you again for this opportunity to highlight the importance of investing in infrastructure in our districts. I ask members of this committee on both sides of the aisle to come together and address critical infrastructure needs of coastal communities like mine. The American people are counting on us, and future generations are depending on the investments that we make in this Congress. Thank you again for the opportunity to testify today.

[Mrs. Luria's prepared statement follows:]

**Prepared Statement of Hon. Elaine G. Luria, a Representative in Congress
from the Commonwealth of Virginia**

Thank you, Chairman DeFazio, Ranking Member Graves, and to my colleagues on the Committee for giving me this opportunity. I would like to bring a few issues to the Committee's attention that are critical not only for Coastal Virginia, but for America.

The Chesapeake Bay is one of our nation's greatest natural resources. It generates \$33 billion in economic value annually and hosts one of the most important sites for ecological diversity in North America. Thanks to innovative partnerships across the state and federal level, great progress has been made in preserving, protecting, and restoring this crucial ecosystem.

The Chesapeake Bay Program Reauthorization Act (H.R. 1620) will fully fund the Chesapeake Bay Program for the next five years, ensuring that states get the resources they need to comply with their obligations to protect the Bay. The vast majority of funding for this Program will go directly toward states within the Chesapeake Bay Watershed to help them control pollution and manage runoff into the tributaries that feed into the Bay. This bipartisan bill will help ensure that the Bay remains a vibrant and beautiful destination for the next generation. I urge the com-

mittee to take up the consideration of the Chesapeake Bay Program Reauthorization Act this month.

I also encourage the Committee to act on climate resiliency. For Coastal Virginians and residents of coastal communities throughout the U.S., sea level rise and recurrent flooding aren't the basis of political talking points or challenges for the future. They are problems we are dealing with right now, today, this very moment. As the Committee develops an infrastructure package, please ensure we are providing communities the resources they need to adapt to rising sea levels.

Another issue the Committee must prioritize in any infrastructure bill is expanding rural broadband. Access to high-speed internet is essential to participate in the modern economy. Reliable, fast internet access can connect people to other communities, health providers, jobs, and even allow them to start their own businesses. Although we have made progress in connecting rural areas to broadband, more work needs to be done. On Virginia's Eastern Shore in my district, it will cost an estimated \$30 million to adequately expand broadband access. The Committee must act to ensure we make the necessary investments in this critical infrastructure so rural Americans are not left behind.

Other, essential investments in infrastructure cannot be forgotten for rural America. This includes projects such as expanding and modernizing our sewer systems on Virginia's Eastern Shore, which will provide a much-needed backbone for economic development. Directing federal money to prioritize basic infrastructure needs like this would help economic growth, improve the health of our community, and raise quality of life across America.

Finally, I encourage the Committee to fund investments in America's waterways, and specifically the Port of Virginia. Nearly 10 percent of Virginia's working residents work port-related jobs, and our port enjoys unique advantages with its deep waters, central location, and access to rail. The administration's budget did not include funding for important dredging projects, so Congress must come to the rescue. Ever-larger ships are carrying record amounts of goods that benefit both Virginia and America as a whole. It makes sense to make room in the federal budget for these investments which will further promote nationwide economic growth.

In addition to the importance of dredging for the Port of Virginia, it is as equally pivotal for secondary channels. For example, the Little Machipongo River is a primary aquaculture hub on Virginia's Eastern Shore, producing some of the largest numbers in shellfish in the county. The navigability of this waterway is vital to the region's aquaculture industry, which helps employ hundreds of Virginians.

Thank you again for this opportunity to highlight the importance of investing in infrastructure to our districts, our constituents, and our nation. I ask members of this committee on both sides of the aisle to come together to address the critical infrastructure needs of coastal communities like mine. The American people are counting on us and future generations are depending on the investments we make in this Congress. I have faith that my colleagues will put partisanship aside and I stand ready to assist with finding common ground to address this imperative challenge.

Mr. ALLRED. Thank you for your testimony.

Does any member of the committee wish to question Mrs. Luria?
Thank you, Mrs. Luria.

I would like to recognize our next witness, the gentleman from Massachusetts, Mr. Keating, for 5 minutes.

TESTIMONY OF HON. WILLIAM R. KEATING, A REPRESENTATIVE IN CONGRESS FROM THE COMMONWEALTH OF MASSACHUSETTS

Mr. KEATING. Now I know why you weren't in the Foreign Affairs Committee hearing earlier. Thank you for taking time to listen to a few comments I have to say. And also, I urge you to touch base with the chair of the committee, Mr. DeFazio, who is originally from Massachusetts, and will know specifically what I am talking about.

In southeastern Massachusetts, the Bourne and Sagamore Bridges support the only two roads for crossing the Cape Cod Canal by car. As with so many bridges around the country, these

critical pieces of infrastructure have long reached the end of their working lives.

In fact, the Army Corps of Engineers has spent millions of dollars to keep these bridges at a minimal level of operation and keep regular flow of traffic moving.

And, of course, the traffic is an issue with all our communities, but it also becomes a matter of heightened concern during large-scale emergencies. In fact, it is down to one lane right now, and hopefully we will get this done by Memorial Day. But it is a constant area—when these two bridges were built in the early 1930s.

Thankfully, the residents of Cape Cod have not faced a catastrophic event in recent years, but we have had several near misses. For example, Hurricane Sandy, which devastated New York and New Jersey in 2012, and Hurricane Jose, which brought tropical storm conditions to Martha's Vineyard in Nantucket in 2017. We have also been hit by several Nor'easters over the last few years, storms that have caused widespread wind and ice damage, and even death.

Increasingly, it appears my area is due for a major direct hit. It is also in the regional vicinity, as well, of a nuclear powerplant, one that is soon going to be facing decommissioning, but will still be a site of storage.

For these reasons it is important that we recognize the canal bridges and other critical evacuation infrastructure across the Nation play fundamental roles in providing for the safety of countless Americans.

In Massachusetts, I am relieved to report that much of the State and local work required to shore up the long-term safety of the canal bridges is already underway. I have also been working closely with the Army Corps leadership, both in New England and in Washington, to ensure the safest and most resilient evacuation routes remain a priority.

We know we are capable of success in this effort, and I appear before the committee to encourage similar effects and efforts to be secured for evacuation routes around the country.

Last year I partnered with our two State senators from my home State, as well as Mr. Garamendi from California, who sits in the committee, to introduce the Enhancing the Strength and Capacity of America's Primary Evacuation Routes Act—don't you love these acts, the titles—or the ESCAPE Act, which would authorize dedicated public infrastructure funding to construct, maintain, and protect designated emergency evacuation routes.

Passage of the ESCAPE Act would be an important step in securing the safety of all communities in times of natural disaster.

I look forward to partnering with Mr. Garamendi to reintroduce this legislation again soon. As I know the members of this committee, I am sure, agree, we cannot risk the public safety by neglecting our vital roadways. We have got to provide necessary Federal resources to support safe passage in times of emergency, and we must eliminate any doubt that the infrastructure might not meet the challenge.

I thank you for having this opportunity to emphasize the necessity of safe evacuation routes, and increased Federal funding in this respect.

I am confident the committee is well equipped to meet our Nation's infrastructure needs, both in my district and across our entire country, and I hope to continue this dialogue with any questions you might have or any further information I can supply.

[Mr. Keating's prepared statement follows:]

**Prepared Statement of Hon. William R. Keating, a Representative in
Congress from the Commonwealth of Massachusetts**

Chairman DeFazio, Ranking Member Graves, and the distinguished Members of this Committee, thank you for the opportunity to testify about infrastructure issues of the utmost importance to my district.

In Southeastern Massachusetts, the Bourne and Sagamore bridges support the only two roads for crossing the Cape Cod Canal by car. As with so many bridges around the country, these critical pieces of infrastructure have long reached the end of their working lives. In fact, the Army Corps of Engineers has spent millions of dollars to keep the bridges at their minimum level of operation and keep the regular flow of traffic moving. Of course, traffic is an issue in all our communities, but it becomes a matter of heightened concern during large-scale emergencies.

Thankfully, the residents of Cape Cod have not faced a catastrophic event in recent years, but we have had several near-misses—for example, Hurricane Sandy, which devastated New York in 2012, and Hurricane Jose, which brought Tropical Storm conditions to Martha's Vineyard and Nantucket in 2017. We have also been hit by several Nor'easters the last few winters, storms that have caused widespread wind and ice damage—and even death. Increasingly, it appears my region is due for a major direct hit.

For these reasons, it is important that we recognize that the Canal Bridges, and other critical evacuation infrastructure across the nation, play fundamental roles in providing for the safety of countless Americans. In Massachusetts, I am relieved to report that much of the state and local work required to shore up the long-term safety of the Canal Bridges is already underway. I have also been working closely with Army Corps leadership, both in New England and in Washington, to ensure the safest, most resilient evacuation routes remain a priority. We know we are capable of success in this effort, and I appear before this Committee to encourage similar efforts to secure evacuation routes around the country.

Last year, I partnered with Senators Markey and Warren from my home state, as well as Mr. Garamendi from California, who sits on this Committee, to introduce the *Enhancing the Strength and Capacity of America's Primary Evacuation Routes Act*, or the ESCAPE Act, which would authorize dedicated public infrastructure funding to construct, maintain, and protect designated emergency evacuation routes. Passage of the ESCAPE act would be an important step in securing the safety of all communities in times of natural disaster. I look forward to partnering with Mr. Garamendi to reintroduce this legislation again soon.

As I know the Members of this Committee agree, we cannot risk the public safety by neglecting our vital roadways. We must provide the necessary federal resources to support safe passage in times of emergency, and we must eliminate any doubt that our infrastructure might not meet the challenge.

Again, thank you for the opportunity to emphasize the importance of safe evacuation routes and the need for increased federal support. I am confident this Committee is well equipped to meet our nation's infrastructure needs, both in my district and across the United States. I hope to continue this dialogue as Congress considers upcoming infrastructure legislation, and I yield back.

Mr. ALLRED. Thank you for your testimony, Mr. Keating.

Does any member of the committee wish to question Mr. Keating?

Thank you sir.

Mr. KEATING. Thank you.

Mr. ALLRED. Now I would like to recognize our next witness, the gentlewoman from New York, Ms. Meng, for 5 minutes.

**TESTIMONY OF HON. GRACE MENG, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF NEW YORK**

Ms. MENG. Thank you, Mr. Chairman. Chairman DeFazio, Ranking Member, and distinguished members of this committee, thank you for this opportunity to discuss H.R. 2403, the Menstrual Hygiene Products in Federal Buildings Act, and H.R. 1882, the Menstrual Equity for All Act of 2019.

Before I get to my legislation I want to also thank this committee for your continued support of the critical issue of combating aviation noise, an issue that is so important in my district of Queens. As a founding member and former cochair of the Quiet Skies Caucus, I have worked on numerous initiatives, many with your committee, to mitigate the deafening airplane noise that has plagued my district for way too long.

I thank the committee staff and your leadership on these issues, and look forward to continuing this work as I look to reintroduce legislation such as the Quiet Communities Act and the Airplane Noise Research and Mitigation Act.

I am here today to specifically discuss the issue of menstrual equity and the importance of accessing and affording feminine hygiene products. To note, the Menstrual Hygiene Products in Federal Buildings Act is a standalone measure of my larger comprehensive Menstrual Equity for All Act.

Mr. Chair and Mr. Ranking Member, I know menstrual hygiene products is not the first thing that comes to mind when we talk about transportation and infrastructure, but it is a relevant issue and an important one. Access to safe, affordable menstrual hygiene products is a basic need and a healthcare right for 51 percent of the U.S. population.

It is estimated that a woman will use up to 16,000 tampons in her life, which equates to at least \$7,000 over the course of her life. One might think these products are ubiquitous and cheap, but many women face difficulty when it comes to affording and accessing them. I know this because I have heard heartbreaking testimonies from countless girls and women from across our Nation and around the world. No girl, no one, should have to choose between their dignity or their education.

As a matter of fact, I am proud that since July 2018 all public schools in New York State provide free menstrual hygiene products. In addition, just because someone is incarcerated or homeless they should not be deprived of their dignity. And no family should have to choose between buying these products or groceries. To address the many hardships that different women and girls face in affording and accessing these products, my bill seeks to address this issue holistically.

Specifically, as it relates to this committee and the Subcommittee on Economic Development, Public Buildings and Emergency Management, H.R. 2403 and the relevant section of H.R. 1882 would require all public Federal buildings to provide free menstrual hygiene products in the restrooms.

As of a few months ago, right here in the people's House, menstrual products are now available in the House office supply store, and these items are purchasable using our Members Representational Allowance. I was proud to have worked with my colleagues,

Congressman Sean Patrick Maloney, a member of this committee; Congressman Debbie Wasserman Schultz; and Congresswoman Norma Torres to make this positive change for our staff and visitors.

I am also thankful to the Committee on House Administration's chairwoman, Ms. Lofgren, and ranking member, Mr. Davis, also a member of this committee, for their swift support on this issue.

The U.S. Government is the largest employer in the country. It is estimated that there are 2.1 million Federal civilian workers. This number doesn't even include the millions of contractors, grant employees, and others that make up our entire Federal workforce. The issue of affordability and accessibility is everywhere.

As we saw and heard during the Government shutdown, there were countless Federal employees and their families who were in desperate need of feminine products such as pads, tampons, even diapers and baby formula. It is time that our Government finally walks the walk and sets an example by providing products in all Federal buildings, just as they do toilet paper, paper towels, and hand soap. Doing so will help alleviate the real-life barriers in accessing and affording these everyday products, while normalizing this monthly necessity and basic human right.

Thank you again for this opportunity to come before your committee. I am especially grateful to the seven members of this committee who have cosponsored H.R. 1882, including Chairwoman Titus. As Members of Congress we should ensure that women and girls have access to safe, quality, and affordable feminine hygiene products, however and wherever we can, period.

Thank you, I yield back.

[Ms. Meng's prepared statement follows:]

**Prepared Statement of Hon. Grace Meng, a Representative in Congress
from the State of New York**

Chairman DeFazio, Ranking Member Graves, Chairwoman Titus and Ranking Member Meadows, and distinguished members of this Committee, thank you for this opportunity to discuss H.R. 1882—the Menstrual Equity for All Act of 2019. Before I get to my legislation, I want to also thank this committee for your continued support of the critical issue of combatting aviation noise—an issue that is so important in my district of Queens.

As a founding member and former co-chair of the Quiet Skies Caucus, I have worked on numerous initiatives—many with your committee—to mitigate the deafening airplane noise that has plagued my district for way too long. I thank the committee staff and your leadership on these issues—and look forward to continuing this work, as I look to reintroduce legislation such as the Quiet Communities Act.

I am here today to specifically discuss the Menstrual Equity for All Act of 2019, and to share the importance of accessing and affording feminine hygiene products.

Chairman DeFazio and Ranking Member Graves, Chairwoman Titus and Ranking Member Meadows, I know menstrual hygiene products is not the first thing that comes to mind when we say: "Transportation and Infrastructure." But it IS a relevant issue—and an important one.

Access to safe, affordable menstrual hygiene products is a basic need and a health care right for 51 percent of the U.S. population. It is a human right.

It is estimated that a woman will use up to 16,000 tampons in her lifetime, which equates to at least \$7,000 over the course of her life.

One might think these products are ubiquitous and cheap, but many women face difficulty when it comes to affording and accessing them. I know this because I have heard the heartbreaking testimonies from countless girls and women from across our nation. No girl—no one—should have to choose between their dignity or their education.

That is why I am also proud to share that since July 2018, all public schools in New York State provides free menstrual hygiene products.

To address this issue holistically and widely, Menstrual Equity for All Act seeks to help the variety of individuals who are impacted by accessibility and affordability issues. For instance, this legislation aims to:

- Give states the option to use federal grant funds to provide students with free menstrual hygiene products in schools;
- Ensure that incarcerated individuals and detainees in federal, state, and local facilities have access to these products;
- Allow homeless assistance providers to use grant funds that cover shelter necessities to also use those funds to purchase these products; and
- Direct large employers with 100 or more employees to provide free menstrual hygiene products for their employees.

Most notably, as it relates to this committee, and specifically the Subcommittee on Economic Development, Public Buildings, and Emergency Management, my bill would require all public federal buildings to provide free menstrual hygiene products in the restrooms.

The U.S. government is the largest employer in the country. It is estimated that there are 2.1 million federal civilian workers. This number does not even include the millions of contractors, grant employees, and others that make up our entire federal workforce. The issue of affordability and accessibility is everywhere—even within this workforce. As we saw and heard during the recent partial government shutdown, there were countless federal employees and their families who were in desperate need of feminine products—such as pads and tampons, plus diapers and formula.

It is time that our government finally walks the walk and sets an example by providing free menstrual hygiene products in all federal buildings. Doing so will help alleviate the real-life barriers in accessing and affording these everyday products—while normalizing this monthly necessity and basic human right.

Thank you again for this opportunity to come before your committee. As Members of Congress, we should ensure that women and girls have access to safe, quality and affordable feminine hygiene products, however—and wherever—we can. Period.

Mr. DEFAZIO [presiding]. Thank you, Representative Meng, for that testimony. And, you know, the Federal Government is the largest lessor of commercial space in the country, and your ideas on the Government leading the way through our leased Federal properties and GSA is excellent and well taken. So I thank you for your advocacy. Thanks for your testimony.

Any questions?

Apparently not. Thank you.

In order of arrival next would be Representative King from Iowa.

TESTIMONY OF HON. STEVE KING, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF IOWA

Mr. KING. Thank you, Mr. Chairman, and I appreciate the opportunity to testify before your committee. And Ranking Member Pence, as well.

The number of things on infrastructure that came to mind when I saw the announcement that came out—I think a handshake on approaching this infrastructure in a more aggressive way than we have in the past.

And things I wanted to point out to the to the committee, 16 years ago I signed on to support the Lewis and Clark Rural Water System, and that addresses some 20 communities in South Dakota, Minnesota, and Iowa. We have always fallen short on the funding for that, and so we have limped along.

But what has happened is the local governments' commitment have all been paid upfront, they paid it all upfront, and it is the Federal Government that is dragging along here, trying to catch

up. So I wanted to emphasize how important it is to complete and finish Lewis and Clark Rural Water.

And then the next piece that I wanted to address was the locks and dams. I represent the Missouri River side of Iowa, but the locks and dams on the Mississippi River have fallen into disrepair, we have had high waters that make it even worse.

And I would note to the committee that we built those locks and dams back during the Great Depression, when America was limping along with a terrible economy, and now we are in a place where we have a 3-percent-plus GDP growth, and we need to restore the locks and dams, and we need to expand them for the size of river traffic that we do have. And it is very energy efficient, going up and down the river. And it is environmentally friendly to do that.

So I focus on the locks and dams, and make another point also, that in 2011 we had more water come down the Missouri River than ever before.

The Pick-Sloan program, which built six dams in the upper Missouri River to protect us from flooding, the primary purpose of it was designed to accommodate the largest runoff ever. When they designed it, it was 1888 that the largest runoff came down.

Now it is 2011, and we saw more water below those dams this spring than ever before.

And I have great sympathy for my neighbors across to the west in Nebraska, who probably took the hit three or four times worse than we did in Iowa. And, of course, it was bad enough in Iowa. So that is some resources that—we will know how to put them to work.

And also we have got 41 breaches in our levees along that stretch, just on the Iowa side of the Missouri River, that were created this spring.

And then I want to mention the utilities that were focused on roads and bridges and transportation with the announcement—as I just quickly reviewed it, Mr. Chairman. And there is another component to this, and that is the utility side, the wastewater, stormwater, that entire infrastructure that is necessary to keep our towns and cities up and functioning.

And if it is going to be only a transportation approach to this, then we are going to have trouble addressing the utilities side of it, the infrastructure on our utilities.

But here is the real point that I have not raised before this committee or raised, I don't think, as effectively as I should have done in the time I have been in this Congress.

So I am going to take you back to some numbers from about 2003 or so, when Mr. Don Young was the chairman of the Transportation and Infrastructure Committee. And I put it together that—a pie chart of what happened with our road use—we call it road use tax dollar, or user fee is a happier term to use, and I support that.

But when people put the nozzle in the tank, they expect to be paying that for roads and bridges, which is the focus of this infrastructure discussion.

And so I broke that dollar down for each dollar coming in. Old numbers, I admit. They probably haven't changed that much. There was—according to the committee then, as much as 28 per-

cent of that dollar was going to pay for environmental and archeological—that sounds pretty high to me, but that was the number that I recall from back then; 17 percent went to mass transit; 3 percent went to trails.

You know that I have been one who has worked diligently to repeal Davis-Bacon. That might be our disagreement point, Mr. Chairman, but that is about 20 percent, by our numbers.

Now, this pie chart, when you look at it in your mind's eye, leaves only one-third of each dollar that goes actually to roads and bridges. And we are paying for the balance of this out of the general fund and going into debt.

So I would suggest that we get the maximum amount of dollars out of that road use fund, however we negotiate that, however we define it, and bring this down to where, if we have to go outside that fund for other things, let's go out of the general fund for the pieces that are not roads and bridges, rather than keeping it all together. Because the public wants to pay the user fee for roads and bridges with their gas tax. And I would ask let's change that formula.

I see my clock has run out. I appreciate your attention, and I would yield back the imbalance of my time.

[Mr. King did not submit a prepared statement.]

Mr. DEFAZIO. I thank the gentleman for his testimony. I think you will be pleased to hear that, during the discussion with President Trump yesterday, that water—clean water, wastewater, and the inland waterways were all subject to the discussion.

There was no significant discussion on how this is going to be paid for. I expect, for transportation, we would be looking at some combination of bonding and user fees. Some of the other areas I am not so certain. We are going to have a subsequent meeting to have those discussions, and hopefully can come to some agreement. This should be a paid-for package, as we move forward.

So I appreciate your concern and want you to know that those things were raised, so—and you are not the first person today to talk about the inland waterways, which are kind of an afterthought a lot of the time.

Mr. KING. Yes.

Mr. DEFAZIO. And they shouldn't be, because of the critical nature of their contribution to commerce.

Do any members of the committee have questions?

OK. With that, I thank the gentleman.

Mr. KING. Thank you, Mr. Chairman.

Mr. DEFAZIO. Thank you.

Tom O'Halleran from Arizona was the next arrived, so I recognize him for 5 minutes.

**TESTIMONY OF HON. TOM O'HALLERAN, A REPRESENTATIVE
IN CONGRESS FROM THE STATE OF ARIZONA**

Mr. O'HALLERAN. Thank you, Chairman DeFazio and Ranking Member Pence, for scheduling this Members' Day and sitting up there listening so much. I appreciate that very much.

I don't have water on my list, but I do want to mention water very briefly. We have a little bit of a problem on the Colorado

River, and would appreciate—all of the seven basin States would like to see some of that addressed through this process.

I would like to highlight one of the problems impacting Arizona's First Congressional District. In the past this committee has addressed many of the infrastructure issues impacting my district, and I thank you for that—and other parts of the country. And I hope we can continue that work in a bipartisan effort.

In Arizona the Indian School Bus Route Maintenance Program has enabled young students to receive educational opportunities that were once unavailable. The program was funded at only \$1.8 million, annually. More than 9,000 miles of road, or two-thirds of public roads on the Navajo Reservation, are unpaved. These roads can become impassable during snowy and rainy weather.

In fact, it is frequent that it happens. We can't get the elderly folks to hospitals without helicopters. We can't get the school kids to school safely. And it takes a long time—up to a week, sometimes—for them to be able to get to school. This poses many challenges for the families and the children in the Navajo Nation. When road conditions are poor, school buses simply cannot bring kids to school safely. Navajo children repeatedly find themselves stranded without any way to get to their classroom.

GAO found evidence of this problem in 2017. The report found that road conditions can be a barrier to attendance, and that the Department of Education data shows that Native American children have a chronic absence rate that is 9 percent higher than non-Native children.

I ask this committee, as part of the transportation reauthorization bill, to reauthorize the Indian School Bus Route Maintenance Program, and help to get Native American children back to school.

Second, I strongly support this committee providing a multiyear reauthorization bill that addresses the pending insolvency with the Highway Trust Fund. In its current state, the Highway Trust Fund will run out of money in 2021, which will force Arizona to severely cut its expenditures and negatively impact its ability to respond to emerging needs in 2022. A long-term reauthorization measure will allow Arizona and other States to strategically plan critical infrastructure projects, which are critical not only because of need, but because of the need for long-range planning on almost all of these projects.

I also support bringing back flexibility to Highway Safety Improvement Program funds, and also the law currently requires that program funds can only be spent on infrastructure construction projects, which is, again, problematic. However, allowing the funds to be used on education and safety enforcement programs will also help reduce highway injuries and fatalities.

Additionally, I support allowing State highway departments to transfer funds between programs to meet emerging needs. This would give States another tool when meeting budget constraints.

Finally, I would like to express my support for a change in the law which prohibits commercial activities on interstates built after 1960. This unfair prohibition negatively affects highway systems in Western States more because their highways developed later in time than in the East.

I would be remiss if I didn't mention broadband, and the need for that, and the continuing lack of broadband throughout rural America. And, in fact, as G5 starts to become more prevalent, the gap between rural areas and urban areas is going to increase significantly if we don't address the problem. By fixing this problem—this and other problems—Congress puts all States on equal footing, and creates another tool to help meet the construction and maintenance needs of our States and our country.

Thank you for the time. I look forward to working with this committee in the future. Thank you very much.

[Mr. O'Halleran's prepared statement follows:]

**Prepared Statement of Hon. Tom O'Halleran, a Representative in Congress
from the State of Arizona**

Chairman DeFazio and Ranking Member Graves:

Thank you for scheduling this Member Day for the Transportation and & Infrastructure Committee.

Today, I would like to highlight one of the problems impacting Arizona's First Congressional District.

In the past, this Committee has addressed many of the infrastructure issues impacting my District and other rural parts of the country, and I hope we can continue that work.

In Arizona, the Indian School Bus Route Maintenance Program has enabled young students to receive educational opportunities once thought unavailable.

Unfortunately, in 2012, this program expired, and since then Navajo children have struggled.

More than 9000 miles—or about two-thirds of public roads on the Nation—are unpaved.

These roads can become impassable during rainy or snowy weather.

This poses many challenges for the families and children on the Navajo Nation.

When road conditions are poor, school buses simply cannot bring kids to school safely. Navajo children repeatedly find themselves stranded without a way to get to the classroom and their teachers.

GAO found evidence of this problem in a 2017 study. The report found that road conditions can be a barrier to attendance and that Department of Education data shows that Native American children have a chronic absence rate that is 9 percent higher than non-Native children.

I ask this Committee, as part of the transportation reauthorization bill, to reauthorize the Indian School Bus Route Maintenance Program and help to get Native American children back in school.

Second, I strongly support this Committee providing a multi-year reauthorization bill that addresses the pending insolvency with the Highway Trust Fund.

In its current state, the Highway Trust Fund will run out of money in 2021, which will force Arizona to severely cut its expenditures and negatively impact its ability to respond to emerging needs in 2022.

A long-term authorization measure will allow Arizona and other states to strategically plan critical infrastructure projects.

I also support bringing back flexibility to Highway Safety Improvement Program Funds. As the law requires, program funds can only be spent on infrastructure construction projects.

However, allowing the funds to be used on education and safety enforcement programs will also help reducing highway injuries and fatalities.

Additionally, I support allowing State highway departments to transfer funds between programs to meet emerging needs. This would give states another tool when meeting budget constraints.

Finally, I would like to express my support for changing the law which prohibits commercial activities on interstates built after January 1, 1960.

This unfair prohibition negatively affects highway systems in Western States more because their highways were developed later in time than in the East.

By fixing this problem Congress puts all States on equal footing and creates another tool to help meet the construction and maintenance needs of rest areas.

Thank you for the time. I look forward to working with this Committee in the future.

Mr. DEFAZIO. I thank the gentleman for his testimony.

You will be pleased to hear that broadband was a consensus item yesterday during the infrastructure discussions with the President. And issues of rural equity, and even in urban areas, were raised very, very much by Representative Luján and Representative Clyburn, and everyone agreed to the need.

On Indian country, in the last surface transportation bill I put in authority to allow self-governance by Tribes. I grant you that the amount of money flowing to the Tribes is inadequate, and we will try and rectify that, especially if we get additional revenues.

DOT has been remiss in consulting with the Tribes and writing the regulations. I think we got them back on track, and I have been told by Tribal members that they are fairly optimistic we will get a good rule, and we will have self-governance for anything that relates to their transportation infrastructures—they will be better able to target what they know is their need, as opposed to what the State DOT or the Feds think are their needs.

Mr. O'HALLERAN. Thank you, Chairman.

Mr. DEFAZIO. So thank you for your advocacy.

Does anyone have any questions?

OK. All right. Thank you, I appreciate it. And next is Representative Tony Cárdenas from California, recognized for 5 minutes.

TESTIMONY OF HON. TONY CÁRDENAS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. CÁRDENAS. Thank you very much, Mr. Chairman, and I look forward to seeing your picture on the wall here, your portrait. There is not much room after Mr. Young's big portrait.

Well, thank you for this opportunity to present, and I would like to take a point of personal privilege at the moment to recognize one of our former colleagues, Howard Berman, Congressman Howard Berman, who is present with us, a great Member of Congress, and a great Member from the State of California. I stand on his shoulders and the shoulders of many.

Thank you for hosting this event and providing a platform for Members to speak out about their priorities in your committee.

Yesterday my colleagues and I reintroduced the National Museum of the American Latino Act. This bill is bipartisan and bicameral, and would act on the commission's report by initiating the process of establishing a new Smithsonian Museum on the National Mall dedicated to highlighting the contributions of American Latinos to the world. As one of the overseeing committees, we urge you to consider this bill for a hearing and markup in the session of this Congress.

This is something that has been talked about and worked on for many decades, and including the Smithsonian, which has failed to act on most of its own recommendations made in a 1994 report that has yet to cooperate with Congress to launch a new Latino museum. That is a report that is 25 years old, and they have yet to act on those items that they actually admit they need to improve when it comes to Latino inclusion in their Smithsonian organization.

These facts have been documented in the UCLA's Latino Policy and Politics Initiative report, which is called "Invisible No More," released on September 10, 2018. To add, in 2008 a Presidential commission created by President George W. Bush—his administration established a commission to study the creation of a national museum of the American Latino. The 23-member commission issued its final report in 2011, recommending that the museum should be built near the Capitol, and that the museum be part of the Smithsonian Institution.

Highlighting in the report, I quote, "The Mall, more than any other public space in our country does indeed tell the story of America, and yet that story is not complete. There must also be a living monument that recognizes that Latinos were here well before 1776 and that in this new century, the future is increasingly Latino, more than 50 million and growing."

Well, actually, ladies and gentlemen, today, at 58 million, Latinos are the Nation's largest ethnic group in America. We, Latinos, have played a positive and dynamic part in weaving the fabric of the United States of America's past and present. The Latino contribution has always been and always will be a positive and beautiful force in our country.

Again, we encourage the committee's consideration of the National Museum of the American Latino Act, which will establish the first Smithsonian Institution museum dedicated to the history and contributions of Latinos in America.

I also want to point out that Latinos' contributions are in science and art, and with the labor force, and the economics of this great country. Being the number-one economic engine country in the world, I would like to point out as a representative of California, California has the fifth largest economy, if it were its own country. However, I point out that when my father and when my grandfather came to this country to work in the fields, they were working in the number-one economy of the State of California, agriculture, using their backs to be the backbone of that industry. And that is still the number-one economy of the great State of California to this day. And in large part, the major backbone of the workforce of that community are immigrants, mainly Latinos.

I also point out that the stories are even more beautiful than that. I went to college with a buddy of mine, José Hernández. We were both engineering students. He grew up in the Central Valley, I grew up in Los Angeles. We met on that university campus, and we graduated together as engineering students. And I didn't know at the time, but I found out later that when he was a young boy he used to actually work in the fields to help his family on his way to go to school as a little boy. Later on he ended up going to that university, and dreamed of being an astronaut. He has orbited the earth, and he has become the second Latino astronaut in the history of the United States to go into space.

I am very privileged and honored to call him my friend and my colleague, but also at the same time I think the rest of America needs to know of his contribution and the fact that he and his family are an integral part of this great country.

Thank you very much, Mr. Chairman. I yield back.

[Mr. Cárdenas' prepared statement follows:]

**Prepared Statement of Hon. Tony Cárdenas, a Representative in Congress
from the State of California**

In September 2018, the UCLA Latino Policy and Politics Initiative released a report called *Invisible No More*. The report highlighted the Smithsonian Institution's failure in implementing seven of the ten recommendations it put forth to improve representation of Latinos in its 25 year old, 1994 report, *Willful Neglect*.

In 2008, a Presidential commission created by President George W. Bush's administration established a Commission to Study the creation of a National Museum of the American Latino. The 23-member commission issued its final report in 2011 recommending that the Museum be built near the Capitol and that the museum be part of the Smithsonian Institution. Taken from the report, "The Mall, more than any other public space in our country does indeed tell the story of America, and yet that story is not complete. There must also be a living monument that recognizes that Latinos were here well before 1776 and that in this new century, the future is increasingly Latino, more than fifty million people and growing."

In 2019, Latinos make up 58 million of the population, 18%, and are the nation's largest ethnic group in America. To this day, the Smithsonian has not publicly presented a plan to build a Smithsonian Institution Museum dedicated to the history and contributions of Latinos in America.

Yesterday, my colleagues and I reintroduced The National Museum of the American Latino Act. This bill is bipartisan and bicameral and would act on the Commission's report by initiating the process of establishing a new Smithsonian museum on the National Mall dedicated to highlighting the American Latino experience to the world—from serving in all American wars to influencing our economy, the arts, and sports.

In its current form, this bill would be referred primarily to House Administration, with additional referrals to Natural Resources and Transportation & Infrastructure. I ask for all overseeing committees to consider this bill and as one of the overseeing committees we urge the Committee's consideration of the National Museum of the American Latino Act in this session of Congress.

Mr. DEFAZIO. Thank you very much for your testimony. I will tell you how subterranean the commission report is. It is the first I have heard of it, to tell the truth, and I have been on this committee a long time. So I will bring it up with Representative Titus, who chairs the relevant subcommittee. And I grant you it is a long-overdue recognition.

Just one quick question—have they designated a spot? That is usually the most difficult part of it, is siting.

Mr. CÁRDENAS. Yes. Yes, it is. And as a former real estate broker myself, I am excited to actually be part of that analysis and those discussions to try to figure out what the most appropriate spot is on the Smithsonian grounds.

Mr. DEFAZIO. OK. Well, we will look forward to hearing more about that. Thank you very much.

Anyone—you have any questions? No? OK.

Thanks, I appreciate it.

Mr. CÁRDENAS. Thank you very much.

Mr. DEFAZIO. Thank you. Representative Lofgren was next, also from California.

Ms. LOFGREN. Thank you.

Mr. DEFAZIO. A large part of our Congress is from California.

Ms. LOFGREN. Well, that is—you know, we are helping out.

**TESTIMONY OF HON. ZOE LOFGREN, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF CALIFORNIA**

Ms. LOFGREN. Thank you, Chairman DeFazio and Ranking Member. I chair the California Democratic congressional delegation, and I am the cochair of the California High-Speed Rail Caucus, along with Representatives Jim Costa and Lou Correa. And I would like to reaffirm the delegation's support for the California high-speed rail project.

The high-speed rail project is the largest and most ambitious infrastructure endeavor currently underway in America. When completed, it will move people swiftly between California's economic centers and will ease congestion and improve air quality in California, while creating thousands of jobs. With the support of about \$19 billion in State funding and \$3.5 billion in Federal funding, construction is well underway in the Central Valley on the first segment of the Nation's only true high-speed rail project.

Governor Gavin Newsom recently reaffirmed his commitment to completing the "Valley to Valley" project. Environmental reviews on this and all other planned segments, spanning from San Francisco to Los Angeles and Anaheim, are underway and expected to be completed within the next 2 years. The project has also provided \$713 million towards the electrification of the Caltrans between—high-speed rail between San Jose and San Francisco.

I encourage the committee to maintain support for this path-breaking high-speed rail project, and to help California accelerate the completion of the "Valley to Valley" project that is connecting the Central Valley of California to Silicon Valley, where I live. High housing costs and traffic congestion has sharply increased the demand for a Silicon Valley to Central Valley high-speed rail line in California, since voters approved the \$9 million initial downpayment in 2008.

We in San Jose know firsthand the traffic congestion and affordable housing challenges in the bay area. We are among the top five gridlocked cities in the United States, and the congestion is just going to grow, as California is projected to grow 30 percent to 51.1 million people by 2060.

According to the High-Speed Rail Authority, a trip from San Jose to Fresno, which today takes more than 3 hours, or can take more than 3 hours, would be reduced to about an hour. The high-speed rail project will absolutely transform economic functions in the State of California, and will improve not only the Silicon Valley, where I live, but the Central Valley, which has higher unemployment, higher pollution, and is disconnected from the job-rich Silicon Valley.

It is estimated that to provide the equivalent mobility, California would need to build 4,000 new freeway lane-miles and 115 airport gates, just to keep up with population growth.

As to home prices, the median price of a house in the San Francisco Bay area—\$845,000 last month was the median. In Fresno it is \$250,000. Obviously, opening up housing opportunities for people who work in the Silicon Valley and would like to live in a beautiful place like Fresno will be made possible through high-speed rail.

And I would urge the committee to consider taking the following four steps this Congress to help us with this "Valley to Valley" seg-

ment: first, maintain the rail title first established in the FAST Act; two, create a new passenger rail trust fund and identify new long-term funding to increase Federal investment in high-speed and high-performance intercity passenger rail; three, make improvements to the Railroad Rehabilitation and Improvement Financing program to better leverage private-sector investment; and finally, four, allow for the advance acquisition of railroad right-of-way, which would help so much on this project, as is permitted for highway and public transit projects.

I want to thank the committee for allowing Members who aren't on your committee to come and give you our hopes and dreams about projects that benefit our State. I thank you for the hard work you do. And I know that if this high-speed rail project is completed successfully, it is going to transform the economy of the State of California. Out of all the jobs created in California, something like 80 percent last year were created in the Silicon Valley. We need to make that prosperity available to other segments of our State. And this project will help allow that to occur.

And I thank both of you for your courtesy in listening to me.

[Ms. Lofgren's prepared statement follows:]

**Prepared Statement of Hon. Zoe Lofgren, a Representative in Congress
from the State of California**

Thank you Chairman DeFazio and Ranking Member Graves for allowing me to participate in today's hearing.

As the Chair of the California Democratic Congressional Delegation and Co-Chair of the California High-Speed Rail Caucus along with Reps. Jim Costa and Lou Correa, I would like to reaffirm the Delegation's strong support for the California High Speed Rail Project.

The California High Speed Rail project is the largest and most ambitious infrastructure endeavor of our time. When completed, it will move people swiftly between California's economic centers and it will immediately ease congestion and improve air quality in California while creating thousands of jobs.

With the support of about \$19 billion in state funding and \$3.5 billion in federal funding, construction is well underway in the Central Valley on the first segment of the nation's only true high-speed rail project.

I encourage the committee to maintain support for this pathbreaking project and to help California accelerate the completion of the "Valley to Valley" project connecting the Central Valley segment to Silicon Valley and San Francisco.

High housing costs and traffic congestion have sharply increased demand for a Silicon Valley to Central Valley high-speed rail line in California since voters approved \$9 billion as an initial down payment in 2008.

As a resident of San Jose, I know firsthand the traffic congestion and affordable housing challenges in Bay Area. San Jose, along with Los Angeles, and San Francisco, rank among the top five most gridlocked cities in the nation. And congestion will only become more of a problem in the future as California's population is projected to grow 30 percent to 51.1 million by 2060.

According to the High-Speed Rail Authority, a trip from San Jose to Fresno will be reduced from three or more hours to about one hour. This will transform how the California economy functions and develop linkages between parts of the state that are disconnected today.

It is estimated that to provide equivalent mobility, California would need to build more than 4,000 new freeway lane miles, 115 airport gates and four new runways just to keep up with population growth.

Home prices in the Bay Area have continued to set records. In October 2018, the median Bay Area home price was \$845,000. Meanwhile, the median in Fresno was below \$250,000. A shortened commute between Silicon Valley and the Central Valley will open an affordable housing market for those working in the Bay Area and create much needed economic growth in the Central Valley.

Governor Gavin Newsom recently reaffirmed his commitment to completing the Valley to Valley project. Environmental reviews on this and all other planned segments spanning from San Francisco to Los Angeles and Anaheim are underway and are expected to be completed within the next two years. The state has also provided for \$713 million towards the electrification of the Caltrain Corridor to carry Caltrain and high-speed trains from San Jose to San Francisco.

I urge the committee to consider taking the following four steps this Congress to help California accelerate the completion of the Valley to Valley segment and to help accelerate high-speed rail projects throughout the United States:

- 1) Maintain the Rail Title first established in the FAST Act.
- 2) Create a new Passenger Rail Trust Fund and identify new, long-term funding to increase federal investment in high-speed and high-performance intercity passenger rail.
- 3) Make improvements to the Railroad Rehabilitation and Improvement Financing (RRIF) program to better leverage private sector investment.
- 4) Allow for advance acquisition of railroad right of way as is permitted for highway and public transit projects.

I'd like to thank the committee again for this opportunity. I look forward to working with you to ensure the next transportation reauthorization keeps builds on our success in California and paves the way for the next phase of the project.

REP. LOFGREN TRANSPORTATION AND INFRASTRUCTURE COMMITTEE REQUESTS

- Maintain the Rail Title first established in the FAST Act.
- Create a separate Passenger Rail Trust Fund and identify new, long-term, dedicated revenues to significantly increase federal investment in high-speed and high-performance intercity passenger rail.
 - Prior to the last Reauthorization, the American Public Transportation Association (APTA) recommended no less than \$60 billion over six (6) years. Unfortunately funding for passenger rail under the FAST Act has been extremely limited.
- Make improvements to the Railroad Rehabilitation and Improvement Financing (RRIF) program. The Governor's plan envisions that that private sector investment will play a major role in financing the remaining segments between San Francisco and Los Angeles. Authorizing funds for the credit risk premium in RRIF, as is done for the TIFIA program, would allow states to better leverage private investments. Further, RRIF loans should expressly be treated as local share when used together with federal grants.
- The Committee should also consider extending the eligibility of TOD projects for RRIF financing. As we look at the extraordinary development around rail stations such as the Transbay Terminal in San Francisco, Google's investment next to the Rod Diridon Station in San Jose, and similar project planned for Fresno, Los Angeles and elsewhere, the link between these projects and the rail systems that spark them, more than justifies eligibility for federal rail financing.
- Ensure that any value capture tax credits authorized should also apply to equity investments in intercity passenger rail projects so that they may benefit from increased property values their projects bring to surrounding communities.
- Make new intercity and high-performance passenger rail projects eligible for advance acquisition of railroad right of way like that permitted for highway and public transit projects. This will permit projects to quickly enter into construction once environmental approvals are obtained, without the delays due to failure to obtain essential property rights in advance of contract approval that has hampered the start-up of the Central Valley Segment.

Mr. DEFAZIO. I thank the gentlelady, and in particular thank you for the suggestions regarding how we can better facilitate this high-speed rail project and future projects.

I just want to opine that I traveled to Spain a number times over the years. And when they built their first leg of true high-speed rail down to the coast, it was—you know, everybody is like—and then, after a lot of people in Spain got to ride, they said, "Wait a minute, why did they get that?"

And now they have gone all the way around the country, and it has transformed things there. People do travel very long distances very dependably to work in Madrid because of the high-speed rail.

So you are exactly right in how that could facilitate in spreading a little more job opportunity and wealth to Jim's district and elsewhere in the State. So thanks for your advocacy, I appreciate that.

You have any questions?

OK, no questions. Thank you. OK, Mary Gay Scanlon arrived next, so I recognize her for 5 minutes.

TESTIMONY OF HON. MARY GAY SCANLON, A REPRESENTATIVE IN CONGRESS FROM THE COMMONWEALTH OF PENNSYLVANIA

Ms. SCANLON. OK. Thank you, Chairman DeFazio and members of the Transportation and Infrastructure Committee. It is a privilege to testify before you today on a range of issues of concern to my district.

So the Fifth Congressional District of Pennsylvania is not only a major transportation quarter for the Northeast United States, having the I-95 corridor, Amtrak, et cetera, but it is also home to large transportation and infrastructure entities, such as the Philadelphia International Airport, the Philadelphia Port, Southeastern Pennsylvania Transportation Authority, the Philadelphia Shipyard, and the Philadelphia Navy Yard. Thousands of my constituents work in these industries and rely on continued investment in them in order to provide for their families and support their businesses.

Two weeks ago I hosted a bipartisan transportation infrastructure forum with Members from our regional delegation at the Philadelphia Navy Yard. We were able to bring together many interested parties to discuss the needs of our region that would benefit from a substantial Federal infrastructure package. Participants included the CEO Council for Growth, a consortium of major industry leaders in Philadelphia, as well as labor leaders, policymakers, and other local groups.

The hearing touched on many aspects of infrastructure improvements, from improving roads and bridges and rail service, to providing funding for public school infrastructure, and ensuring that we have a trained workforce ready to get to work as soon as possible.

We saw strong bipartisan interest in getting infrastructure done, and heard repeated expressions of hope that all Members of Congress and the administration would work together to get an infrastructure bill across the finish line: a hope that I share.

As you consider passing an infrastructure bill, I ask you to consider Pennsylvania's experience with infrastructure in 2013. Our State legislature was able to work in a bipartisan manner to address our most pressing infrastructure needs because that is what was best for all of our communities.

Act 89 resulted in the advancement of 2,600 transportation projects across the State, including rebuilding a railroad bridge that dated back to Grover Cleveland's administration just a few blocks from my house. These projects didn't just improve our roads, they provided jobs to thousands of Pennsylvanians and reduced costs for businesses.

We know that for every dollar spent on infrastructure we see somewhere in the neighborhood of \$3 in return. Infrastructure is

truly one of the smartest investments we can make as a Nation, and will benefit every single community.

Among the many concerns I hear from my district are the need to properly fund the Highway Trust Fund and Harbor Maintenance Trust Fund; to reauthorize the FAST Act; and to adjust the cap on the passenger facility charge; as well as to ensure that any repairs or construction are completed by a well-trained local workforce and in an environmentally sustainable manner.

I am heartened by the preliminary discussions between the administration and congressional leadership to pursue a substantial bipartisan infrastructure package. But the longer we wait, the more our communities will continue to erode. The American Society of Civil Engineers rated Pennsylvania's infrastructure at a C-, only slightly better than the Nation's overall grade of D+, but not enough to assure our constituents that we are doing all we can to help fix these problems.

Also, it is not enough to rebuild our infrastructure in the way that we have in the past. We have learned a lot about environmentally sustainable building practices, and it is critical that we use these technologies, and that they are prioritized in an infrastructure package.

I am hopeful that any infrastructure bill that comes out of this House has significant direct Federal investment in our communities and provides the ability to leverage private dollars to make necessary improvements.

In the case of airports, I support adjusting the passenger facility charge so that our airports can raise revenue to make necessary improvements and increase competition. Adjusting the cap on the PFC would allow airports to grow and to invest billions in our airports without laying the burden on taxpayers.

Grant programs such as INFRA and BUILD also have been useful tools for funding infrastructure initiatives in my district, and I would encourage the committee to continue to fund programs like these.

Having visited a number of schools during our recent district week, I want to urge that the most important investment that we can make is in our people, and particularly in our youth. I believe school infrastructure investments should be included in any infrastructure package, including projects such as those in Representative Bobby Scott's Rebuild America's Schools Act, that would help make long-term improvements to our public schools, alleviating overcrowding, decay, and inadequate learning conditions so that we can prepare students for 21st-century jobs.

Again, thank you all very much for your time today. I wish you the best of luck as you take on this necessary and ambitious challenge.

[Ms. Scanlon's prepared statement follows:]

**Prepared Statement of Hon. Mary Gay Scanlon, a Representative in
Congress from the Commonwealth of Pennsylvania**

Chairman DeFazio, Ranking Member Graves, and members of the Transportation and Infrastructure Committee, it is a privilege to testify before you today on a variety of issues of concern to my district.

The Fifth District of Pennsylvania, my district, is a major transportation corridor for the Northeast United States and is also home to large transportation and infrastructure entities such as the Philadelphia International Airport, PhilaPort, Southeastern Pennsylvania Transportation Authority, the Philly Shipyard, and the Philly Navy Yard. Thousands of my constituents work in these industries and rely on continued investment in them in order to provide for their families.

In April, I hosted a Transportation and Infrastructure forum in my district, bringing together many interested parties to discuss the needs of our region that would come out of a large federal infrastructure package. These included the CEO Council for Growth—a major industry consortium in Philadelphia—as well as labor leaders, engineering firms, and other local groups.

The hearing touched on all aspects of infrastructure improvements, from improving roads and bridges to providing funding for public school infrastructure and ensuring we have a trained workforce ready to get to work as soon as possible.

When you're looking at all of the ways to write this bill, I encourage you to take a look at how Pennsylvania dealt with infrastructure in 2013. Pennsylvania is a prime example of how we can work together in a bipartisan manner to address our most pressing infrastructure needs. When Act 89 was signed into law in 2013, it provided a roadmap for what the federal government can achieve if both sides come together to do what's best for all of our communities.

Act 89 resulted in the advancement of 2,600 transportation projects across the state. These projects didn't just improve Pennsylvania's roads, they invested in local economies across the state and provided thousands of jobs to Pennsylvanians.

We know that for every dollar spent on infrastructure, we see somewhere in the neighborhood of three dollars in return. Infrastructure is truly one of the smartest investments we can make as a nation and will benefit every single community in the United States.

Among the many concerns I hear from my district are the need to properly fund the Highway Trust Fund and Harbor Maintenance Trust Fund, reauthorize the FAST Act, remove or adjust the cap on the Passenger Facility Charge, and ensure that any repairs or construction is completed by a well-trained local workforce.

I am heartened by the preliminary discussions by the Administration and Congressional leadership, but the longer we wait the more our communities will continue to erode. The American Society of Civil Engineers rated Pennsylvania's infrastructure at "C Minus," slightly better than the nation's overall grade of "D Plus," but not enough to assure our constituents that we are doing all we can to help fix these problems.

But it is not enough to rebuild our infrastructure the way we had done it decades before. We have learned a lot about environmentally-sustainable building practices, and it is critical that these technologies are prioritized in an infrastructure package.

I am hopeful that any infrastructure bill that comes out of this House has significant direct federal investment into our communities, and the ability to leverage private dollars to make necessary improvements. I would further urge the Committee to allow major transportation entities such as airports to come up with infrastructure funding parallel to a federal plan. In the case of airports, one such way that airports can raise revenue to make necessary improvements is by adjusting the cap on the Passenger Facility Charge.

Adjusting the cap on the PFC would allow airports like PHL to grow, to be economic drivers, to increase competition, and to invest billions in our airports without laying the burden on taxpayers.

Given how fraught discussions have already been with regards to raising revenues to pay for infrastructure investments, it would be in all of our best interest to allow responsible entities that are able to raise revenues for infrastructure improvements to do so without artificial federal caps.

Grant programs such as INFRA and BUILD have also been useful tools for funding infrastructure initiatives in my district, and I would encourage the Committee to continue to fund these programs.

The most important investment that we can make is in our people and particularly, in our youth. That is why I believe school infrastructure investments should be included in any infrastructure package—including language, such as that in Rep-

representative Bobby Scott's Rebuild America's Schools Act, that would help provide long-term improvements to our public schools, alleviating overcrowding and inadequate learning conditions and helping prepare students for a 21st century jobs.

Thank you all very much for your time today, and I wish you the best of luck as you take on this necessary and ambitious challenge.

Mr. DEFAZIO. I thank the gentlelady for her testimony. The things you mentioned were all brought up with the President yesterday. He was particularly interested in the Harbor Maintenance when I mentioned that there was a large, unspent balance. And he turned to his staff and said, "Fix that." So I am going to get some hope with that, I hope.

And then I appreciate your raising PFCs. We are in a titanic battle with the airlines. They would have you believe if your passenger facility charge to have more gates and planes not waiting on the tarmac and people not jammed into inadequate space—that if you pay a couple bucks more, you never fly again. But they will charge another \$10 for your bag next week, and you are going to thank them and smile. So it will be a fun debate.

So thanks very much, I appreciate your testimony.

Next? OK. Back to California, the Honorable Jim Costa. We are doing it in order of arrivals.

**TESTIMONY OF HON. JIM COSTA, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF CALIFORNIA**

Mr. COSTA. Thank you very much, Mr. Chairman and Ranking Member. I want to thank this committee for providing the opportunity for Members to make their presentations on important priorities and projects, not only for our districts, but for the entire country.

I think that one of the most important things that we can do in this Congress on a bipartisan effort would be a major infrastructure package. And I know the chair is very keen on this, as well as many other Members.

I am somewhat more hopeful, I think, today, after the meeting that was reported yesterday that the Chair participated in with other Members of the Democratic leadership. I think the investment of \$2 trillion in America's infrastructure is probably on point, it is probably actually greater than that. Testimony last month between business and labor before Ways and Means Committee estimated a similar number. We have at least a \$1 trillion backlog, just to rehabilitate existing infrastructure. And when we talk about the kind of investments we need to be making for the future in the 21st century, that is at least another \$1 trillion.

And the reality is that we are living off the investments our parents and our grandparents made a generation and two ago. And when we go to Europe and when we go to Asia and we see the wonderful infrastructure that is there, guess what? It is there because they paid for it. They made the investment.

Now, while we can all agree that Republicans and Democrats alike want to invest in infrastructure, we know where the big obstacle has been recently, and that is how you fund it.

This can't happen unless we can agree upon real money. I was in some of the initial conversations last year in the White House, and they had a framework, but they had no meat on the bone. And

the meat on the bone is how do you fund this, because it doesn't become real.

We have almost 30 States, including California, that have come up to the plate, so to speak. In California we have passed a 10-year program for \$50 billion in investment, and over 20 States have done similarly that are Republican-controlled legislatures. So this could be bipartisan.

We haven't increased the gas tax since 1994. I don't think there is one single funding formula to deal with it. I think we have to look at a menu of funding formulas that will work that will invest it.

So where do we go? We need to look at water. Our infrastructure is aging, not only in clean drinking water, but in water supply.

In terms of climate change, clearly we need to understand that the food that goes on America's dinner table every night doesn't happen unless we have a reliable water supply. And with climate changing out in the West and other parts of the country, we know how critical that water resource is. But we have many communities that are suffering from not having adequate clean drinking water, as well.

We have boating and harbors that also need to be invested in.

Let's talk about transportation. Clearly, this is the focus of this committee, and our roadways are aging, our bridges and such. This will be key. Having carried multibillion-dollar measures in California to fund our transportation system, I can tell you that it is a mix of using all the transportation modes, because there is no single one mode that is going to deal with commerce, deal with moving people back and forth, and using 21st-century technologies.

As a cochair, along with Congresswoman Lofgren and Congressman Lou Correa, for the high-speed rail effort in California, having carried the original high-speed rail measure that would provide multibillion-dollar funding at the State level, we need the Feds to step up to the plate. We have corridors in Florida, Texas, California and other parts of the country.

And guess what? When you look at those marvelous high-speed rail systems in Europe and in Japan and in China, it wasn't rocket science in how they built them. They built them because the national governments decided that they wanted to make a commitment, and they would make it happen. And they have made that long-term commitment.

You know, I wonder today, when we talk about high-speed rail, if President Lincoln had been posed with the same question during the Civil War, during inflation, during perhaps the most divisive time in our country's history, and they said, "Gee, Abe, why don't you wait until your second term?" I mean it happens when you put real money to make it happen.

And so I think matching funds, I think we should reward States in all modes, whether we are talking about high-speed rail, whether we are talking about roadways, freeways, bridges. For States and local governments that have skin in the game, we ought to reward them.

And with that, Mr. Chairman, I commit to helping this committee and this Congress pass this bipartisan infrastructure pack-

age because it is not only our future, but it is jobs, and it will improve the economy, and we should not forget that. Thank you.

[Mr. Costa's prepared statement follows:]

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**Prepared Statement of Hon. Jim Costa, a Representative in Congress from
the State of California**

Thank you very much, Mr. Chairman and Ranking Member. I want to thank this committee for providing the opportunity for Members to present on our priorities and projects, not only for our respective districts but also for our country.

I think one of the most important things we can do in this Congress would be a major, bipartisan infrastructure package. I know that the Chair, and many other members, are keen on the idea. I am more hopeful after yesterday's meeting with the Chair and other Democratic Leadership. An investment of 2 trillion dollars in America's infrastructure is on point. Testimony last month before the Ways and Means Committee between business and labor estimated a similar figure. We have at least a trillion dollars dedicated to rehabilitating existing infrastructure. In addition to that, the necessary future investment will be at least another trillion dollars.

The reality is that we are living off the investments that our parents (and our grandparents) made a generation (or two) ago. Look at the success Asian or European infrastructure renewal. Guess what? It's only there because they paid for it. They made the investment. We can all agree that Democrats and Republicans all want to invest in infrastructure. But we can also all recognize the main obstacle to that goal: how to fund it. This can't happen unless we can agree upon real money. The White House put forward a framework last year, but it had no meat-on-the-bone. They didn't put forward any funding plan. Without it, it an infrastructure plan cannot become real.

Many states—including my home state of California—have come up to the plate. In California, we passed a 10-year program for \$50 billion dollars in investment. Over 20 other states, many with Republican-controlled legislatures, have passed similar measures. We haven't increased the gas since 1994. I don't think that there is one single funding formula. Instead, we should look at a menu of choices. So where do we go?

We need to look at water. Our water infrastructure is aging. We absolutely need to invest in clean drinking water. At the same time, we also need to invest in our overall water supply. The food on American tables every night depends on a reliable water supply. The reality of climate change has made reliable water reserves even more critical.

On transportation, our roadways and bridges are aging. Transportation infrastructure renewal will be key. Having carried multi-billion dollar measures in California to fund our transportation system, I can tell you it's a mix of using all modes of transportation. There is no single mode of transportation that addresses all needs. Furthermore, we need to update and invest in 21st-century technologies. Along with co-chairs Congresswoman Zoe Lofgren and Congressman Lou Correa, I have worked to provide billions of dollars of state money for High Speed Rail in California. But now we need the Federal Government to step up to the plate.

And guess what? It's no mystery how Europe, Japan, and China built their high-speed rail system. It's not rocket science. They were able to build them because their national governments decided to make a commitment. They made it happen; they made a long-term commitment. I wonder how President Lincoln would have reacted, posed with the question of the transcontinental rail road during the Civil War, to critics who said, 'Abe, why don't you wait until your second term?'

It happens only when you put real money on the table to make it happen. I think we should reward states for investing in all modes of transportation—whether that's high speed rail, roadways, freeways, or bridges. I think we should match funds and reward states and local governments that have skin in the game.

With that, Mr. Chairman, I commit to helping this committee and this Congress to pass this bipartisan infrastructure package because it's not just our future, it is also jobs, and it will improve our economy. I look forward to working with you on this critical issue. We have our work cut out for us. I believe with the right attitude—and real money—we can make it happen.

Mr. DEFAZIO. I thank the gentleman. I thank him for his advocacy on the Ways and Means Committee, and look forward to working with you on funding mechanisms. We didn't come to resolution

of that part yesterday, but we are committed to discussing that in the next meeting. And I remain hopeful that we can move forward.

And also your point about self-help is well taken. Last year's proposal by the administration would have rewarded future self-help, and I said, "Well, wait a minute. You are going to have to do a little bit of a look-back for those States that already did a heavy lift," because a State that hasn't done anything in 20 years, won't be too hard for them to actually do something. But States that have already made a major contribution shouldn't be penalized. So that is going to be a tricky part of the bill, but I am definitely going to work on that.

Mr. COSTA. And I look forward to working with you on it. It is critical, and we have our work cut out for us. But I think if we have the right attitude and we put the real money there, we can make it happen.

Mr. DEFAZIO. Thank you. I thank the gentleman. If there are no questions, thank you.

And next? OK. Nydia Velázquez from New York would be next in order of arrival.

Nydia?

Ms. VELÁZQUEZ. Chairman.

Mr. DEFAZIO. Chairwoman of the Small Business Committee.

TESTIMONY OF HON. NYDIA M. VELÁZQUEZ, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORK

Ms. VELÁZQUEZ. Thank you. Thank you. Mr. Chairman and Ranking Member, thank you for the opportunity to testify about a very important piece of oversight legislation, H.R. 229, a bill to create a 9/11-style commission to investigate the Federal response to the aftermath of Hurricane Maria.

As you all know, Hurricane Maria devastated Puerto Rico. It took more than 2 years to fully restore power, telecommunication services, and potable water. These services remain spotty in many areas.

The islands suffered over \$90 billion in damage, and an estimated 3,000 people lost their lives, far exceeding the official numbers reported by the local and Federal Governments at the time.

My legislation, H.R. 229, will create a nonpartisan commission to look at how the administration's response to this disaster was shaped by the artificially low death toll. It will also examine the adequacy of the steps taken by the Federal Government to prepare for the hurricanes and what went wrong with the Federal response in the weeks after the storms made landfall.

Equally as important, the commission will be tasked with examining any potential disparities in the Federal response to Puerto Rico compared with 2017 mainland disasters.

As we have seen, the response in Puerto Rico was slower and less effective than in places like Texas after Hurricane Harvey.

Compounding a lackluster Federal response was the series of botched FEMA contracts that delayed delivery of crucial supplies such as traps and meals.

Frustratingly, the Puerto Rican Government continues to fight FEMA for adequate funding to repair or replace damaged hospitals, schools, and infrastructure. It is critical that we get answers to

why this administration keeps moving the goal posts on permanent work projects, while the communities of Puerto Rico continue to suffer nearly 2½ years later.

Thousands of our fellow American citizens perished in this catastrophe. We need an independent, nonpartisan panel to fully investigate and bring to light all the facts. We also need recommendations on ways to prevent such a humanitarian catastrophe from happening again on American soil.

I am confident that H.R. 229 will provide the forum and the opportunity to get to the bottom of reasons for the abject failure of the Federal response to the 2017 natural disasters in Puerto Rico.

And with that I thank the chairman and the ranking member.
[Ms. Velázquez's prepared statement follows:]

**Prepared Statement of Hon. Nydia M. Velázquez, a Representative in
Congress from the State of New York**

Members of the Committee, thank you for the opportunity to testify about a very important piece of oversight legislation—H.R. 229, a bill to create a “9/11-style” commission to investigate the federal response to the aftermath of Hurricane Maria.

As you all know, Hurricane Maria devastated Puerto Rico. It took more than two years to fully restore power, telecommunications services, and potable water. These services remain spotty in many areas.

The island suffered over \$90 billion in damage, and an estimated 3,000 people lost their lives—far exceeding the official numbers reported by the local and federal governments at the time.

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Equally as important, the Commission would be tasked with examining any potential disparities in the federal response to Puerto Rico compared with 2017 Mainland disasters. As we have seen, the response in Puerto Rico was slower and less effective than in places like Texas after Hurricane Harvey. Compounding a lackluster federal response was a series of botched FEMA contracts that delayed delivery of crucial supplies such as tarps and meals.

Frustratingly, the Puerto Rican government continues to fight with FEMA for adequate funding to repair or replace damaged hospitals, schools, and infrastructure.

It is critical that we get answers to why this administration keeps moving the goal posts on permanent work projects, while the communities of Puerto Rico continue to suffer nearly 2 and a half years later.

Thousands of our fellow American citizens perished in this catastrophe. We need an independent, nonpartisan panel to fully investigate and bring to light all the facts. We also need recommendations on ways to prevent such a humanitarian catastrophe from happening again on American soil.

I’m confident that H.R. 229 will provide the forum and the opportunity to get to the bottom of reasons for the abject failure of the federal response to the 2017 natural disasters in Puerto Rico.

Thank you.

Mr. DEFAZIO. I thank the gentlelady for her testimony. I visited Puerto Rico last year and saw what incredible devastation there was, and intend to get the committee down there again to see what little progress we have made. And I look forward to working with her on that issue.

So thank you.

Ms. VELÁZQUEZ. Thank you.

Mr. DEFAZIO. We have 10 minutes 22 seconds to—well, theoretically—a vote. And so I will recognize Representative Takano.

For Joe and Elissa, we will reconvene after votes and hear your testimony then.

So, Mark, go right away. The chairman of the Veterans' Affairs Committee.

**TESTIMONY OF HON. MARK TAKANO, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF CALIFORNIA**

Mr. TAKANO. Thank you, Chairman DeFazio, Ranking Member Graves, and members of this committee for the opportunity to testify today.

This is a watershed moment for this Congress, as we contemplate the clearest path forward to address the investment deficit facing our Nation's infrastructure. Our highways, airways, and waterways form the arteries that drive our Nation and its economy forward, and it will be critical that any infrastructure priorities to move out of this committee truly reflect our values as a Nation.

And while most of the debate around infrastructure is largely dominated by talks of funding, I am here to discuss an even more important element in the debate: the human element. This committee is about moving people, goods, and services safely and efficiently across the country. But without a vigorous and organized workforce we could do none of these things. And that is why I am here today to share an experience from my district that undermined our workforce, and the lessons I have learned going forward.

As members of this committee may know, Amtrak used to maintain a reservation call center in my congressional district, in Riverside, California, before outsourcing those jobs to a foreign-owned call center in Florida. In just a few weeks' time, nearly 500 highly paid unionized jobs were traded for low-paying contract work. It was a clear union-busting maneuver that forced the attrition of hardworking employees with good salaries and good benefits.

Hundreds of my constituents and their families had just 60 days' notice before deciding whether to uproot their lives and accept another Amtrak job across the country in Philadelphia, or accept a relatively meager severance package and keep their families rooted in the community they grew up in and love. These practices should have no place in our country, and certainly not at Amtrak, an American corporation that is majority owned by the Federal Government and receives billions of tax dollars to subsidize their service.

That is why, as the committee develops its legislative agenda, I am urging my colleagues to take greater steps to protect American workers and mitigate Amtrak's ability to further undermine our workforce and its national network of passenger rail service. And we can achieve this by requiring Amtrak to provide at least 6 months' notice to union stakeholders, employees, and Members of Congress before making any major staffing decisions; considering stronger anti-outsourcing provisions in future surface transportation reauthorizations; and closing loopholes that Amtrak has since used to adhere to the letter, but not the spirit, of the law.

Now, I hope this committee will consider language that works toward this end, not only out of respect for the families impacted in Riverside, but also the families who may find themselves facing a

similar situation in other parts of the country at the hands of Amtrak.

Thank you, and I yield back, Mr. Chair.

[Mr. Takano's prepared statement follows:]

**Prepared Statement of Hon. Mark Takano, a Representative in Congress
from the State of California**

Chairman DeFazio, Ranking Member Graves, and Members of the Committee, thank you for the opportunity to testify today.

This is a watershed moment for this Congress as we contemplate the clearest path forward to address the investment deficit facing our nation's infrastructure.

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That is why as the committee develops its legislative agenda, I am urging my colleagues to take greater steps to protect American workers and mitigate Amtrak's ability to further undermine our workforce and its national network of passenger rail service.

We can achieve this by:

- Requiring Amtrak to provide at least 6 months' notice to union stakeholders, employees, and Members of Congress before making any major staffing decisions;
- Considering stronger anti-outsourcing provisions in future surface transportation reauthorizations;
- And closing loopholes that Amtrak has since used to adhere to the letter, but not the spirit, of the law.

I hope this committee will consider language that works toward this end, not only out of respect for the families impacted in Riverside but also the families who may find themselves facing a similar situation in other parts of the country at the hands of Amtrak.

Thank you and I yield back.

Mr. DEFAZIO. Well, I thank the gentleman for his strong advocacy for the hardworking people in his district who lost their jobs at Amtrak under disturbing circumstances. And I look forward to working with him.

I do expect that we will, in all probability, include Amtrak in our infrastructure package. That wasn't decided yesterday, but I am hopeful, and that would give us an opportunity to make some changes to address some of your concerns. So thank you.

Mr. TAKANO. Yes, Mr. Chairman, I thank you for your consideration, I really do. Thank you.

Mr. DEFAZIO. Thanks. OK, the committee will stand in recess until the votes are concluded.

[Recess.]

Mr. DEFAZIO. And in the order of arrival, we will first hear from the Honorable Elissa Slotkin from Michigan. Five minutes.

**TESTIMONY OF HON. ELISSA SLOTKIN, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF MICHIGAN**

Ms. SLOTKIN. Thank you, sir. I appreciate the opportunity. Thank you for having those of us who couldn't make it out of the committee come and testify in front of you. And to the ranking member, when he returns, thank you, sir.

Infrastructure, particularly when it comes to the State of Michigan's roads, is one of our most critical and most bipartisan issues in Michigan's Eighth Congressional District and across our State. In Michigan and perhaps in many States, we desperately need once-in-a-generation Federal investment in our roads and water infrastructure to be able to accomplish the hard work of repairing these systems to last.

In these times of deep political division and partisanship, no matter where you stand politically, the disastrous state of our roads in Michigan is something everyone can agree on. Michigan drivers spend, on average, \$539 per year to repair their automobiles, due to the state of our roads. Thirty-eight percent of our State's urban roads are in poor condition, and roughly one-third of fatal traffic accidents are the result of hazardous roadways, roadway features like potholes. I have got 901 bridges in my district; 115 are classified as structurally deficient, so 1 out of 9.

But addressing our roads and bridges literally scratches the surface of the infrastructure challenges we are facing in Michigan. It is also the infrastructure that we can't see, our water infrastructure, that really is the subject of my comments today.

I live 15 minutes from Flint, Michigan, and I just want to put on the record that I think Michigan is going to be the first State in the country to have to grapple with the existential question of whether clean water out of our taps is a right or a privilege. And I believe it is a right. We have contaminated systems; we have corroded pipes. It is directly threatening the safety and security of our families.

We also, in addition to lead, have a PFAS contamination problem. For those who don't know what PFAS is, everyone will soon know what it is. In Michigan and in other industrial Midwestern States, high levels of PFAS have been detected in thousands of sites—in my district, 34 sites. It is a chemical that is found in municipal drinking water serving more than 2 million people across my State, in 54 schools, including 5 schools in my district.

And last summer the Michigan Department of Health and Human Services issued an emergency do-not-eat advisory for the fish from the Huron River, a big river in my district. And then, just before hunting season, announced that you couldn't eat the venison that forage around the river.

To me, the issue of security of our water—we literally need to start thinking of environmental security the way we think of homeland security. It is about the safety and security of our families, and the preservation of our way of life. And I consider that—our water systems, in particular, a security threat.

So luckily, investing in our infrastructure enjoys broad support. Both parties know we have to do something about our infrastructure.

I will urge everyone on the committee to please do more than what we did last Congress, which was to explain how we are going to pay for it. The people in my State are really tired of the good words. They really want to understand, and are willing to sacrifice in order to pay for infrastructure. But having another bill that does not explain the clear payment, I believe, means we have abrogated our responsibility as a Congress.

Private investors will only commit real resources to build or maintain projects where they expect to get investment. If we lean too much on States or private investments, States like mine just won't be able to adequately address the security challenges from the infrastructure.

I would ask this committee, as well as our senior leadership here in Washington, to consider Michigan as you undergo your appropriations and your work moving forward. Our residents in the Eighth Congressional District are counting on you all, and I really appreciate the opportunity to speak.

[Ms. Slotkin's prepared statement follows:]

**Prepared Statement of Hon. Elissa Slotkin, a Representative in Congress
from the State of Michigan**

Thank you Mr. Chairman and Ranking Member for the opportunity to share my transportation and infrastructure priorities.

Mr. Chairman and Ranking Member, infrastructure, particularly when it comes to the state of Michigan's roads, is one of the most critical—and the most bipartisan—issues in Michigan's 8th district, and across our state.

My home state of Michigan, perhaps more than most states, desperately needs a once-in-a-generation federal investment in our roads and water infrastructure to be able to accomplish the hard work of repairing these systems to last.

In these times of political partisanship and division, no matter where you stand politically, the disastrous state of our roads is something everyone in Michigan can agree on.

- Michigan drivers spend an average of \$539 annually in automobile repair costs.
- 38% of our state's urban roads and 32% of its rural roads are in poor condition.
- Of the 901 bridges in my district, 115, or 12.8%, are classified as structurally deficient. We have seen in this country the tragedies that can occur when bridges aren't properly built or maintained. Repairing Michigan's bridges will cost an estimated \$205.1 million.
- What's more, roughly 1/3 of fatal traffic accidents are the result of hazardous roadway design or features, like potholes.

But addressing our roads and bridges literally scratches the surface of the infrastructure challenges facing our state.

It is also the infrastructure that we can't see: our water infrastructure systems are contaminated and corroded, and directly threatening the safety and security of our families.

- Flint is a 20-minute drive from my district, and communities in the 8th district have begun to test their water, but don't have the resources to upgrade their systems in response.
- Michigan is also confronting widespread PFAS contamination in our water—chemicals that we know are linked to cancer and other diseases.

- In Michigan alone, high levels of PFAS have been detected at 34 sites, including at Diamond Chrome Plating in my district in Howell.
- In addition, these chemicals have been found at some level in the municipal drinking water serving more than 2 million people around the state. PFAS has been detected in 54 Michigan schools, including five schools in the 8th Congressional District.
- Last summer, the Michigan Department of Health and Human Services issued an emergency “do not eat” advisory regarding all fish from the Huron River, from Milford in Oakland County to Base Line and Portage Lakes at the Livingston and Washtenaw county border, after fish from Kent Lake were discovered to have very high levels of PFOS.

Let me be clear: I believe that access to clean water out of your tap is a right, not a privilege. And I believe it’s an issue of environmental security that we need to treat for what it is: a homeland security issue.

And when Michigan families can’t be confident that the water they are giving their children to drink may make them sick or give them a learning disability; when they can no longer fish in the rivers or hunt in the areas they have hunted for years with their family—that is a threat to families’ security, and to our way of life in Michigan.

In other words, our infrastructure in Michigan has become a security threat. So what do we do to fix it?

Luckily, we know that investing in our infrastructure enjoys broad bipartisan support. Both parties have said the right things on infrastructure—it’s time to back that up with real federal dollars that can help states like mine.

That means explaining to people how we’re going to pay for that investment. If we don’t establish a clear “pay-for,” I believe we will have abrogated our responsibility to solve this issue.

Private investors will only commit resources to build or maintain projects where they expect to get their investment, plus some profits, back. If we lean too much on the states or private investments, states like mine just won’t be able to adequately address the security challenges that infrastructure poses.

I ask that this committee, as well as our senior leadership here in Washington, consider Michigan as you undergo your appropriations and your work on this issue moving forward.

8th district residents are counting on you to provide real federal investment in our national infrastructure.

Thank you.

Mr. DEFAZIO. I thank the gentlelady for her testimony.

You will be happy to know that yesterday, in fact, Michigan was raised specifically in regards to water infrastructure needs. This committee has jurisdiction over wastewater, in an odd way we do things around here. The Committee on Energy and Commerce has drinking water. I think they kind of go together, but we are trying to work together. But both were substantively agreed to in the infrastructure discussion.

So now all I have to do is figure out how we pay for it, which I know you didn’t want to hear, but that is our next step when we meet again with the President. And he wanted to meet when his Secretary of Treasury could be there, who is over in China, negotiating with the Chinese.

So anyway, thanks for your testimony. And my invisible ranking member doesn’t have any questions, and I have no questions, so thank you.

Ms. SLOTKIN. Thank you, sir.

Mr. DEFAZIO. OK. Is Joe next? OK, the Honorable Joe Neguse is next, from Colorado.

**TESTIMONY OF HON. JOE NEGUSE, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF COLORADO**

Mr. NEGUSE. Thank you, Mr. Chairman. Thank you to the visible ranking member, as well, for the opportunity to have Members testify in front of this committee today. We very much appreciate it, and I know particularly my freshman colleagues appreciate the opportunity to be able to visit with you, Mr. Chair. And I want to thank you for your leadership. I very much appreciate your willingness and ability to lead with respect to potentially—an infrastructure package that would address the crumbling roads and bridges and highways across our country.

As you know, Mr. Chair, I represent the great Second Congressional District of the State of Colorado: Boulder, Fort Collins, northern Colorado, and many mountain communities. And my constituents are certainly looking to leaders in Washington and representatives of this committee to prioritize much-needed investments in our infrastructure.

At the heart of my district we are in need of investments for the critical transportation corridors of Interstate 70, U.S. 36, and Interstate 25 that stretch across our State. Investment in our highway system would reduce hazardous congestion and provide economic development through jobs, and accessibility for our local businesses.

In our mountain communities, in particular in Summit and Eagle Counties, which I am proud to represent, as well as Clear Creek County and the cities of Idaho Springs and Breckenridge and Frisco, we are in need of significant infrastructure investment to meet the need of population growth and heavy tourist traffic. And that includes, as well, investment in rural housing, rural broadband, and, yes, transportation.

With respect to transportation infrastructure, improvements to Floyd Hill westbound I-70 mountain corridor, it is one of the most congested, from Floyd Hill to the Veterans Memorial Tunnel. And investment by this Congress and this committee would certainly go a long way to alleviating those challenges.

In addition, the I-25 northern corridor, it is the primary north-south interstate highway into northern Colorado, 75,000 vehicles per day. And over the past 20 years there has been a 425-percent population increase in that area of our State. And, of course, the infrastructure has not kept up with those needs. As members of this committee might be aware, our region and our State in Colorado has grown very rapidly, and our current infrastructure is simply no longer able to meet the needs of the population.

And so we want to ensure that our municipalities are equipped with infrastructure that is sustainable and green, as I know the chairman has often discussed in the past, and moves our communities closer to our goals for addressing climate change, as well. Many communities in my district have pledged to go green, and are looking for opportunities to benefit the region's rapid growth, while staying true to their environmental principles and goals.

Finally, I want to encourage the committee—and I know—I heard the comments made by several of my colleagues already on this issue—to include education and school buildings when considering a comprehensive infrastructure package.

Just last week, during the congressional recess, I had the opportunity to visit a number of schools in my district in Larimer County and Thompson School District, Loveland, Fort Collins. And you know, there are a lot of building needs, areas where the buildings are dilapidated and in need of funding, and it is simply unacceptable that our country's students are expected to learn in buildings that are, in many cases, not simply just falling apart, but unsafe to inhabit.

And so I am proud to cosponsor Chairman Bobby Scott's Rebuilding America's Schools Act, and I would strongly urge its inclusion in the infrastructure package.

And with that, again, I appreciate, Mr. Chair, the opportunity to testify today, and for your work and your leadership on this issue.

[Mr. Neguse's prepared statement follows:]

Prepared Statement of Hon. Joe Neguse, a Representative in Congress from the State of Colorado

Across the 2nd District of Colorado, my constituents are looking to leaders in Washington and representatives of this Committee, to prioritize much needed investments in our infrastructure.

At the heart of my district, we are in need of investments for the critical transportation corridors of I-70, US-36 and I-25 that stretch across our state. Investment in our highway system would reduce hazardous congestion, and provide economic development through jobs and accessibility for our local businesses.

In our mountain communities, in Summit and Eagle Counties, we are in need of significant infrastructure investment to meet the need of population growth and heavy tourist traffic, this includes investment in rural housing, rural broadband and transportation. These investments would have wide-reaching benefits including providing businesses with much needed revenue, workers the ability to access jobs across our region and the housing they need.

Our region has grown rapidly, and our current infrastructure is no longer able to meet the needs of the population. We want to ensure our municipalities are equipped with infrastructure that is sustainable and green, and moves our communities closer to our goals for addressing climate change. Many of our cities have pledged to "go green" and are looking for opportunities to benefit the region's rapid growth while staying true to their environmental principles and goals.

Further, I encourage the committee to include education and school buildings when considering a comprehensive infrastructure package. Just last week, I visited schools in my district where buildings are literally crumbling. It's simply unacceptable that our country's students are expected to learn in buildings that are not only falling apart, but in many cases unsafe to inhabit. I'm a proud cosponsor of Chairman Bobby Scott's Rebuilding America's Schools Act and strongly encourage its inclusion in an infrastructure package.

I implore the Committee to take into consideration the needs of my district as they look to an infrastructure package. This is a fundamental area that we need to be focusing on, and a chief priority across my district and one I believe one that we can get done even with a divided government.

Mr. DEFAZIO. Well, thanks for those kind words, Joe. We will see if we get to an end point here on how we raise the money and pay for these infrastructure, writ large. But I appreciate your testimony, thank you.

Now—Buddy is next, right? Yes, OK, the Honorable Buddy Carter, Georgia. Five minutes.

TESTIMONY OF HON. EARL L. "BUDDY" CARTER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF GEORGIA

Mr. CARTER. Thank you, Mr. Chairman, and thank you for hosting us today. I appreciate it very much, the opportunity to testify in front of the Transportation and Infrastructure Committee for Members' Day.

Mr. Chairman, like many of the Members here, I believe that it is pertinent to raise infrastructure priorities that will address many of the problems facing our Nation. For that reason, I would like to submit the following testimony on issues in your jurisdiction.

First of all, I would like to mention the importance of updating the passenger facility charge, which is important for many airports across the country. In my district alone, I have a number of airports that have stressed how critical it is that they are provided additional flexibility under the passenger facility charge to make improvements.

Mr. Chairman, while the United States once led in aviation and the structures to make it commercially viable, we are now being left behind as those airports age. By addressing the caps for the passenger facility charge, we can give airports in nearly every congressional district the opportunity to modernize and meet their constituents' needs.

One thing to remember is those charges are locally spent and locally imposed.

Second, it would be beneficial to augment the Airport Improvement Program for small, medium, and nonhub airports. This program is essential in providing grants for the planning and development of commercial airports. Smaller airports are often an economic engine for communities that don't have access to large commercial airports, and they provide an important link. As we see more traffic moving to a hub-and-spoke model, these smaller, nonhub airports are critical to ensuring that people can continue to access these communities they serve.

Finally, infrastructure needs include airports, but they also go much further. I am honored to represent two major seaports, Savannah and Brunswick, which are growing at an incredible speed. Much of that is due to great management, local investment, and a continued working model of a public-private partnership with the Federal Government. As we continue to look towards the Nation's infrastructure needs, I believe it is pertinent to look at these projects delivering a high benefit-to-cost ratio, and to examine how those successes can be utilized in the larger scheme of infrastructure funding.

I know this committee will work diligently under your leadership, Mr. Chairman, to address the Nation's infrastructure needs. And I thank you for the opportunity to provide this testimony today.

[Mr. Carter's prepared statement follows:]

**Prepared Statement of Hon. Earl L. "Buddy" Carter, a Representative in
Congress from the State of Georgia**

Mr. Chairman and Ranking Member, thank you for the opportunity to testify in front of the Transportation & Infrastructure Committee for Members' Day. Mr. Chairman, like many of the members here, I believe that it is pertinent to raise infrastructure priorities that will address many of the problems facing our nation. For that reason, I would like to submit the following testimony on issues in your jurisdiction.

First, I'd like to mention the importance of updating the passenger facility charge which is important for many airports across the country. In my district alone, I have a number of airports that have stressed how critical it is that they be provided additional flexibility under the passenger facility charge to make improvements. Mr. Chairman, while the United States once lead in aviation and the structures to make it commercially viable, we are now being left behind as those airports age. By addressing the caps for the passenger facility charge, we can give airports in nearly every congressional district the opportunity to modernize and meet their customers' needs. One thing to remember is those charges are locally spent and locally imposed.

Second, it would be beneficial to augment the Airport Improvement Program for small, medium, and non-hub airports. This program is essential in providing grants for the planning and development of commercial airports. Smaller airports are often an economic engine for communities that don't have access to large, commercial airports and they provide an important link. As we see more traffic moving to a hub and spoke model, these smaller and non-hub airports are critical to ensuring that people can continue to access these communities they serve.

Finally, infrastructure needs include airports, but they also go so much further. I'm honored to represent two commercial ports, Savannah and Brunswick, which are growing at an incredible speed. Much of that is due to great management, local investment, and a continued working model of a public-private partnership with the federal government. As we continue to look towards the nation's infrastructure needs, I believe it is pertinent to look at these projects delivering a high benefit-to-cost ratio and to examine how those successes can be utilized in the larger scheme of infrastructure funding.

I know this committee will work diligently to address the nation's infrastructure needs and I thank you for the opportunity to provide testimony today.

Mr. DEFAZIO. Well, thanks, Buddy. You will be happy to hear, in reference to harbors, that when I told the President we had collected \$9 billion in taxes for harbor maintenance that was sitting somewhere over in the Treasury, he pointed to his staff and said, "Fix that." So I think maybe we are going to finally get that one done, and that will help with your ports and other ports around the country.

Mr. CARTER. Thank you. That is good news.

Mr. DEFAZIO. Yes.

Mr. CARTER. And I appreciate your efforts.

Mr. DEFAZIO. And on the PFC I appreciate your support. You know it is the most cost-effective way to deal with airport needs for security and capacity. And I have got—the airports this year have provided really good documentation showing how much enplanement costs or interest costs would go up if they don't have access to a PFC. And, you know, I think that we are going to pursue that route, also. So I appreciate your support in that.

Mr. CARTER. Thank you very much.

Mr. DEFAZIO. Thank you for your testimony.

Mr. CARTER. Yes, sir.

Mr. DEFAZIO. Thank you. OK. We will now—5 minutes for the Honorable Dean Phillips.

**TESTIMONY OF HON. DEAN PHILLIPS, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF MINNESOTA**

Mr. PHILLIPS. Thank you, Mr. Chairman. I have the great honor of representing Minnesota's Third Congressional District, which includes the western Twin Cities metro area, and home to the Mall of America, Paisley Park Studios, and historic Lake Minnetonka.

Our community is a microcosm of our State and entire region. We are suburban, exurban, and rural. We are wonderfully diverse, highly educated, and home to some of the most successful businesses in America, from Cargill to CH Robinson to United Health Group. Districts like ours have the tools and talent to solve the problems of the world, but we need the infrastructure to do so.

In order for the United States to build a competitive 21st-century economy, Congress needs to pass a 21st-century infrastructure plan. This must be a top priority of the 116th Congress, and would make a huge difference for our community in Minnesota and our entire country.

Since taking office in January, my staff and I have visited with officials from nearly all of the 36 cities and towns we represent. And whether it is a city of 371 or 84,000, the conversation quickly turns to infrastructure, from roads, to bridges, to transit, and broadband, wastewater, and energy.

Coming from a State that sends far more of our hard-earned dollars to Washington than we get back in Federal funding, we are in dire need of investment in infrastructure. It is time for the Federal Government to invest in Minnesota's future and, in doing so, America's future.

That begins with two key Capital Investment Grant projects in my district: the green line extension and the blue line extension that are critical for expanding transit options for the Twin Cities metro area. These projects will connect people to jobs, reduce traffic congestion, and spark economic development, which is why they have overwhelming support from the businesses and communities of our region.

For that reason, I ask the committee to support full funding for the Federal Transit Administration's Capital Investment Grant program at the FAST Act-authorized level of \$2.3 billion. Full funding for this program is key to advancing projects in the CIG pipeline, which includes the two projects I just mentioned.

Also among the top concerns of my constituents is the condition and safety of Minnesota's roads and bridges, as evidenced by the I-35W Bridge collapse in 2007 that took a number of lives. There are numerous highways in need of funding to repair crumbling roads, add necessary lanes, and update safety measures.

Perhaps the most urgent of those projects awaiting funding is the Highway 12 corridor, commonly known as the corridor of death, as it is one of the most dangerous highways in our entire State. Just last month I was saddened when a young 21-year-old man lost his life on Highway 12 when he lost control of his car and crossed the center median. Unfortunately, stories like this are far too common, unacceptable, and preventable. Congress needs to stop being paralyzed by partisan politics and work to fund an infrastructure bill.

The need for this legislation encompasses more than our roads, bridges, and ground transportation. We also need to expand reliable broadband to every community in America.

We need investments in water infrastructure to ensure clean drinking water, and safe and reliable wastewater systems for every community in America.

We need enhanced rail safety to ensure our first responders can race to an incident without being stuck on the wrong side of a train, and that our communities are safe.

We need airport infrastructure. The reasonable choice is to do so through raising the passenger facility charge, which does not impact the Federal budget, and allows airports to address their needs. The status quo is simply not working.

And we need investments in our electrical grid energy storage and transmission to ensure that the clean power of the future can reach the communities and consumers who need it the most.

In this year's State of the Union Address, President Trump said he knew that the need for an infrastructure package was real, and eager to work with the Congress, and we must hold him to this. It is time to come together and take concrete action. We need to modernize our infrastructure, find alternative funding streams to pay for those improvements, and pass legislation to send to the President's desk.

I am hosting a community conversation in my district about infrastructure on May 30th, and would love to extend an invitation to the chairman, ranking member, and members of the committee to join us. The snow should have melted in Minnesota by that time.

Thank you, Mr. Chairman, and I yield my time.

[Mr. Phillips' prepared statement follows:]

**Prepared Statement of Hon. Dean Phillips, a Representative in Congress
from the State of Minnesota**

Thank you, Chairman DeFazio, Ranking Member Graves, and members of the Committee for the invitation to speak with you all today.

I have the great honor of representing Minnesota's Third Congressional District, which includes the western Twin Cities metro area and is home to the Mall of America, Paisley Park and historic Lake Minnetonka.

Our community is a microcosm of our state and region. We are suburban, exurban and rural. We are wonderfully diverse, highly educated and home to some of the most successful businesses in America, from Cargill to CH Robinson to UnitedHealthGroup. Districts like ours have the tools and talent to solve the problems of the world, but we need the infrastructure to do so.

In order for the United States to build a competitive 21st century economy, Congress needs to pass a 21st century infrastructure plan. This must be a top priority of the 116th Congress. And it would make a huge difference for our community in Minnesota.

Since taking office in January, my staff and I have visited with officials from nearly all of the 36 cities and towns we represent. And whether it's a city of 371 or 84,000, the conversation quickly turns to infrastructure—from roads, bridges and transit to broadband, wastewater and energy.

Coming from a state that sends far more of our hard-earned tax dollars to Washington than we get back in federal funding, we are in dire need of investment in infrastructure. It's time for the federal government invest in Minnesota's future—and in doing so, America's future.

That begins with two key Capital Invest Grant projects in my district—the Green Line extension and the Blue Line extension—that are critical for expanding transit options for the greater Twin Cities metro area. These projects will connect people to jobs, reduce traffic congestion and spark economic development—which is why

they have overwhelming support from the businesses and communities of our region.

For that reason, I ask the committee to support full funding for the Federal Transit Administration's Capital Investment Grant Program (CIG) at the FAST Act authorized level of \$2.3 billion. Full funding for this program is key to advancing projects in the CIG pipeline which includes the two projects I just mentioned.

Also, among the top concerns of my constituents is the condition and safety of Minnesota's roads and bridges. There are numerous highways in need of funding to repair crumbling roads, add necessary lanes, and update safety measures.

Perhaps the most urgent of those projects awaiting funding is the Highway 12 corridor, commonly known as the corridor of death, as it is one of the most dangerous highways in our state. Just last month, I was deeply saddened when a young 21-year-old man lost his life on Highway 12 when he lost control of his car and crossed the center median.

Unfortunately, stories like this are far too common, unacceptable, and preventable. Congress needs to stop being paralyzed by partisan politics and work to fund an infrastructure bill.

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We also need to expand reliable broadband to every community in America.

We need investments in water infrastructure to ensure clean drinking water and safe and reliable wastewater systems for every community in America.

We need enhanced rail safety, to ensure our first responders can race to an incident without being stuck on the wrong side of a train, and that our communities are safe.

We need airport infrastructure. The reasonable choice is to do so through PFCs, which doesn't impact the federal budget and allows airports to address their needs. The status quo is just not working for our airports.

And we need investments in our electrical grid, energy storage and transmission, to ensure that the clean power of the future can reach the communities and consumers who need it.

In this year's State of the Union address, President Trump said that he knew the need for an infrastructure package and was eager to work with the Congress. Congress must hold him to this.

It's time to come together and take concrete action. We need to modernize our infrastructure, find alternative funding streams to pay for these improvements, and pass legislation to send to the President's desk.

I am hosting a community conversation in my district about infrastructure on May 30th. I would like to extend an invitation to the Chairman, Ranking Member and members of the committee to join us.

Thank you.

Mr. DESAULNIER [presiding]. Thank you, Mr. Phillips. I would just comment when I was in the California Legislature one of the places we looked at was the Minnesota Department of Transportation for performance standards. They and Washington and Massachusetts were really doing some innovative things, in spite of your challenges, as you mentioned in your comments. So I think the committee would be very supportive of your efforts.

Mr. PHILLIPS. Thank you sir.

Mr. DESAULNIER. I appreciate it.

Our next witness is the much-esteemed chairwoman of the Financial Services Committee from the great State of California, Ms. Waters.

TESTIMONY OF HON. MAXINE WATERS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Ms. WATERS. Thank you very much, Mr. Chairman and distinguished members of the committee. I am very pleased to have the opportunity to testify before you today about how robust investment into affordable housing infrastructure should be included in any infrastructure spending package. Congress must recognize that

our Nation's infrastructure extends beyond making investments in our roads, bridges, ports, and airports. It also includes our Nation's affordable housing.

Yesterday the Committee on Financial Services held a hearing entitled, "Housing in America: Assessing the Infrastructure Needs of America's Housing Stock." We heard from a variety of witnesses, including representatives from real estate industry, a low-income housing advocacy group, and the public housing authority association on the need to preserve and build the Nation's affordable housing stock.

We are in the midst of a housing affordability crisis. According to the National Low-Income Housing Coalition, there is a shortage of more than 7.2 million rental housing units that are affordable and available to the lowest income families. In fact, no State in America has an adequate supply of affordable housing for the lowest income renters.

For example, California has a deficit of over 1 million affordable and available units. Wisconsin has a deficit of nearly 140,000 units. Mississippi has a deficit of nearly 50,000 units. New York has a deficit of over 600,000 units. Rising rents and gentrification are a part of this problem.

For example, in my district the city of Inglewood is experiencing economic development, which, while it offers many benefits for the community, has also resulted in higher rents and led to displacement of residents. Affordable housing must be a part of any solution, or long-time and often lower income residents will lose their homes.

During yesterday's hearing the National Low-Income Housing Coalition highlighted the importance of funding Federal programs such as the National Housing Trust Fund, and how they can serve as a tool for equitable development, and keep neighborhoods affordable for extremely low-income individuals.

Our public housing system, which houses 2.6 million Americans, is also in dire need of investment to repair kitchens, elevators, baths, doors, windows, and roofs. In their testimony, the National Association of Housing and Redevelopment Officials noted that the public housing capital fund and public housing operating fund have endured deep funding cuts, forcing housing agencies to forgo critical maintenance. Our public housing developments need energy-efficient systems, repaired elevators, new sprinkler systems, lead-based paint remediation, and other structural improvements to improve residents' health and safety.

As a result of the chronic underfunding and disinvestment in America's public housing infrastructure, there is a public housing capital needs backlog of \$70 billion, and around 10,000 units are lost each year.

Neglecting our housing infrastructure also hurts our economy. Studies have found that the lack of affordable housing hurts economic productivity and wages. At our hearing, the National Association of Home Builders testified that building 100 affordable rental units generates \$11.7 million in local income, \$2.2 million in taxes, and other revenues for local governments, and 161 local jobs.

For all of these reasons I have put forth a discussion draft that would make the investments we need in our housing infrastructure

and create jobs across the country. The bill contains \$1 billion to fully fund the backlog of capital needs for the section 515 and 514 rural housing stock; \$5 billion to support mitigation efforts that can protect communities from future disasters and reduced post-disaster Federal spending; \$5 billion for the Housing Trust Fund to support the creation of hundreds of thousands of new units of housing that would be affordable to the lowest income households; \$100 million to help low-income elderly households in rural areas age in place; and \$1 billion for the Native American Housing Block Grant program to address substandard housing conditions on Tribal lands; \$10 billion for a CDBG set-aside to incentivize States and cities to eliminate impact fees, and responsibly streamline the process for development of affordable housing; and \$70 billion to fully address the public housing capital backlog.

Any infrastructure package should also consider ways to incentivize developers to reduce the energy cost of affordable housing, and to create housing that accommodates generations of families living under one roof.

We must make big, bold investments in affordable housing. Speaker Pelosi and Leader Schumer agree. This week they sent a letter to the President calling for a broad, comprehensive infrastructure package that includes investment in housing.

And thank you so much for your consideration of this important proposal.

[Ms. Waters' prepared statement follows:]

**Prepared Statement of Hon. Maxine Waters, a Representative in Congress
from the State of California**

Chairman DeFazio, Ranking Member Graves, and distinguished Members of the Committee, I am very pleased to have the opportunity to testify before you today about how robust investment into affordable housing infrastructure should be included in any infrastructure spending package.

Congress must recognize that our nation's infrastructure extends beyond making investments in our roads, bridges, ports, and airports. It also includes our nation's affordable housing. Yesterday, the Committee on Financial Services held a hearing entitled "Housing in America: Assessing the Infrastructure Needs of America's Housing Stock". We heard from a variety of witnesses including representatives from the real estate industry, a low-income housing advocacy group, and the public housing authority association on the need to preserve and build the nation's affordable housing stock.

We are in the midst of a housing affordability crisis. According to the National Low-Income Housing Coalition, there is a shortage of more than 7.2 million rental housing units that are affordable and available to the lowest income families. In fact, no state in America has an adequate supply of affordable housing for the lowest income renters. For example, California has a deficit of over a million affordable and available units. Wisconsin has a deficit of nearly 140,000 units. Mississippi has a deficit of nearly 50,000 units. New York has a deficit of over 600,000 units.

Rising rents and gentrification are part of this problem. For example, in my district, the City of Inglewood is experiencing economic development which, while it offers many benefits for the community, has also resulted in higher rents and led to displacement of residents. Affordable housing must be part of any solution, or long-time—and often lower income—residents will lose their homes. During yesterday's hearing, the National Low-Income Housing Coalition highlighted the importance of funding federal programs such as the National Housing Trust Fund and how they can serve as tool for equitable development and keep neighborhoods affordable for extremely low-income individuals.

Our public housing system, which houses 2.6 million Americans, is also in dire need of investment to repair kitchens, elevators, baths, doors, windows, and roofs. In their testimony, the National Association of Housing and Redevelopment Officials

noted that the Public Housing Capital Fund and Public Housing Operating Fund have endured deep funding cuts, forcing housing agencies to forgo critical maintenance. Our public housing developments need energy efficient systems, repaired elevators, new sprinkler systems, lead-based paint remediation, and other structural improvements to improve resident's health and safety. As a result of the chronic underfunding and disinvestment in America's public housing infrastructure, there is a public housing capital needs backlog of \$70 billion and around 10,000 units are lost each year.

Neglecting our housing infrastructure also hurts our economy. Studies have found that the lack of affordable housing hurts economic productivity and wages. At our hearing, the National Association of Homebuilders testified that building 100 affordable rental apartments generates \$11.7 million in local income, \$2.2 million in taxes and other revenues for local governments, and 161 local jobs.

For all of these reasons, I have put forth a discussion draft that would make the investments we need in our housing infrastructure and create jobs across the country.

The bill contains:

- \$1 billion to fully fund the backlog of capital needs for the Section 515 and 514 rural housing stock;
- \$5 billion to support mitigation efforts that can protect communities from future disasters and reduce post-disaster federal spending;
- \$5 billion for the Housing Trust Fund to support the creation of hundreds of thousands of new units of housing that would be affordable to the lowest income households;
- \$100 million to help low income elderly households in rural areas age in place; and,
- \$1 billion for the Native American Housing Block Grant Program to address substandard housing conditions on tribal lands;
- \$10 billion for a CDBG set-aside to incentivize states and cities to eliminate impact fees and responsibly streamline the process for development of affordable housing; and
- \$70 billion to fully address the public housing capital backlog.

Any infrastructure package should also consider ways to incentivize developers to reduce the energy costs of affordable housing and to create housing that accommodates generations of families living under one roof. We must make big, bold, investments in affordable housing. Speaker Pelosi and Leader Schumer agree. This week, they sent a letter to the President, calling for a broad, comprehensive infrastructure package that includes investment in housing.

Thank you for your consideration of this important proposal.

Mr. DESAULNIER. Thank you, Ms. Waters. I just—since we have three Californians in the room right now, the importance of the hearing yesterday. I tried to watch as much of it as I could.

You and I have had a conversation. I have talked to Chair Cleaver about this, about the intersection between transportation and housing. In the State of California, we did a lot of this, and we found in the bay area, in Sacramento, in Los Angeles, as you know, we have some of the longest exurban trips, Inland Empire people who are mismatched, people who are making good money, can't afford the housing. I have two sons who live in Culver City. So this is one of the really important things, I think, for your committee and our committee to work together on.

I will shamelessly mention a bill I have. In transportation funding—we fund the transportation research schools to help us come up with innovative ideas, as transportation changes. We have a similar bill that would help with HUD doing the same things. It is not very much money, but we have learned a lot from the transportation schools about how to adapt.

But this intersection between jobs, housing, homelessness, and transportation, as you know, is very crucial. In the bay area we have got some studies that show the number-one thing—and it is worse in Los Angeles—that drops people into homelessness is a car

repair of \$400 or more, where they have to make the choice between paying for that to get to work, so—and, for the rest of the country, it is important because 65 percent of the GDP comes from these urban areas that are struggling with this.

So I appreciate the work you are doing, and look forward—I know Chairman DeFazio and I have had extended discussions, and I know other Members have, as well as—the importance of this, and I know you have. So, personally, I look forward to working, and I know the chairman does, with your committee and your jurisdictional responsibilities, to cooperate.

Ms. WATERS. Thank you so very much. You are absolutely correct. And I look forward to the work that we could do, as you say, understanding the intersection between transportation and housing.

Mr. DESAULNIER. And lastly, that you are so good at it, in particular, is inequality that contributes.

The next speaker is another revered Californian, Ms. Matsui.

**TESTIMONY OF HON. DORIS O. MATSUI, A REPRESENTATIVE
IN CONGRESS FROM THE STATE OF CALIFORNIA**

Ms. MATSUI. Thank you, Mr. Chairman. I have never been called “revered,” but that is—I will take that. But thank you for the opportunity to come before the committee and lay out my key infrastructure priorities.

As cochair of the House Sustainable Energy and Environment Coalition, which we all SEEC, I want to emphasize how much of an opportunity we have here to meaningfully act on climate change through sustainable infrastructure policies. A broad, forward-thinking infrastructure plan, such as the one SEEC put forward last Congress, should focus on sustainability, healthy communities, and environmental protection.

One area where we can really engage with communities, businesses, and advocates to find innovative solutions is electrification of both our transportation sector and buildings. My local utility in Sacramento, the Sacramento Municipal Utility District—or SMUD, as we call it—has already done some excellent work to set ambitious goals to electrify the building and transportation sectors. These forward-thinking utilities can serve as a model at the Federal level. To this end, additional Federal tax incentives and grants would help communities deploy strategies that will lead to a faster transition to cleaner and more efficient buildings.

Additionally, we must support cleaner transportation policies, such as my Clean and Efficient Cars Act, to enforce robust fuel economy and greenhouse gas emission standards. We can also include further incentives for broad deployment electric vehicles, or EV, charging technology, and for the purchase of zero emission and EVs and upgrades to heavy-duty vehicles.

For example, I introduced the Diesel Emissions Reduction Act to reauthorize a popular program that provides grants to upgrade old diesel engines with cleaner technologies, which leads to significant emissions reductions. It is grants and other incentives like these that will help us move away from older, heavy-use equipment that is inefficient and harmful to air quality.

Unfortunately, Sacramento ranks the fifth worst city in the country for air pollution. The health and well-being of my constituents depends on policy solutions that would transition our transportation to clean-vehicle technologies. My State of California and the city of Sacramento have undertaken great efforts to address some of these issues, but a sweeping infrastructure plan should incorporate comprehensive Federal standards and incentives for businesses and consumers alike that support American ingenuity and leadership in this space.

And, as you are aware, the Capital Investment Grant program is the Federal Transit Agency's primary mechanism for providing capital funding to transit projects. A continued commitment to protecting funds provided by this program will assist in Sacramento's downtown revitalization efforts. Funds that have been made available for these projects stand to be the catalyst for growth in Sacramento, and promise to reduce congestion, while facilitating connection to the region's business center.

Finally, we must also take this opportunity to address the risks our communities are already facing, including the catastrophic flooding and extreme weather events that are exacerbated by climate change. Sacramento is one of the most flood-prone cities in the United States. We have already undertaken great efforts to build out sound infrastructure to protect our residents from flood events. And while I have worked tirelessly to secure funding for these projects, more work and funding is needed to have a complete system in place.

I would also like to work with the committee to address remaining flood protection needs in Sacramento, West Sacramento, and the surrounding region as you begin to formulate a WRDA 2020.

Furthermore, I am looking to how to address longer term flood-control needs for the greater Sacramento region through a comprehensive, multipurpose, multiagency study. I believe this comprehensive watershed-based approach is the way of the future, and offers a means to look at a broader spectrum of water resource needs.

Many of the challenges that communities across America face, including those of my home district, can be addressed in a comprehensive infrastructure package. Supporting policies to complement the innovative work in so many communities across the country is a top priority of mine, and I hope it would be one in any upcoming infrastructure proposal.

Thank you again for the opportunity to testify today, and I look forward to working with the committee on these issues in the months ahead. Thank you very much.

[Ms. Matsui's prepared statement follows:]

**Prepared Statement of Hon. Doris O. Matsui, a Representative in Congress
from the State of California**

Thank you ... Mr. Chairman, for the opportunity to come before the Committee and lay out key infrastructure priorities that are of high importance to my district and to this country.

As Co-Chair of the House Sustainable Energy and Environment Coalition (SEEC), I want to emphasize how much of an opportunity we have here to meaningfully act on climate change through sound and sustainable infrastructure policies.

A broad, forward-thinking infrastructure plan, such as the one SEEC put forward last Congress, should focus on sustainability, healthy communities, and environmental protection ... which will ultimately best serve our districts and constituents.

One area where we could really engage with communities, businesses, and advocates to find innovative solutions is electrification, of both our transportation sector and buildings.

My local utility in Sacramento, the Sacramento Municipal Utility District, or SMUD, has already done some excellent work in this space ... these forward-thinking utilities can serve as a model for policies we can advocate for at the federal level.

SMUD has set ambitious goals to electrify the building and transportation sectors in the Sacramento area.

To this end, improving building codes and supplementing their work with additional federal tax incentives and grants would help communities across the country deploy these strategies, ultimately leading to a faster transition to cleaner and more efficient buildings.

Additionally, our infrastructure package should advocate for cleaner transportation policies, such as my Clean and Efficient Cars Act, to enforce robust fuel economy and greenhouse gas emissions standards.

We can also include further incentives for broad deployment of both electric vehicle—EV—charging technology and for the purchase of zero-emission and electric vehicles.

But it isn't just passenger and light-duty vehicles where we can make an impact within our transportation sector. Further initiatives within the heavy-duty vehicle space are needed.

For example, I introduced the Diesel Emissions Reduction Act this Congress to reauthorize a popular program that provides grants to help upgrade old diesel engines with cleaner technologies ... which leads to significant emissions reductions in vehicle fleets across the U.S.

It's grants and other incentives like these that will help us move away from older heavy-duty equipment that is inefficient and harmful to air quality.

Unfortunately, Sacramento ranks the 5th worst city in the country for air pollution ... and it is the most vulnerable communities within the city that are hit the hardest—low-income and minority families that live near major traffic corridors.

It is absolutely imperative to the health and well-being of my constituents that we continue to advocate for policy solutions that will transition our transportation sector from fossil fuels to clean vehicle technologies.

The state and City of Sacramento have undertaken great efforts to address some of these issues, but a sweeping infrastructure plan could incorporate policies such as comprehensive federal standards and incentives for businesses and consumers alike would complement these efforts and demonstrate American ingenuity and leadership in this space.

And as you are aware, the Capital Investment Grant Program is the Federal Transit Agency's primary mechanism for providing capital funding to transit projects.

These projects are planned, implemented, and operated by local government, which often would not be able to fund the projects without a federal investment.

A continued commitment to protecting funds provided by this program will assist in Sacramento's downtown revitalization efforts.

Sacramento's urban core has been undergoing significant development and redevelopment. Funds that have been made available for these projects stands to be a catalyst for growth in Sacramento and promises reduce congestion while facilitating connections to the region's business center.

Finally, while it is important to think proactively on how we can prevent further warming of our planet, we must also take this opportunity to address the risks our communities are already facing, including the catastrophic flooding and extreme weather events that are exacerbated by climate change.

Sacramento is particularly vulnerable to these problems, being one of the most flood-prone cities in the U.S. We have already undertaken great efforts to build out sound infrastructure to protect our residents from flood events.

While I have worked tirelessly to secure funding to make these projects possible, more work and funding is needed to have a complete system in place.

Over the past couple of years, hurricanes and intense storms have devastated cities and communities throughout the U.S., from Texas to North Carolina to the Midwest. A broad infrastructure package is a chance to strengthen existing safeguards and build out additional protections to prevent loss of life, injuries, and millions of dollars of damage to property.

Many of the challenges that communities across America face, including those in my home district, could be addressed in a comprehensive infrastructure package.

For years, we have allowed our nation's critical infrastructure to fall behind and have consistently failed to invest in a plan that embraces proactive policies that advance the best interests of the American people.

While there are many opportunities within an infrastructure package to support our constituents, electrification is truly an area that cuts across a myriad of sectors, cities, and states.

Supporting policies to complement the innovative work of so many communities across the country is a top priority of mine, and I hope it will be one in any upcoming infrastructure proposal.

Thank you again for the opportunity to testify today and I look forward to working with the Committee on these issues in the months ahead.

Mr. DESAULNIER. Thank you, Ms. Matsui. And I think the committee—I speak for the committee—that we are keenly aware of your leadership on renewables and alternative fuel vehicles, and the intersection with the importance of infrastructure in the committee.

And having spent some of the best years of my youth in your district, in Sacramento, it is a wonderful city that benefits from your leadership, but also the amenities, and the cultural amenities, the economic amenities, including the State government. But it is a beautiful place that is struggling with its own growth issues and we need to provide that infrastructure so it will continue to be the amazing place that it is.

Ms. MATSUI. Thank you, and I look forward to working with the committee. Thank you.

Mr. DESAULNIER. Thank you.

If no other Members are here, then I will ask unanimous consent that the record of today's hearing remain open and until such time as our witnesses have provided answers to any questions that may be submitted to them in writing, and unanimous consent that the record remain open for 15 days for any additional comments and information submitted by Members or witnesses to be included in the record of today's hearing.

Without objection, so ordered.

I would like to thank our witnesses again for their testimony today. And if no other Members have anything to add, the committee stands adjourned.

[Whereupon, at 3:02 p.m., the committee was adjourned.]

SUBMISSIONS FOR THE RECORD

Prepared Statement of Hon. Jodey C. Arrington, a Representative in Congress from the State of Texas

Thank you for providing members the opportunity to share our thoughts and priorities for the 116th Congress. As you continue to develop your proposal to rebuild our nation's infrastructure, I'd like to take this Member's Day hearing as an opportunity to highlight the issues of importance to the constituents of TX-19 and rural America.

To provide prosperity to every part of the country, any future infrastructure initiative must recognize the essential role America's small towns and rural communities play in feeding, fueling, and clothing America's cities and urban areas. With jurisdiction over issues like highways, airports, water resources, and other critical infrastructure areas, this committee has a unique opportunity to set the stage for the future of rural America. Access and upgrades to adequate rural infrastructure not only promote the wellbeing and quality of life for people living in rural communities, but also ensures the safe and efficient transportation of food, fuel and fiber throughout the country.

According to the U.S. Department of Agriculture's Rural Taskforce Report, investing in rural transportation infrastructure is needed to carry more "Made in America" products to markets at home and abroad, thereby boosting our country's global competitiveness. In my district and rural districts stretching from the Mexican to the Canadian borders, the Ports-to-Plains Alliance has been doing their part to plant the seeds for a major north-south reliever corridor. If implemented, this corridor would stretch across nine states in a swath of 500 miles where there are currently no major north-south interstate highways (I-25 and I-35 being the closest).

The Ports-to-Plains region includes states which lead our nation's energy economy with seven of the top ten states in oil production and eight of the top ten states in wind energy generation in the country, producing over \$44 billion in agriculture goods, or 22 percent of total U.S. agriculture production. The Ports-to-Plains corridor generates over \$166 billion annually in trade with Canada and Mexico, accounting for almost 20 percent of all U.S.-North American trade. Simply put, Middle America provides the food, fuel, and fiber that strengthens and protects our nation.

The nation's rural transportation network provides the first and last link in the supply chain from farm to market, while also driving tourism, enabling the production of energy, and supporting military movements. As you continue to develop your proposal to rebuild our nation's infrastructure, I urge you to consider products as well as people in the equitable balance between urban and rural America.

I look forward to working with you this Congress on these critical issues. Please reach out to my office if we can be of any help.

Prepared Statement of Hon. Tim Burchett, a Representative in Congress from the State of Tennessee

Members of the committee. Thank you for holding this hearing. The district I represent is home to the Tennessee Valley Authority headquarters. The TVA was established by the enactment of the Tennessee Valley Authority Act, which was signed into law by President Franklin Roosevelt in 1933.

The TVA helped bring economic prosperity throughout the Tennessee Valley during the Great Depression. Many of my constituents' ancestors benefitted from the economic development initiatives the TVA still provides.

Though the TVA has a strong historical presence in my region, there is still room for improvement in their daily operations.

TVA is a government-created entity that, at times, resembles a private corporation. For example, the CEO of the TVA makes more than \$8 million per year. I can't think of another government created entity that pays that well.

Decisions by its board are held in secret and are not open to the rate payers of the Valley. There have been numerous plant closings in the Valley; most recently Bull Run and Paradise power plants in Tennessee and Kentucky, respectively. Coal ash residue, which contains toxic chemicals like arsenic, has been found in bodies of water from east to west Tennessee. I fear the cost of the cleanup has been passed on to the rate payers of the Valley.

A primary goal of the TVA is to keep rates low, which is why Congress has yet to sell off any of the Authority's transmission assets to private companies. There's a problem when a public authority is not transparent to the people who are affected the most by its actions.

That is why I have introduced the Tennessee Valley Authority Transparency Act. This bill would open all board and subcommittee meetings to the public.

I have always been an advocate of government transparency, and this bill is a common-sense measure to make sure rate payers throughout the Tennessee Valley are best served. Many people throughout this nation do not trust government. In my view, government is already too big and burdensome. Let's start now to regain the American people's trust. The Tennessee Valley is a good place to start. Thank you and I look forward to any questions the committee may have.

Principles To Include in an Infrastructure Proposal, Submitted for the Record by Hon. Cheri Bustos, a Representative in Congress from the State of Illinois

There is bipartisan consensus that the United States needs significant investment in our infrastructure to build a strong foundation for a successful economy. This is particularly true in the Heartland, where road, water infrastructure, broadband and community facility investments are needed. These investments would support local businesses, help get goods to market and improve quality of life all while creating good-paying jobs. We can make these investments in a fiscally responsible manner.

To realize the benefits of an infrastructure proposal in all parts of the country, any proposal should:

- 1) Direct federal investment to areas with demonstrated need
- 2) Strengthen programs that target support to rural areas and small towns, including technical assistance
- 3) Maintain and expand policies that support America's manufacturers and workers, including Buy American, Davis-Bacon prevailing wage requirements and the use of project labor agreements

LOCKS AND DAMS

More than 600 million tons of goods are shipped along our inland waterway system annually. But most locks and dams have far exceeded their designed lifespan, and the failure of a single lock could shut down traffic up and down the river system. By increasing federal support to the existing public-private partnership—the Inland Waterway Trust Fund—we can:

- Prioritize funding the \$8.75 billion backlog of inland waterway projects
- Fund the Navigation and Ecosystem Sustainability Program and upgrade to 1200' locks on the Upper Mississippi River

WATER

Clean drinking water and safe wastewater disposal are requirements for communities of any size, but maintaining the necessary infrastructure can be a significant financial burden for small communities. More than 94% of drinking water utilities in the United States supply communities smaller than 10,000 people, and the EPA projects \$655 billion in water infrastructure needs nationwide over the next 20 years. The need to eliminate lead exposure through drinking water is only adding to the demand for federal resources. We can help address the needs of rural communities and small towns if we:

- Fund the USDA Water and Waste Water program's \$2.5 billion project backlog
- Reauthorize and boost funding for the EPA's Clean Water and Drinking Water State Revolving Funds

BROADBAND

Access to high-speed internet is a necessity for today's students, families, farmers and businesses. But 23 million rural Americans don't have access to internet of adequate speed. Right now, the United States is ranked 16th in the world in terms of broadband access. To help change that, the federal government can:

- Provide sufficient direct support for programs to close the "last mile" gap and deploy sustainable broadband that will meet rural consumers' needs now and in the future
- Encourage local officials to "dig once" to upgrade broadband as they build and repair roads

HEALTHCARE

Hospitals are the economic drivers of many rural communities, employing an average of 195 people with a payroll of \$8.4 million. Yet nearly 700 rural hospitals are at risk of closure, putting 236,000 jobs on the line. Hospital closures have devastating impacts on rural economies and feed health disparities between rural and urban residents. Not only do rural residents tend to be older and sicker, they often have to travel further for care and only one-tenth of the nation's physicians practice in rural areas. To support rural economies and improve access to care, we must:

- Improve access to capital for health facilities' construction and modernization, such as purchasing new equipment to promote telehealth
- Test new ways to deliver care that will allow hospitals in small towns and rural areas to keep their doors open without compromising patients' access to critical health services
- Make investments to recruit physicians and other health professionals to practice in rural areas
- Fund the backlog of construction and maintenance at Department of Veterans Affairs medical facilities

ROADS AND BRIDGES

More than seven of every ten miles of public roads and bridges across America are in rural areas, and travel on these roads is increasing. Everyday use and freight traffic has resulted in growing maintenance needs. In 2015, more than 35% of major rural roads across the country were rated in poor or mediocre condition. To boost local economies and promote public safety, the federal government should:

- Provide a sustainable funding source for the Highway Trust Fund
- Provide robust funding for the BUILD grant program
- Continue safety investments for improvements to High Risk Rural Roads

AIRPORTS

America's non-hub airports help spur investment in our local economies, but these airports have critical maintenance and infrastructure needs. The Federal Aviation Administration estimates that over the next five years, \$32.5 billion in airport projects will be eligible for federal Airport Improvement Program funds nationwide, while far less funding will be available. To address these needs, the federal government should:

- Support funding for airport infrastructure projects, including the Airport Improvement Program
- Maintain the Essential Air Service program that preserves access to smaller airports in rural areas

RAIL

An efficient rail network is important for the transport of goods through rural areas and the success of passenger rail. However, federal investments in passenger rail infrastructure have lagged behind even while ridership on long-distance passenger rail routes that serve the Heartland is growing. These routes stop in many rural communities without commercial airports or other intercity transportation. To invest in rural rail, we must:

- Fund passenger rail investments, including long-distance service, the Consolidated Rail Infrastructure and Safety Improvement Program and Restoration and Enhancement Grants
- Continue incentives for maintaining freight rail infrastructure
- Extend the short line "45G" rehabilitation tax credit

ENERGY

Connecting rural customers to stable and cost-effective electricity—and harnessing the energy that’s generated in rural areas—remains a challenge today. Nationwide, our economy loses more than \$25 billion annually due to avoidable power failures. To bring our energy generation and electricity into the 21st Century, an infrastructure plan should:

- Support Rural Utility Service loan programs that help accelerate grid modernization and protection
- Maintain incentives for energy sources like wind, solar and biofuels that promote our energy independence and strengthen rural economies

EDUCATION AND RESEARCH

Beyond their role in education, rural schools are also major employers and community centers. But while four in every ten American students attend rural schools, those schools receive less than a quarter of federal education funding. Nationwide, America’s schools need repairs, renovations and modernizations totaling nearly \$200 million. In addition, the Association of Public and Land-grant Universities identified \$8.4 billion in deferred maintenance for buildings and infrastructure used for agricultural research. To help rural America compete, we should:

- Invest in improvements to rural K–12 facilities
- Invest in agricultural research capacity, including those that fund facilities improvements

HOUSING AND COMMUNITY FACILITIES

Housing affordability is a growing concern for rural communities. Since 2000, housing costs in rural areas have increased five percent and one in four rural households pays more than 30% of their income on housing. Further, compared with the typical urban unit, housing in non-metro areas is two times more likely to have incomplete plumbing, inadequate wastewater treatment or unsafe drinking water. In addition, too many communities struggle to adequately support first responders’ infrastructure needs to keep their communities safe. To bolster rural communities, we must:

- Support federal programs geared towards addressing housing and homelessness in rural areas, such as the USDA Section 502 Single Family Housing Direct and Guaranteed Loan Programs and Multi-Family Housing Programs
- Bolster programs at USDA, EPA and HUD to address public health concerns posed by unsafe conditions in housing
- Increase support for USDA’s Community Facility grant programs to help support first responders and other community facilities

Prepared Statement of Hon. Matt Cartwright, a Representative in Congress from the Commonwealth of Pennsylvania

Chairman DeFazio, Ranking Member Graves, and members of the Committee:

As you know, the Motor Carrier Act of 1980 served to deregulate the trucking industry by reducing the barriers of entry into the industry. Congress believed that federal regulators alone could not adequately oversee trucking activities and sought to cut red tape to increase efficiency, produce jobs, and deliver lower prices for consumers. Congress also sought to engage private insurance companies to ensure that the trucking industry operates in a safe manner. One of the significant provisions in the 1980 Act is that motor vehicle carriers must maintain a liability insurance policy of no less than \$750,000 for trucks carrying typical freight and no less than \$5 million for trucks carrying hazardous materials.

Congress intended for the minimum liability insurance coverage to provide incentives to the trucking industry to operate safely. Insurance companies and their underwriting process would “regulate” the trucking industry—so the thinking went—by requiring safety standards for the equipment and drivers as part of the insurance application and coverage process. The theory was that insurance companies would not insure trucking companies that do not adequately follow safety practices. The intended result was that the minimum liability insurance requirement would “weed out” the trucking companies that operated in unsafe manners—ones that caused or threatened property damage, injury, or death.

Congress also provided a key provision in the 1980 Motor Carrier Act that permits the Secretary of Transportation to raise the minimum level of liability insurance to

achieve the intended purpose of the Act. As you all also know, things have changed significantly in the nearly 40 years since passage of the Motor Carrier Act. The number of authorized motor carriers has risen enormously, doubling in just the first decade after the Act. The number of large trucks registered with the U.S. Department of Transportation (DOT) was reported to be over 11 million in an estimate calculated just over two years ago. The permitted tractor trailer length has risen as well—first to 48 feet and now to 53 feet. Truck weight also increased significantly over this same time. The costs of lost wages and medical expenses resulting from truck crashes have simultaneously increased with the rates of general inflation and medical inflation, respectively. According to all DOT reports, our highways are more congested, drivers are more distracted, and truck fatalities are increasing. The conditions of freight-bearing trucks on our highways that existed in 1980 are now long gone.

During this same time period, however, the various Secretaries of Transportation did not increase the minimum liability insurance coverage requirement at all. Not one increase of any amount. If one were to adjust the \$750,000 amount for inflation, it would more than quadruple the minimum coverage level. Adjustment factoring in the even greater average inflation in medical expenses, which victims of accidents face, would require a minimum liability insurance coverage level of over five million in today's dollars.

The result of nearly four decades of inaction is that victims of truck accidents that cause injury or death are often unable to recover needed, adequate, just compensation from motor carriers who only carry the minimum requirement of \$750,000.

Consequences of the gap between today's actual costs of accidents and the original minimum liability level amount reach beyond the trucking industry itself. Courts are frequently forced to deal with interpleader actions by the insurance industry, a practice that permits insurance companies to sue all parties involved in a truck accident and then submit only the minimum level policy amount to the court, leaving the parties to fight or interplead among themselves as to who should receive what level of compensation from the policy. Appellate case law has been that the minimum liability policies cover only a per accident liability limit and not a per victim limit. In cases where there are multiple victims with claims exceeding \$750,000, the victims then have no chance of recovering adequate compensation from the policy if the motor carrier has only the minimum coverage.

There are also known instances where trucking companies with minimal assets engage in the practice of establishing "reincarnation" companies after significant accidents involving serious injury or death. Reincarnation occurs when trucking companies close or enter bankruptcy to avoid payment beyond the insurance policy limit. Many of these companies later rename themselves and simply move assets to a different company or another person to avoid judgment exposure. The result is that parties who do receive judgments exceeding the minimum liability level frequently have no recourse because they are unable to recover damages from companies that either do not exist anymore or have no assets.

The costs associated with accident damages caused by the trucking industry are therefore not borne by the trucking industry but instead are exported to the victims themselves, other entities not responsible for the accident, or the public at large.

On the latter point, uncompensated and undercompensated truck accident victims who are forced to self-pay for their injuries often turn to Medicaid, Social Security disability compensation, and other government programs to provide for their expenses, lost wages, or basic necessities after a personal bankruptcy at some level occurs. In effect, then, taxpayers subsidize the trucking industry by covering many of the full costs of accidents involving underinsured trucks.

It is important to note that not all trucking and insurance companies are responsible for this problem of underinsured motor carriers. Many larger and better-funded trucking companies obtain higher liability insurance policy limits to protect their relatively greater assets from exposure to a lawsuit. Large-truck-company crash victims are, therefore, better able to recover damages to pay their medical bills. Many insurance companies also maintain self-imposed minimum policy limits which further ensure that crash victims receive compensation.

The Trucking Alliance, a coalition of freight and logistics companies that advocates for safety reforms in the motor carrier industry, seems to understand the issues facing the industry and takes a responsible position with respect to liability insurance. The Alliance advocates that "Motor carriers should be sufficiently self-insured or, if fully insured, maintain liability insurance that fully compensates the medical expenses of large truck crash victims, as Congress intended in 1980 when it passed this requirement." The Trucking Alliance supports an official increase in the minimum insurance requirement for operating on U.S. highways in order to maintain the public's trust and to cover medical costs faced by truck crash victims.

In support of their position, the Alliance voluntarily tracked 8,692 accident settlements involving member companies between 2005 and 2011. It reported that 42% of the trucking companies' monetary exposure from these settlements would have exceeded their insurance coverage if all of the companies in the study had maintained only the minimum \$750,000 insurance requirement.

For a number of compelling reasons, therefore, I urge the Committee to finally pass legislation to raise the required insurance minimum for motor carriers. The best policy result would be to tie the minimum coverage requirement to inflation or, more accurately, medical inflation, since the compensation is used to pay medical expenses. Such a new law would protect the American public as well as trucking companies themselves by ensuring that insurance coverage is available to cover the total costs of their accidents.

Congress never intended the 1980 Motor Carrier Act to leave accident victims in dire financial straits. Advocacy groups such as the Truck Safety Coalition, industry members such as the Trucking Alliance, and even the Federal Motor Carrier Safety Administration all understand this and agree that action is needed to protect motorists. The Committee should move to correct the unintended and unfair situation that currently exists on our nation's highways.

**Prepared Statement of Hon. Ed Case, a Representative in Congress from
the State of Hawaii**

Chairman DeFazio, Ranking Member Graves and members of the Transportation and Infrastructure Committee,

Thank you for allowing me to share my thoughts with the Committee on issues of importance to my constituents and Hawai'i.

While your committee focuses on the implementation of the 2018 Federal Aviation Administration (FAA) Reauthorization Act, I would like to advocate for the FAA to have the authority to regulate commercial tour helicopters for reasons other than safety only.

Communities throughout the nation, and particularly in my home state of Hawai'i, are dealing with the intrusion from noise and visual impacts, as well as safety risks and other negative consequences of excessive helicopter and small aircraft commercial tour operations. Around Hawai'i national parks alone, 16,520 commercial air tours were reported over the Hawai'i Volcanoes National Park and 4,839 were reported over the Haleakala National Park in 2017. That averages out to dozens of flights a day flying directly over communities in Hawai'i.

Tragically, on Monday, April 29, 2019, a tour helicopter crashed onto a residential street in Kailua, O'ahu. The pilot and two passengers were killed and we were very lucky that no one else was hurt as it crashed in the middle of a densely populated suburban area. This was the second time in six months that the same company had a tour helicopter crash land on O'ahu. It is time we reevaluate the FAA's role in regulating this industry.

These tours impact our national, state and county parks and natural resources; cemeteries and memorial sites; military installations; harbors and other government infrastructure; visitor industry locations; commercial and industrial areas; near-shore waters and recreational areas; and throughout our residential neighborhoods.

As I understand from discussions with the FAA and my own review of existing laws and regulations, these air tour operations are virtually unregulated at the federal level. The FAA does not consider noise emission, time and place of operation, and altitude. The only real federal interest or authority at present is strictly operational safety and national airspace efficiency. With the recent crash and deaths in Hawai'i, we must look into the way safety is being regulated. And as the federal government largely claims exclusive jurisdiction over airspace, state and local governments are not authorized to legislate or regulate any mitigating restrictions.

This current situation is not acceptable. Commercial air tour operators are not or should not be entitled to exact widespread and virtually unlimited disruption and risk as a result of their operations. There has been no material effort by operators to mitigate disruption and risk on a voluntary basis, and none can be reasonably expected. My commitment is therefore to pursue legislative and/or regulatory solutions, and I would appreciate you working with me and others in doing so.

Additionally, I would like to ask the committee to work with me and other interested members to request the FAA and the National Park Service to take the necessary steps to implement the decades-old National Parks Air Tour Management Act and promulgate air tour management plans for our national parks. As a member of the Natural Resources Committee, I have asked the National Park Service

to commit to getting these done and would like to work with you on bringing the FAA to the table as well.

Finally, I want to briefly highlight and ask for your continued support for federal mass transit assistance generally and to Hawai'i specifically for environment and traffic concerns. In 2018, Honolulu area drivers spent about 92 hours per year in traffic congestion, among the very worst in our country. There is a direct negative effect along a whole range of metrics, from economy to efficiency to health, family and quality of life. Additionally, the impact on all those drivers sitting in traffic producing carbon emissions could be lessened if we have more effective mass transit options in Honolulu and around the country. As Honolulu works to expand its mass transition alternatives, my state needs your continued support.

Thank you, please let me know if you have questions, and do not hesitate to contact me or my office to further discuss these topics.

**Prepared Statement of Hon. Kathy Castor, a Representative in Congress
from the State of Florida**

Chairman DeFazio and Ranking Member Graves,

Thank you for the opportunity to highlight important transportation priorities that will improve the lives of my neighbors in Tampa, Hillsborough County, Florida. Significant investments in transportation and infrastructure are vital to the economic well-being of my neighbors and small businesses in Tampa and directly tied to the ability to lift wages and boost higher-paying jobs. In addition to the infrastructure priorities in my district, I have included a few recommendations as Chair of the U.S. House Select Committee on the Climate Crisis. I am grateful to Chairman DeFazio for his focus on reducing carbon pollution and implementing clean and green transportation improvements. I urge the Committee to be bold and strategic in crafting a modern and thoughtful transportation package that tackles the climate crisis.

Hillsborough County, which includes Tampa, has a \$9 billion backlog of transportation needs and is projected to grow by nearly 600,000 people by 2040. In November 2018, county voters approved a one-cent surtax to improve transportation. The "All For Transportation" revenue will provide important matching funds to draw down federal monies for mobility projects. I urge the Committee to support communities, such as mine, that are investing in efficient transportation systems and modern infrastructure. Here are some specific priorities:

1. The overriding priority for my growing community is to improve mobility and reduce congestion through a multi-modal strategy, particularly through expanded transit. The Hillsborough Area Regional Transit Authority (HART) covers an area of approximately 1,000 square miles with a fleet of only 200 buses. With the passage of the one-cent surtax, HART is poised to expand to fixed guideway transit (a plan that has been studied for decades), substantially expand bus service, extend the popular Tampa Streetcar and move the Cross Bay Ferry from a pilot project to consistent transit service. We need a robust partnership with the Congress and Federal Transit Administration (FTA) to move these projects from the planning stages to implementation.
2. While my community is poised to improve transit, we need a committed federal partner to do so. Therefore, I urge the Committee to oppose President Trump's proposed cut of over \$1 billion from Capital Investment Grants which fund major rail and transit projects. While the Congress rejected President Trump's 2018 budget that sought to dramatically cut new transit projects and eliminate grants, the administration has impeded such projects through unnecessary bureaucratic hurdles. According to Transportation for America, since 2017, the administration awarded just two full-funding grant agreements for new, multi-year transit projects even though Congress directed the U.S. Department of Transportation to distribute approximately \$3.8 billion for expanded transit systems. More awards were made only after pressure from the media, public outrage and congressional oversight. Nevertheless, the Trump administration has yet to fulfill its promises to advance investments in transportation and infrastructure. Communities like mine have a high expectation and need for a timely and clear process for federal matching dollars.
3. Tampa International Airport (TIA) also is growing by leaps and bounds, while maintaining its high-quality and customer-friendly experience as one of America's best airports. Behind the scenes, however, I am very concerned with the poor state of the Federal Aviation Administration (FAA) air traffic control

tower. The tower was built in 1972 and has had serious issues with asbestos, poor plumbing, structural deficiencies, fire protection systems, roof leaks, cracked windows, and more. It needs to be replaced. In addition to the crumbling tower, TIA and other airports can only maintain their high quality if they have the resources to do so. Last Congress, I introduced an amendment to the FAA reauthorization bill to increase the modest passenger facility fee and cap airline baggage fees. Airline baggage fees and the uncertainty they generate among the traveling public are out of control. For more than a decade, airlines have dramatically hiked the cost of baggage fees—forcing consumers to pay higher fees while U.S. airlines have profited to the tune of billions of dollars—\$4 billion in baggage fees alone in 2016. Baggage fees are not subject to the same federal tax as airfares that help fund the Airport and Airway Trust Fund and support the FAA. Instead, the costs go directly to airlines' profits. I encourage the Committee to rein in exorbitant baggage fees and make travel more affordable for everyone, while helping to keep our airports modern and up-to-date.

4. Safety enhancements for bicycles and pedestrians are a high priority for the Tampa Bay area. My community unfortunately ranks high in the number of pedestrian and bicyclist deaths. We need expertise and resources to redesign streets and expand trails to make it safer and more convenient for people to walk and bike. In addition, with an increasing population of transportation disadvantaged neighbors, we must expand paratransit services. More sidewalks and trails increase safety and support all users with a multi-modal transportation options, including persons with disabilities, the elderly and economically disadvantaged.
5. The Better Utilizing Investments to Leverage Development (BUILD) initiative (formerly known as TIGER grants) is vitally important to my community as it provides flexible funding for creative transportation projects. For example, I helped secure a grant for expansion of Tampa's Riverwalk that has helped create a major redevelopment and more walkable downtown Tampa and, another grant for the Tampa-Hillsborough Expressway Authority downtown greenway that provides a shaded pedestrian travel way.
6. Port Tampa Bay is Florida's largest port and serves West and Central Florida and the Southeastern United States. Ship repair and bulk cargo jobs are invaluable to us. Rail connections to the port move freight efficiently and will be in need of expansion in the future as the port grows with access for ships transiting the Panama Canal and Caribbean transshipment facilities. It is critically important the Committee continues to authorize the MARAD Port Infrastructure Development initiatives which ensure resources are available to make port landside and waterside improvements. Recently Port Tampa Bay completed its Big Bend dredging project ahead of schedule and under budget; however, the port needs additional resources to ensure the dredged materials are disposed in a thoughtful and sustainable fashion. I encourage the Committee to explore ways to support sustainable practices for dredge disposal.
7. More than 47,000 bridges across the United States are structurally deficient according to a new report released this year from the American Road and Transportation Builders Association. Bridge repair and replacements must be addressed. In the Tampa area, increasingly severe storms are washing out our bridges, coastal highways and stormwater drainage systems. Federal funds are necessary to tackle the problem. Plus, with more than 1,000 miles of shoreline and 39 percent of the population of the greater Tampa area living in flood zones, a new Climate Vulnerability Assessment will further guide transportation planning and aid in building a more resilient community.

As Chair of the Select Committee of the Climate Crisis, I urge the Committee to enact legislation that dramatically reduces carbon emissions from sources throughout the transportation sector and assists communities across the country that are facing the increasing challenges due to climate change. Every congressional district has unique needs, but the Transportation and Infrastructure Committee is uniquely situated to develop overarching national infrastructure policies that reduce carbon pollution and ensure greater resiliency. While I list a few recommendations below, the Select Committee intends to make many more extensive proposals in the months ahead:

1. America should lead the world in decarbonizing the transportation sector now. We have improved the efficiency of vehicles, but must go much farther in boosting electric cars and buses and expanding transportation options that help achieve a 100% clean energy economy as soon as possible. Doing so has tre-

mendous upsides for improved public health, air quality and the competitive edge for American industries in the years to come.

2. Your committee holds the keys for more resilient transit, air, port, water, and wastewater infrastructure—and it is time to be bold and use every scientific tool we have to protect communities across America. To protect people and taxpayers' dollars, federal agencies should ensure that construction projects they are funding be built to higher safety standards if located in flood-prone areas. President Trump rescinded Executive Order 13690 that directed agencies to address flooding risks. Despite promises to replace the previous executive order, the administration has not taken action to put in place guidance for new construction. Infrastructure legislation is an opportunity to write this common-sense measure into law.
3. Investment to protect clean water also is critical to responding to the climate crisis. We should ensure that improvements to water infrastructure, like those undertaken by the Army Corps of Engineers, incorporate the latest climate science and are built to deal with the impacts of a rapidly warming world. Including a permanent green reserve as part of revolving fund capitalization grants and providing grants to increase the resilience of wastewater facilities are ways to improve the long-term resilience of critical infrastructure for communities.
4. Finally, environmental review and permitting processes are crucial to ensure that climate, environmental and community impacts are considered before finalizing federal decisions. Infrastructure legislation should protect the ability for the public to have a voice in government actions through the National Environmental Protection Act (NEPA) and other environmental laws. We can ensure public participation and advance projects that decarbonize the transportation sector and expand renewable and clean energy.

Thank you for the opportunity to share my priorities. I look forward to a bold and forward-thinking transportation and infrastructure package that rebuilds America in a clean, green and sustainable way. If you have any questions or comments, please do not hesitate to contact me or my chief of staff.

**Prepared Statement of Hon. David N. Cicilline, a Representative in
Congress from the State of Rhode Island**

Dear Chairman DeFazio and Ranking Member Graves:

As you know, my home state of Rhode Island was recently ranked among the lowest in the nation for our infrastructure needs, according to U.S. News and World Report.¹ The American Society of Civil Engineers estimates that 24.9% of Rhode Island's bridges are structurally deficient. These challenges present an urgent responsibility to repair and rebuild our roads, bridges, ports, and transit systems in order to create jobs, invest in local economies, and enhance the safety of our citizens.

As you continue to develop legislation to address our transportation and infrastructure needs, it is my hope that you will consider including the following priorities in any future proposals to rebuild our nation's crumbling infrastructure. I thank you for your continued advocacy on these issues and appreciate your consideration.

IMAGINE ACT AND INNOVATIVE MATERIALS

As you know, studies from the Government Accountability Office (GAO) and National Academies have concluded that the employment of innovative materials in transportation infrastructure has proven to be cost effective and provide long lasting durability compared to other conventional materials. For example, the National Academies' recent report, "Performance of Bridges That Received Funding Under the Innovative Bridge Research and Construction Program," found that usage of these materials in highway projects reduce construction costs and overall project time, due to simpler installation procedures.

The bipartisan Innovative Materials for America's Growth and Infrastructure Newly Expanded (IMAGINE) Act would encourage the development and employment of materials such as high-performance asphalt mixtures and concrete formulations, geosynthetic materials, advanced polymers, reinforced polymer composites, advanced alloys and metals, and aggregate materials. This bill would also create a

¹ <https://www.usnews.com/news/best-states/rankings>

task force to examine standards and methods used to assess the federal government's approval of materials for infrastructure projects, promote research into new materials and building technologies, and increase federal investment in vital bridge projects that utilize innovative materials.

WASTEWATER INFRASTRUCTURE

As you know, the Clean Water Act requires water and sewage treatment plants to maintain federally mandated standards to keep our water supply safe and sustainable. About 76% of the population is served by sewage treatment plants, but 4.1 million of those people are served by facilities providing less than secondary treatment, which is a basic requirement by federal law. Often, the financial burden to meet these requirements falls on state and local governments. This can leave communities experiencing financial distress with outdated infrastructure and facing down huge costs to bring them in line with requirements. This affects all of us, as aging wastewater management systems discharge billions of gallons of untreated sewage into U.S. surface waters each year.

Federal assistance has not kept pace with the needs of wastewater treatment systems, even though authorities agree that funding needs remain very high. The Environmental Protection Agency estimates that the country will need to invest \$271 billion over the next 20 years to replace existing systems and build new ones to meet demand. It is critical that we ensure wastewater improvement projects are sufficiently funded and are prioritized to reflect the needs of the community.

I urge the committee to establish a new grant program directed specifically to address the needs of wastewater infrastructure in financially distressed municipalities to prevent untreated sewage from contaminating U.S. surface waters.

UPDATE AND FUND THE NATIONAL SCENIC BYWAYS PROGRAM

The National Scenic Byways Program was created with bipartisan support by Congress in 1991 to recognize historic, scenic and culturally important roads around the country by creating an official designation as a "National Scenic Byway," an honor which helps bring economic development and tourism from around the world, focusing on rural and suburban communities and expanding upon the benefits of the infrastructure program.

I support both updating and funding the program in any reauthorization process. While 150 National Scenic Byways have been designated, the program has not been funded since 2012, stifling their ability to realize the full potential as drivers of economic development and job creation.

Fund the Program. I support funding the program at prior levels adjusted for inflation which would be \$50 million annually for the life of a reauthorization bill to allow the 1,000 existing state scenic byways, and states seeking to attain a designation, to compete for the funds. In 2012, the last year grants were awarded, 125 byways in 44 states were awarded grants to complete projects ranging from installing new interpretative and directional signs to the building of visitors centers and rest areas. Scenic byways are stewarded by local stakeholder groups who volunteer countless hours in support of their byways, and these grants are often combined with local public and private investment to improve the byway experience, increasing the draw to visitors and creating a large return on investment. U.S. DOT should also reopen the nomination process for new scenic byways. A recent survey showed that 44 state scenic byways in 24 states are prepared to seek national designation as soon as the program is reopened. In the meantime, the largely rural communities along these byways are missing out on the economic development opportunities provided by a road's designation as a National Scenic Byway.

Update the Program to Include the Quality Assistance Program. To ensure the success of the program, I support the creation of a Quality Assistance Program with designated funding of \$3 million per year to support the upkeep of the Byways themselves. FHWA can contract the oversight of this program to nonprofit entities to monitor the byways and ensure the designees continue to meet the criteria and basis for the Secretary's original designation; conduct research to advance the understanding of scenic byways' economic benefits; and provide customized technical assistance including mapping, fact sheets and training to improve a scenic byway's performance.

GATEWAY COMMUNITIES ECONOMIC DEVELOPMENT: AMEND THE FLAP PROGRAM

I support amending the criteria for the Federal Land Access Program (FLAP) to add opportunities for gateway communities to promote local character through efforts such as the creation of interpretive panels, contextual wayfinding markers,

landscaping, access-related enhancement and cooperative mitigation of visual blight. Additionally, it expresses a preference, but not a requirement, for the use of native plants and designs that minimize runoff and heat generation.

THE PROTECTING PUBLIC TREES ACT WITHIN REAUTHORIZATION

Decisions regarding state land, including publicly-owned trees, shrubs and greenery should be decisions made by the state for substantive reasons, not solely for purposes of privately-owned billboard visibility. Maintaining roadside trees provides economic benefits to protect against flooding and pollution benefits by limiting runoff, absorbing auto emissions and shielding nearby homes from the impacts of traffic. The Protecting Public Trees Act will guard publicly owned trees from unnecessary destruction, maiming, or alteration solely for the purpose of billboard visibility and allows state DOT's to preserve their rights to cut trees in any other scenarios.

Prepared Statement of Hon. Gilbert Ray Cisneros, Jr., a Representative in Congress from the State of California

INTRO

Chairman DeFazio, Ranking Member Graves, and members of the House Transportation and Infrastructure Committee, thank you for allowing me this opportunity to provide input on infrastructure priorities on behalf of the residents of California's 39th Congressional District. For the benefit of my district and communities nationwide, I urge you to work together in a bipartisan fashion to provide increased funding for transportation projects while supporting sustainable energy and environmental policies to address climate change.

ROADS & TRANSIT

The condition of California's roads is among the worst in the nation, ranking 49th according to the latest US News & World Report Ranking. And our transit systems, which are needed to reduce congestion on our highways and improve air quality, received a C minus rating by American Society of Civil Engineers' most recent report card. Federal funding is necessary to fill the gaps and allow our state to address infrastructure backlogs. And sustained funding levels is not sufficient to address these severe backlogs. Rather, I urge you to put together an infrastructure package that authorizes higher funding levels above what is needed to account for inflation.

For example, I urge you to increase the authorized funding available for the INFRA discretionary grant program. Stakeholders in my district have been working to advance the 57/60 Confluence Chokepoint Relief Project along State Routes 57 and 60 for over a decade to improve freight mobility, relieve congestion, and enhance passenger safety in our region. This year, I led a bipartisan letter in support of the community's second application for an INFRA grant to cover just six percent of the projects' total funding after their application was rejected last year. I have met with local officials who highlighted that in the year that has lapsed since their grant application was denied, the total cost of the project has increased due to the delayed start date and recent changes in trade policies. Clearly, this program fulfills a nationwide need and current funding levels are not enough to support even the smallest of federal matching requests from state and local officials in my district.

Further, I encourage you to authorize and make permanent the Transit Oriented Development (TOD) pilot program. The City of Placentia in my district is proceeding with site planning and has secured local and state funding for a new MetroLink station. Federal funds through the TOD program would allow for strategic planning to support economic development plans. Making this successful program permanent would reassure communities like Placentia that federal support will remain available for development planning.

CLIMATE CHANGE

I believe a successful infrastructure package should not only address transportation and transit infrastructure backlogs and support jobs nationwide but will also enhance infrastructure resilience and prioritize investments that result in a reduction of climate pollution. Like many states, California has been directly impacted by the devastating natural disasters exacerbated by climate change. For my region, climate change drives up temperatures and increases wildfire risks. Integrating sustainability and resiliency policies into your infrastructure package now will help

mitigate temperatures increases, limiting the length and damage of wildfire seasons and ensuring communities are prepared for the growing risks of wildfires.

For instance, I urge you to authorize higher funding levels for the Low or No Emission Vehicle Program under the Federal Transit Administration. California has set a statewide goal for public transit agencies to gradually transition to 100 percent zero-emission bus fleets by 2040. This requirement is expected to reduce greenhouse gas emissions by 19 million metric tons, the equivalent of taking 4 million cars off the road. Transit entities across my district are working hard to meet this goal, but federal support is needed to ensure full and timely implementation. The so-called “Low-No” bus program will help transit systems in my district transition their fleets to the lowest polluting and most energy efficient vehicles.

CONCLUSION

Thank you again for your time and consideration. I know you have a tough job ahead of you and I hope you will keep these stories in mind as you craft a bold infrastructure package for the benefit of communities nationwide.

Prepared Statement of Hon. Emanuel Cleaver, a Representative in Congress from the State of Missouri

Good Morning and thank you, Chairman DeFazio and Ranking Member Graves, for holding this hearing and giving Members the opportunity to participate in this process and share our priorities with the committee. As I’m sure you are aware, our nation’s infrastructure is in dire need of upgrades. According to the 2017 report from the American Society of Civil Engineers (ASCE), American infrastructure received a D+ grade, the same grade we received from the ASCE’s report in 2013. Essentially, this means that the United States is barely treading water when it comes to meeting our infrastructure needs. I don’t know about you, but if one of my four children had received even one D on their report card, let alone two in a row, we’d be having a serious sit-down—a sit down much less cordial than the one we’re currently having today.

For a nation as wealthy as ours—a nation that claims to have the best economy in the world—I find it perplexing that we have even reached this point. Congress should take it personally and be embarrassed that we have allowed the state of our national infrastructure to degrade to the point where the World Economic Forum’s Basic Requirement Index ranks the U.S. outside of the top 10 developed nations. The U.S. should not be ranked outside the top10 of any index, yet here we are, consistently coming up short when it comes to national infrastructure needs.

And make no mistake, our shortsightedness when it comes to investing in our nation’s infrastructure is undoubtedly going to cost American taxpayers in the long term. Currently, the poor state of our infrastructure is costing our citizens roughly \$200 billion a year. That’s \$200 billion just to maintain a D+ rating. Though the price of new roads, or bridges, or levees may be costly, the status quo is simply unsustainable.

The cure to all our nation’s infrastructure woes is to simply invest in our nation’s infrastructure. I know, crazy right? If you want something to improve, you simply need to invest time and resources into it. According to a recent study by the Business Roundtable, for every dollar spent restoring our infrastructure, it produces nearly four dollars in economic benefits. Now, who wouldn’t take four times their return on investment? It would be foolish not to. So, what’s stopping us from reestablishing America as a global leader with world-class infrastructure that also brings back significant return on investment?

Much like a shot of cough syrup, an infrastructure bill may be a tough political pill to swallow, but the benefits will make our economy feel much better down the line. If we do not find a way a way to treat our nation’s degrading infrastructure, we will see more roads crumbling, bridges failing, and cities struggling to meet budgetary needs. Let me relay some of the symptoms my congressional district is facing.

In Missouri, the ASCE gave us an infrastructure grade of C-. Slightly better than the national average, but still nothing to write home about.

As I’m sure you’re aware, I know Ranking Member Graves is very aware, Missouri was one of the Midwestern states hit hard by recent storms and the severe flooding that came with. Over 168,000 acres of land was flooded when the Missouri River overtopped and broke through levees. In response, the Governor has requested a federal disaster declaration for the affected counties. I have personally toured the devastation in my district, seeing firsthand the impact of our deficient levee infra-

structure. If we are to mitigate damage from future floods, which we will see more of thanks to climate change as well as the disaster funding required to repair that damage, more attention and funding is needed.

When it comes to Missouri's roads and bridges, we aren't faring much better. Missouri has the 7th most bridges and miles of road in the nation, yet we maintain them with the 4th lowest gasoline tax. It's no wonder that 12.5% of bridges in Missouri are structurally deficient, almost 4 points higher than the national average. And these deficiencies have a real-world negative economic impact on the constituents I represent. On average, Missouri residents spend \$604 annually on vehicle repairs and operating costs, roughly \$75 more than the national average.

The Buck O'Neil bridge, spanning the Missouri River in Kansas City, was declared deficient in 2017. With a lot of coordination, the State agreed to a \$200 million replacement of the bridge. The City and regional partners pledged to cover half the cost and MODOT earmarked \$51 million. The project also received a \$25 million BUILD grant. This bridge sees 44,000 vehicles pass each day, and yet is still about \$60 million short of the total needed to complete the replacement over the next several years.

Federal funding, such as the BUILD grants (formerly TIGER Grants), are extremely important to help cities and states implement large infrastructure projects. Additionally, more attention should be focused on rural areas, which do not always have the capacity to compete for competitive federal grants. Though they do not have the hefty price tags of urban capital projects, rural infrastructure projects are crucial to the rural economy and livelihood of small towns.

The last major sector of infrastructure that I believe Congress must address is our stormwater and drinking water infrastructure. In 2012, Missouri and the EPA estimated that the state needs \$9.6 billion to address the needs of our water infrastructure over the next 30 years. Kansas City, the largest city in Missouri, is currently under a consent decree to spend \$2.5 billion to separate stormwater and wastewater systems over 25 years. The city is doing everything it can to meet the targets set by the federal government, but continues to run into challenges, mostly due to lack of help from the federal government. Because of this, the city utility has been forced to raise water rates to over \$100 per household, which is unaffordable for most city residents. Thankfully, the city is renegotiating with the EPA on the structure of the consent decree, but federal funding would have saved my constituents from paying exorbitant water rates for the last several years.

Thank you for the opportunity to speak here today about the infrastructure needs of Missouri's Fifth Congressional District.

**Prepared Statement of Hon. Gerald E. Connolly, a Representative in
Congress from the Commonwealth of Virginia**

Thank you to Chairman DeFazio and Ranking Member Graves for hosting a Member Day to hear from Members on their transportation and infrastructure priorities.

One of the top transportation priorities for the National Capital Region and my district in northern Virginia is the safety and reliability of the Washington Metropolitan Area Transit Authority (WMATA) Metrorail system. WMATA is a \$40 billion asset to the National Capital Region and is essential to the operation of the federal government, with federal employees representing approximately 40 percent of Metrorail's peak period customers. More than one-third of all Metrorail stations are located on federal property, serving federal facilities. Unlike other transportation networks in the nation, the WMATA system serves a unique vital national security role for the federal government, providing transportation for thousands of federal employees traveling to and from the Pentagon, Department of Homeland Security facilities, and the Federal Bureau of Investigation headquarters. On multiple occasions, the system has demonstrated it is vital during times of crisis, including evacuation for weather events and national emergencies. For all these reasons, Congress has consistently appropriated dedicated federal funding for WMATA, recognizing the special responsibility the federal government must help "America's Subway" fulfill these functions safely and reliably.

These appropriations have been made pursuant to the Passenger Rail Investment and Improvement Act of 2008 (PRIIA, PL 110-432), which established a successful federal-state partnership under which the federal government provides \$150 million in capital funding for WMATA each year. The three WMATA jurisdictions—Virginia, Maryland, and Washington, D.C.—collectively match this federal investment with an additional \$150 million. Without continued federal participation this suc-

cessful funding partnership would unravel, leaving a massive shortfall in WMATA's budget.

That is why I have introduced, along with members of the DC-area delegation, the Metro Accountability and Investment Act (MAIA).

MAIA would reauthorize PRIIA funding of \$150 million in annual capital funding for ten years. This funding would remain subject to a \$150 million match by the jurisdictions. In addition to the capital funding, the federal government would provide a new, additional \$50 million contribution to WMATA's operating costs—\$10 million of which would be provided to the WMATA Office of the Inspector General (OIG). The federal government is represented on the WMATA Board of Directors and its representatives help make operating decisions for the system. However, the federal government contributes nothing to WMATA's \$2 billion annual operating budget. The jurisdictions, on the other hand, contribute a combined \$1.2 billion in local operating subsidies with the balance of the budget coming from fares. The Federal Transit Administration (FTA) contributes to operating budgets for some transit agencies through FTA's 5307, 5310, and 5311 programs. Given WMATA's myriad federal contingencies, it is past time for the federal government to have skin in the game on the system's operating costs.

This \$200 million in annual capital and operating funding, would be conditional upon certain reforms that strengthen the WMATA OIG. WMATA would be required to provide the OIG with independent budget, procurement and hiring authorities, make independent legal advice available to the OIG, and improve transparency for OIG corrective actions. The OIG is a source of accountability for the system. The OIG has brought to light serious problems with WMATA's track inspection program and has issued reports that have led to the prosecution of fraud. The OIG in any organization must be pure as the driven snow, and the reforms outlined in MAIA help ensure that the work of the OIG is above reproach and beyond the reach of the transit system the OIG is tasked with overseeing.

MAIA would also authorize a second tranche of dedicated federal capital funding—\$100 million per year for 20 years. This new contribution would represent a long-term commitment to the safety and reliability of Metro. It would also be contingent upon two sets of conditions. First, the system would have to make progress towards certain metrics on safety, reliability, and operating cost efficiency. These metrics would be established through a collaboration between the Department of Transportation and the jurisdictions. WMATA is not without its challenges, and this funding would help incentivize the kind of reforms and performance we expect from this vital transit system. Second, the funding would be contingent upon the jurisdictions establishing and sustaining a dedicated funding source—something every other major transit system in America uses to meet capital funding needs. As the chairman of the Metropolitan Washington Council of Governments I convened a blue-ribbon panel on WMATA funding, and that panel recommended that the jurisdictions establish a dedicated funding source in order to meet the capital investment needs of the system. The jurisdictions took this important step last year, and in FY2020 the funding source is expected to produce \$384 million in capital funding for WMATA. That number is expected to climb to \$692 million by FY2025. With the jurisdictions stepping up their contributions to capital costs by as much as an additional \$200 million per jurisdiction per year, we should expect the federal government to take commensurate steps contingent upon WMATA improving system performance.

We cannot afford a death spiral of disinvestment and declining service for the transit system that gets our federal workforce to work each day. This bill uses a carrot and stick approach to both invest in this essential transit system as well hold the system accountable to providing safer, more reliable service. I want to thank the Committee for its consideration of this legislation and the federal responsibility to our national capital transit system.

Prepared Statement of Hon. TJ Cox, a Representative in Congress from the State of California

Thank you, Chairman DeFazio and Ranking Member Graves, for giving members the opportunity to share their priorities as the Committee begins to tackle infrastructure legislation.

I appreciate the chance to highlight the needs of and major challenges facing the Central Valley, in particular, the dire need to increase investments in California's water infrastructure.

Many of you may know that California's Central Valley, the source of over half of our nation's fruits and vegetables, is stressed by a lack of water supply reliability. Valley communities depend on the dams and canals of the federal Central Valley Project not only to deliver water for irrigation, but also as a source of drinking water for small and rural communities. It is also essential for managing floods and preserving fish and wildlife habitats across iconic working landscapes.

The Friant-Kern Canal, which runs 152 miles from Millerton Lake to the Kern river, provides critical conveyance of drinking and irrigation water supply for rural communities on the east side of the San Joaquin Valley. The canal relies entirely on gravity to deliver water to communities and over 1 million acres of farmland.

Because of subsidence, the Friant-Kern canal has lost roughly 60% of its carrying capacity, as the canal has literally sunk into the ground creating pinch points upstream of some of the largest users of water, causing severe economic impacts.

The Delta-Mendota Canal provides agricultural, refuge, and drinking water supplies to communities and farmers throughout California, including 1.2 million acres of irrigated agriculture in the San Joaquin Valley, approximately 2 million people in Silicon Valley, and over 200,000 acres of managed habitat of critical importance to the Pacific Flyway and various endangered species. This canal carries water from the Sacramento-San Joaquin Delta 116.5 miles, delivering water to the federal San Luis Reservoir along the way, and eventually connecting with the San Joaquin River near Mendota, California.

Funding to repair and upgrade these vital arteries in the Central Valley will improve surface water deliveries and increase the efficiency and utility of current water supply.

In absence of reliable water supply, farmers and residents depend on groundwater, which has led to land subsidence from overdraft of the groundwater aquifers. Through groundwater recharge initiatives, Valley communities are working diligently to counteract subsidence and reduce over pumping that has damaged conveyance infrastructure managed by the State of California and federal Bureau of Reclamation.

More federal support for groundwater recharge and storage projects to replenish the groundwater basins and prevent additional subsidence will be beneficial. In addition, federal support will help to reduce groundwater contamination through improved wastewater treatment capabilities.

As the state of California moves toward implementation of the Sustainable Groundwater Management Act (SGMA), the inability to efficiently move water through the Friant-Kern canal creates significant hurdles as it limits the ability to move water from Millerton Lake through to the southern end of the Friant service area. This part of the San Joaquin Valley has significant groundwater recharge potential, but it can only be fully realized if the infrastructure exists to deliver water during times when excess flows are in the system.

Drinking water and wastewater treatment for rural and small communities is essential to their livelihood and ensures that all Americans have an affordable, safe, and reliable food supply. There are families in my district that cannot drink the water out of their taps due to poor water quality and contamination issues. According to recent reports, as many as one million Californians lack drinking water that meets federal standards. American consumers, including our hardworking farmworker communities that break their backs to put food on our tables, deserve the security of a high-quality, clean drinking water supply.

Thank you for considering the needs of my constituents and I hope to see Congress prioritize funding for these initiatives, which will improve the lives of residents of the Central Valley and increase the food security of our nation.

**Prepared Statement of Hon. Joe Cunningham, a Representative in
Congress from the State of South Carolina**

Mr. Chairman DeFazio, Ranking Member Graves and distinguished Members of the Committee, thank you for the invitation to submit testimony. I have the great honor of representing South Carolina's First Congressional District, which includes Charleston, Beaufort, Berkeley, Colleton, and Dorchester counties.

As I'm sure the Members of this Committee would agree, the United States is urgently in need of significant investments in its crumbling infrastructure if we intend to continue to be competitive in the 21st century. As co-chair of the Blue Dog Coalition's Infrastructure Task Force, I stand ready to assist this committee in passing a bipartisan infrastructure plan that improves our roads and bridges, modernizes

our nation's electrical grids, revitalizes our ports and waterways, and creates well-paying jobs across the country.

There's very little that is more important to the future of our nation than fixing our crumbling infrastructure—and that's particularly true in the Lowcountry. In the last few years, South Carolina has been inundated with historic flooding, unprecedented high tides, erosion, harsh storm surges, and hurricanes. As we continue to face the impacts of climate change, we know these problems will only get worse.

In Charleston, flooding threatens to compromise our medical district. During hurricanes and heavy rains, access to our hospitals, including Ralph Johnson VA Medical Center, can be cut off when the community needs them the most. First responders are forced to grapple with flooded facilities and streets as they make rescues. Sea level rise and recurrent flooding also threaten nearly every military installation in the district. Parris Island, Marine Corps Air Station Beaufort, and Joint Base Charleston are not only critical to our national security but are also indispensable to our local economy.

To build a flood-resistant South Carolina we first need enhanced collaboration and partnership. That is why I will soon be introducing legislation to allow the Department of Veterans Affairs to work with the surrounding community to mitigate recurrent flooding. Our flooding problems do not have jurisdictional bounds, so we must work together to solve this problem on the municipal, regional, state, and federal levels.

Likewise, the US Coast Guard needs similar authority to work with local partners to ensure they are not cut off when we need them the most. The area surrounding Coast Guard Sector Charleston, based downtown, is highly susceptible to flooding, which can prevent personnel from being relieved and severely limit search and rescue operations during natural disasters.

As we near the beginning of another hurricane season, the Coast Guard is at the frontlines of the Lowcountry's response efforts to natural disasters and I am grateful for their contributions to response and recovery efforts. So, I ask that this committee continue to support the Coast Guard by ensuring they have the resources they need to save lives.

As legislation is developed, the Committee should ensure local communities are made part of the process by allowing them direct access to federal funding. Legislation should also encourage the efficient use and leveraging of federal funds by establishing a program to provide federal funding to local communities that have implemented a dedicated revenue stream for transportation investment and can independently fund at least 70 percent of a project seeking federal aid. A program such as this will incentivize more local transportation investment and will avoid penalizing local communities that have taken the necessary, and sometimes politically tough, steps to provide dedicated funding for transportation improvements.

As you continue formulating the committee's policy agenda for the 116th Congress, I look forward to working with each of you all on each of these issues. Thank you for the opportunity to submit my testimony.

**Prepared Statement of Hon. Madeleine Dean, a Representative in Congress
from the Commonwealth of Pennsylvania**

Thank you, Chairman DeFazio and the members of the Committee, for holding this member day hearing—allowing us to discuss the needs and priorities of our constituents.

As the Committee lays out its agenda for the 116th Congress and begins to craft a new, comprehensive transportation bill, I would like to highlight the needs and opportunities in my district, PA-04—which will benefit from strong investments in our infrastructure.

I hope that the members give special attention to the needs of our multi-modal transportation—our buses, passenger rail, bike lanes, trails, and more. Multi-modal transportation systems have several positive benefits, such as reducing congestion, preventing deaths, cutting travel times, benefitting our environment, and promoting economic activity. In the greater Philadelphia area, SEPTA—our regional transportation service—generates \$3.05 billion in Pennsylvania. Importantly, these systems and modes of travel also reduce our emissions and carbon footprint. As we look for substantive measures to curb climate change, increasing the amount and access to modes of public transportation must be part of this conversation.

Transit systems, in particular, have the ability to move large numbers of people in a fraction of the time, space, and carbon output as travelling individually in a car. Our goal in Congress must be to support and grow these systems, but it cannot

be at the expense of equity and access. We must also ensure that city and regional buses and trains connect to all communities—rich and poor—allowing for increased mobility of their residents, as well as attracting the potential for economic development. SEPTA has a regional impact that supports 23,000 jobs and more than \$1.7 billion in earnings in communities across Southeastern Pennsylvania.

In 1981, the city of Pottstown in my district was a thriving manufacturing center and suburban hub. But that year its commuter rail line was suspended—which had detrimental effects on its community and economy. Many people who worked in Philadelphia left because they could not easily commute; the city lost a large portion of its tax base, and businesses left the city. Today, Pottstown has the highest poverty rate of any municipality in Pennsylvania's Fourth District.

Still, it is a city with hope. The residents, officials, and community leaders in Pottstown are diligently working to invest in its communities and revitalize their neighborhoods. Ensuring people have access to transit systems starts right here in Washington—by providing robust funding and creating grant programs to help communities rebound, build equitable infrastructure, and incentivize transit use. Today, there is a planned rail line to a commercial hub in my district—King of Prussia—that would connect to rail lines in under resourced communities like Norristown and even sections of Philadelphia. These and many communities across America that have had similar paths as Pottstown are in dire need of investment—and those communities deserve a voice here in Washington.

We must also take the opportunity to invest in our trails and bike lanes. Not only are these modes of transportation zero emission, but they provide economic benefits as well. The Circuit—a large trail network project in the Greater Philadelphia region that receives federal funds—is directly benefitting local communities. This includes real estate value, millions of dollars in direct economic impact, and even a reduction in regional medical costs according to one 2011 study. One way to ensure these transportation routes are completely funded, is ensuring increased funding of the FAST Act Transportation Alternatives Set-Asides at 10% of the Surface Transportation Block Grant Program (STBGP). In Pennsylvania 84% of project applications are not funded equally \$367,130,228 unfunded project costs. Across the nation that cost rises to \$3.5 billion. These unfunded projects are detrimental communities who are hoping to create safe, environmentally friendly and economically prosperous bike and pedestrian systems.

Finally, and importantly, I hope the Committee considers the need for robust overhaul of our drinking water systems to ensure clean drinking water for every American. In particular, communities across the nation—including in my district—are suffering from PFAS contamination of the water supply—a chemical used in fire-fighting foam. According to the Agency for Toxic Substances and Disease Registry these chemicals have been linked to a number of detrimental health effects including developmental effects in infants, issues with fertility, and an increase risk of cancer. What was once an unknown contaminant used on military bases across the country is now an urgent health risk.

I thank the Committee for recently holding a hearing on the Clean Water State Revolving fund and urge the members to consider the Drinking Water State Revolving Fund in your agenda going forward. State and local governments have been able to use the grants in the Drinking Water State Revolving Fund to install technologies that clean PFAS contamination, or to provide alternative water to local residents.

Every American has the right to live a healthy life, and that requires our government to ensure every person has access to clean water.

Thank you again for your commitment to bettering our communities. I look forward to working with the members of the Committee as you continue your important work.

Prepared Statement of Hon. Rosa L. DeLauro, a Representative in Congress from the State of Connecticut

Chairman DeFazio and Ranking Member Graves, I submit this testimony to bring attention to the need for a national infrastructure development bank. When your committee considers infrastructure legislation, we need to pursue clear, comprehensive policy that addresses the scope of the problem as soon as possible. According to the American Society of Engineers, the United States must invest \$4.69 trillion by 2025 to bring infrastructure to a state of good repair. We need a robust investment to exceed that amount in order to not only fix our current infrastructure state, but to invest in new projects to bring our infrastructure system into the 21st cen-

tury. In addition, we need to pursue innovative financing that can help supplement gaps in current funding. I believe this can be achieved with a national infrastructure bank.

When your committee, and Congress as a whole, considers infrastructure, I encourage you to support the creation of a national infrastructure development bank to help supplement gaps in investment. It would be a bold step forward that addresses the tremendous shortfall in infrastructure investment, creates jobs, spurs long-term economic growth, and improves our competitiveness in a global economy.

As you know, the National Infrastructure Development Bank Act of 2019 (H.R. 658) would create a government-owned corporation, modeled after the European Investment Bank, which would leverage private sector dollars from institutional investors, such as pension funds, to invest in projects beyond surface transportation such as broadband, energy, wastewater, and environmental initiatives. It would provide loans and loan guarantees to projects, and issue Public Benefit Bonds with proceeds to fund projects. The bank would be led by an independent Board of Directors that would, among other things, make final infrastructure financing determinations, an Executive Committee to handle the day-to-day operations of the bank; and Risk Management and Audit Committees to carefully manage risk and monitor the bank's activities.

In addition, projects would be evaluated through an analysis of the economic, environmental, and social benefits, as well as the cost and if they can get 50 percent of funding from other sources. The bill also lays out specific criteria for each form of infrastructure. For example, reduction in surface and air traffic congestion for transportation projects; public health for environmental projects; reduction in greenhouse gas for energy projects; and expanding broadband into rural and disadvantaged communities for telecommunications projects. There is no minimum dollar amount required for a project to receive financing from the Bank. A project can be of significance yet not be major in terms of a dollar amount attached to it. Safe drinking water, for example is critical to any area, rural or urban, regardless of the cost.

Lastly, employee protection provisions are included to ensure that while the infrastructure bank creates new jobs, it also does not displace current workers. When federal funds are used to acquire, improve or operate a transit system, federal law requires arrangements to protect the rights of affected transit employees. My legislation ensures that Bank investments do not undermine the collective bargaining rights or job status of the people who are employed in this field. It also extends those protections to any employees that may be impacted by Bank financing of other reconstruction, rehabilitation, replacement or expansion projects.

In sum, in addition to needed robust public investment, a National Infrastructure Bank would supplement current federal financing mechanisms. Instead of focusing solely on transportation, the Bank would finance a wide range of infrastructure projects and it would be a self-sustaining entity to help support United States infrastructure development over the long-term.

Thank you for your attention to my statement, as well as my legislation. Your leadership will be essential as congress considers new investments to address our growing infrastructure deficiencies. I look forward to working with you on this critical matter.

**Prepared Statement of Hon. Anna G. Eshoo, a Representative in Congress
from the State of California**

Chairman DeFazio, Ranking Member Graves, and honorable members of the Committee on Transportation and Infrastructure, thank you for allowing me to submit this testimony in support of my bipartisan bill, H.R. 2692, the Broadband Conduit Deployment Act.

This commonsense, bipartisan legislation would mandate the inclusion of conduit—plastic pipes which house fiberoptic cables—during road construction receiving federal funding if there is a demonstrated need for broadband in the area within the next 15 years. ‘Dig once’ eliminates the need for digging up roads to install conduit for fiber at a later date. We call it a ‘dig once’ policy.

According to the Federal Communications Commission (FCC), 21.3 million Americans lack access to broadband.¹ Much of this is simply a problem of economics. Many rural communities and low-income neighborhoods in urban settings do not

¹“2019 Broadband Deployment Report” (Federal Communications Commission, forthcoming).

have the number of residents to make infrastructure investment profitable for private companies.

‘Dig once’ is a smart, economical solution because the cost savings from this policy are significant. The Federal Highway Administration estimates it is ten times more expensive to dig up an existing road for conduit than to include it during road construction.² A Government Accountability Office study found that a ‘dig once’ policy can save 25 to 33 percent in construction costs in urban areas and 16 percent in rural areas.³ These costs don’t include the inconvenience of communities where roads are dug up a second time, disrupting traffic patterns.

‘Dig once’ ensures that we don’t leave rural and low-income urban communities out of 21st Century infrastructure. When America experienced electrification, we invested in ensuring all Americans would have access to this ground-breaking new technology. When America gained telephony, we did the same. This is why there are electricity and telephone poles throughout rural America and in low-income urban neighborhoods.

I first introduced this bill in 2009 when our country began installing fiber cables in serious, though insufficient, ways. Over the years, companies, industry groups, and left-leaning and right-leaning groups have all supported ‘dig once.’ Some states and cities have instituted their own ‘dig once’ policies. Our country’s first National Broadband Plan called for Congress to pass ‘dig once’ legislation.⁴ In her 2019 book *Fiber*, Harvard Law Professor and telecommunications expert Susan Crawford specifically endorses the ‘dig once’ policy.⁵

Last year, a preliminary version of the ‘dig once’ policy was part of the Consolidated Appropriations Act, 2018, requiring states to begin the process of analyzing the need for conduit. The Broadband Conduit Deployment Act of 2019 provides the much-needed next step of requiring the inclusion of conduit in federally-funded road construction.

All of us in Congress must consider how our country will operate years and decades in the future. This committee is unique in being charged with setting the very literal physical foundation upon which our country’s future will be built. It is in this spirit I ask you consider connectivity and broadband as issues worthy of consideration.

Thank you for your attention to this matter.

Prepared Statement of Hon. Dwight Evans, a Representative in Congress from the Commonwealth of Pennsylvania

Thank you, Chairman DeFazio and Ranking Member Graves, for allowing me the opportunity to provide written testimony. I would like to thank the Committee on Transportation and Infrastructure for granting us the opportunity to discuss the crucial transportation and infrastructural issues challenging the country today.

I represent the 3rd Congressional District, which includes Northwest and West Philadelphia and parts of North, South, Southwest and Center City Philadelphia. Pennsylvania ranks fifth in the nation for population and sixth in gross state productivity. As such, its citizens—like so many others in the nation—depend on its infrastructure. The Keystone State hosts over 5,000 miles of freight rail, more than 20,000 highway bridges, and more than 3,000 state regulated dams. Philadelphia is also home to the country’s sixth largest public transportation system, SEPTA.

Yet these critical systems and many more are in disarray. In Philadelphia, too many streets are riddled with potholes and cars are getting ruined by the on-going stress of hitting crater-sized holes in the road. In 2017, Pennsylvania’s drinking water was ranked the 3rd most contaminated water in the nation. The aging water infrastructure that affects cities and small towns throughout our country, puts millions of Americans at risk every day.

²“Executive Order: Accelerating Broadband Infrastructure Deployment, USDOT–FHWA Background Paper and Work Plan Strategy” (Department of Transportation, Federal Highway Administration, and Office of Policy and Governmental Affairs, December 2012), <https://www.fhwa.dot.gov/policy/otps/workplan.pdf>.

³“Planning and Flexibility Are Key to Effectively Deploying Broadband Conduit through Federal Highway Projects” (Government Accountability Office, June 27, 2012), <https://www.gao.gov/assets/600/591928.pdf>.

⁴“National Broadband Plan” (Federal Communications Commission, March 17, 2010), <https://transition.fcc.gov/national-broadband-plan/national-broadband-plan.pdf>.

⁵Susan Crawford, *Fiber: The Coming Tech Revolution—and Why America Might Miss It* (New Haven, CT: Yale University Press, 2018), 208.

In the city of Philadelphia, tens of thousands of children are attending schools that have had lead in the water, lead dust from chipped paint, and asbestos fibers in settled dust. Although city and state officials have put a limited amount of joint funding toward these issues, the School District of Philadelphia needs federal help to ensure the safety of our beloved children and teachers.

However, what is happening to school facilities in Philadelphia is not isolated to my city—there are crumbling school buildings throughout the nation and this problem needs to be addressed and included as we discuss infrastructure in Congress.

Across our country there are children and teachers who are wearing coats in their classrooms to stay warm, crowdsourcing to raise funds that will repair broken air conditioners ahead of summer months, and so much more.

Our youngest and brightest learners should have high-quality school facilities so they can achieve their dreams. Instead, too many of them are trying to learn in sub-par facilities—even though we expect exceptional results.

I serve on the Ways and Means Committee, where I urge support for the Rehabilitation of Historic Schools Act, H.R. 158. Among other tools, my bill would make available a tax credit to repair our children’s schools so they can succeed in education and in life. These are the same federal rehabilitation tax credits that President Trump used to renovate the Old Post Office Building in Washington, D.C. and turn it into his own upscale hotel. I believe this tax credit should be expanded to work ‘For The People.’

But this solution is just one proposal. Our country needs more than \$4.5 trillion by 2025 to fix our crumbling roads, bridges, train tracks, and dams. We have an opportunity to work together across party lines to make a once-in-a-generation massive investment in infrastructure. Fixing our children’s schools, ensuring the quality of our water supplies, and maintaining transportation networks must be part of that investment. Too often failures in our infrastructure affect those who live in poverty—a condition over which children have no control. Let us not abandon the responsibility we have to all our citizens, especially those most vulnerable.

**Prepared Statement of Hon. Ruben Gallego, a Representative in Congress
from the State of Arizona**

I urge the Transportation and Infrastructure Committee to pass a bi-partisan infrastructure package to improve and modernize our nation’s roads, bridges, dams, airports, schools, wastewater, rail, electrical, and broadband systems. Year after year, the American Society of Civil Engineers gives U.S. infrastructure a failing grade and concludes that it is unable to meet the demands of a modern, 21st century economy.

The longer we wait to make smart, cost-effective investments in our aging infrastructure system, the more it will restrict growth and the costlier it will become to eventually fix in the long-term. The time to act is now, and I am encouraged that there is support on both sides of the aisle to address this issue this Congress. I look forward to working with the committee on ensuring that Arizona’s priorities, especially innovative water management investments, are included in any infrastructure package that it may consider.

The committee should also be aware of how important sustained transit and light rail investments through the Federal Transit Administration’s (FTA) Capital Investment Grant Program (CIG) are to the City of Phoenix and the district I represent. These federal investments have been matched by elected representatives and local taxpayers who have voted repeatedly for dedicated transit taxes. Today, Valley Metro, which operates the transit system in the Phoenix, Arizona metropolitan area, serves nearly 4 million residents and over 16 million visitors annually.

In particular, a light rail investment will help connect residents in south Phoenix to downtown and the east Valley, creating affordable access to jobs, health care, education, and business. Since construction began in 2005, Valley Metro’s light rail system has grown to 26 miles and 35 stations, which serve the fastest growing region in the United States that attracts billions of dollars of outside investment into our local economy. None of this would have been possible without sustained federal investment and partnership through CIG. In fact, federal funding has helped leverage \$7.6 billion in private and \$2.5 billion in public funding to help modernize our transportation system, support local businesses, and create jobs.

I know that Valley Metro values the partnership with the FTA and is very pleased to have received a \$75 million allocation for the Tempe streetcar project as well as engineering approval for the South Central LRT extension. Currently, Valley

Metro is working with FTA on Letters of No Prejudice that would allow for the advancement of both projects.

However, I remain concerned that the Trump Administration's efforts to reduce the federal match for CIG projects could undermine important transit investments in communities across the country. President Trump's FY 2020 Budget Request for CIG states:

"The FTA encourages project sponsors to provide an overmatch as a means of funding more projects and leveraging State, local and private financial resources including through the use of value capture. For large projects, the maximum federal share has been less than 38 percent in new FFGAs awarded since January 2017."

Many of these projects, including projects that meet every single Section 5309 CIG statutory criterion for funding, would not be possible without at least a 50-50 federal match. I urge the committee to ensure that the Trump Administration honors the intent of the CIG program and ensures that eligible projects move expeditiously through the CIG pipeline, in accordance with federal law. Dramatically changing the federal match, especially for projects that are already moving through the CIG pipeline, could undermine important transit investments in Phoenix and across the country.

Thank you for your attention to these important issues, and I look forward to working with you as the committee moves forward with its work.

**Prepared Statement of Hon. Louie Gohmert, a Representative in Congress
from the State of Texas**

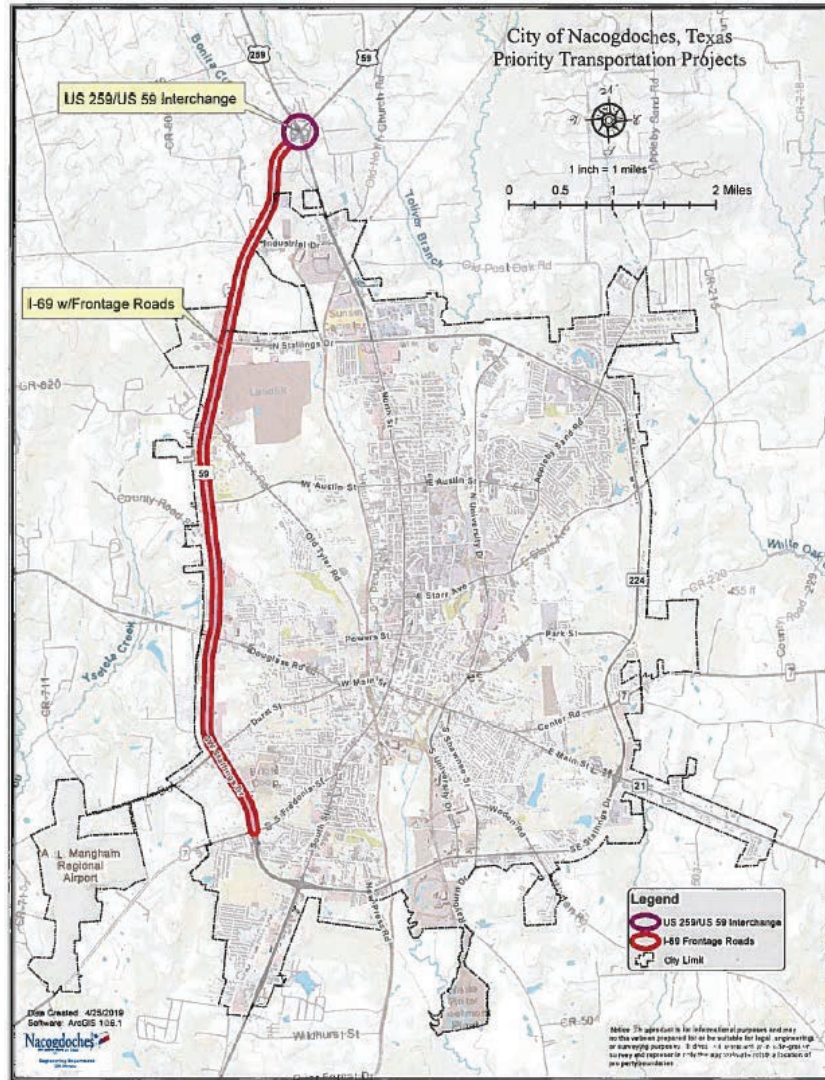
Chairman DeFazio, Ranking Member Graves, and Members of the Committee:

There are two projects vital to east Texas located near the city of Nacogdoches. The first of these projects is the reconstruction of the US-59/US-259 interchange north of Nacogdoches. This interchange is already extremely busy, and it will only increase in importance as US-59 continues to be converted into Interstate 69.

Aside from the need to improve the US-59/US-259 interchange in anticipation of Interstate 69 construction, changes to the interchange must be made to address safety concerns. Specifically, the interchange's cloverleaf design has led to routine truck overturns as loads shift when trucks take the interchange. This history of overturns has led to extreme risk of casualties and truly must be mitigated as US-59 becomes part of the national Interstate system as Interstate 69.

The second project that needs your attention concerns additional problems that have arisen during construction of Interstate 69 on the Nacogdoches "west loop." This section of Interstate 69 passes along nearly the entire length of the city but lacks a designation and establishment of definitive right-of-ways, creating considerable confusion and problems due to federal indecision. Definitive steps must be taken to specifically designate the Interstate 69 route as soon as possible.

Along with this testimony, a map is included that illustrates the importance of these projects and the substantial impact they will have on the city and the region. If you require any additional information on these extremely important projects, please do not hesitate to let me know.



Prepared Statement of Hon. Raúl M. Grijalva, a Representative in Congress from the State of Arizona

Chairman DeFazio and Ranking Member Graves:

There is broad consensus that previous Congresses and Administrations failed to invest sufficiently in our nation's infrastructure. The degrading impacts of this prolonged failure are evident in the crumbling roads and malfunctioning mass transit systems Americans are forced to navigate daily.

Sadly, when those same weary commuters embark on vacation visits to National Parks, Wildlife Refuges, Forests or other federal conservation and recreation areas, they face the same decrepit infrastructure, which degrades their visitor experiences and harms the natural resources they travelled to enjoy.

Fortunately, there is also broad public consensus that now is the time for Congress and the Administration to work together to address this national emergency. I appreciate the Transportation and Infrastructure Committee's invitation to Members of Congress to offer testimony regarding our nation's infrastructure needs and write to offer an assessment of those needs on federal lands.

HIGHWAY TRUST FUND PROGRAMS

Through the most recent funding legislation (FAST Act, P.L. 114-94), the Federal Highway Trust Fund (HTF) provides significant funding for infrastructure programs on federal lands. Whether through a reauthorization of the HTF, or as part of a larger infrastructure package, these programs deserve increased funding.

Federal Lands Transportation Program (FTLP)

FTLP provides funding for federally-owned transportation assets on public lands. Investing in high-priority assets would go a long way towards reducing the federal land management agencies' deferred maintenance backlog, as many of the most pressing and expensive maintenance needs—including over \$6 billion of NPS' \$11.9 billion backlog—are driven by transportation infrastructure. The program is currently authorized at \$355 million annually, to be divided among more than half a dozen federal land management agencies. *Request: \$750 million annually.*

Tribal Transportation Program

Roads and bridges on Tribal land are among the most dilapidated in the nation. The ongoing failure to provide for adequate transportation systems for Native People is a breach of the federal government's trust responsibilities. The Tribal Transportation Program distributes funding based on a formula calculating road mileage, tribal population, and relative need. The program is currently funded at \$485 million annually, with a new Self Governance program allowing qualifying tribes to administer the spending. *Request: \$800 million annually.*

Federal Lands Access Program (FLAP)

FLAP supports State and locally-owned transportation assets that allow Americans to access and enjoy their public lands. As the availability of public, open spaces for Americans to recreate dwindles, the infrastructure making remaining federal areas accessible is more important than ever. FLAP is currently authorized at \$260 million per year. *Request: \$500 million annually.*

Puerto Rico and Territorial Highway Programs

The Puerto Rico and Territorial Highway Programs are funded at \$158 million and \$42 million, respectively. Not only has this level of funding proved inadequate to meet existing needs, recent severe weather events have devastated infrastructure in these areas. Climate change will only cause more frequent disasters. *Request: \$300 million for Puerto Rico and \$100 million for other U.S. Territories.*

FUNDING SUBJECT TO APPROPRIATIONS

In addition to funds from the Highway Trust Fund, Congress has provided funding from the General Fund, subject to appropriations, for the Puerto Rico and Territories' Highway programs; such funding must continue.

Congress has also provided appropriated dollars for the Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP). This program, designed to address large-scale projects costing more than \$25 million, is a critical funding source for once-in-a-generation funding needs and must continue to receive significant resources.

CRITICAL ASPECTS OF A LARGER INFRASTRUCTURE PROPOSAL

In addition to extending the vital funding provided through the Highway Trust Fund, there is also broad public support for more comprehensive legislation with the potential to remake transportation and infrastructure in the United States. Should Congress find the will to approve such legislation, projects and programs on federal lands must be included.

US Forest Service Legacy Roads and Trails Program (LRT)

Appropriated funding for this USFS program has been eliminated, but between 2008 and 2012, the program provided \$300 million for storm proofing roads, bridges and trails for more extreme weather; culvert replacement; fish passageway; trail repair; and decommissioning of unneeded or environmentally hazardous roads. Reinstating LRT funding would help prepare the National Forest System for future cli-

mate change, including the likelihood of more extreme weather. *Request: \$80 million annually.*

National Park Service Cyclic Maintenance, Repair, and Rehabilitation Projects

Much of the multi-billion-dollar maintenance backlog facing our National Park System is infrastructure related. A new, significant investment in the maintenance of established assets would prevent further additions to the deferred maintenance backlog. *Request: \$200 million annually.*

Community Wildfire Protection Planning

It is estimated that more than 70,000 U.S. communities are at risk from wildfire in the wildland-urban interface, yet fewer than 15,000 have wildfire protection plans. Programs like Firewise USA help assist communities become fire adapted by providing a collaborative framework to help reduce wildfire risk but are similarly being underutilized considering the size and scope of wildfire risks to communities. A new Community Wildfire Protection Planning program would provide financial and technical assistance to communities, as well as home and business owners, to help improve resilience by utilizing wildfire resistant building materials for new construction and retrofits, assessing hazards, sharing best practices for wildfire risk reduction, and creating wildfire protection plans based on science-based forest restoration. *Request: \$150 million annually.*

Civilian Conservation Corps

Civilian Conservation Corps help federal land management agencies perform necessary maintenance and upkeep on federal lands, including the creation and maintenance of trails and important forest resiliency work. These programs help the agencies maintain assets under their care and provide job training and real-world skills to service members, including tribal youth. *Request: \$20 million annually.*

Wildlife Corridors

America's native fish, wildlife, and plant species have been declining as a result of habitat loss, fragmentation, and degradation. Data shows that maintaining habitat connectivity supports higher species diversity and lowers their risk of extinction. Wildlife corridors, road crossings, and other habitat connectivity efforts are necessary to ensure wildlife can continue to migrate, move, and thrive in the face of increasing threats, while protecting public safety. *Request: \$20 million annually.*

Coastal Resiliency Grants

Coastal Resiliency Grants would improve upon the National Oceans and Coastal Security Act administered by NOAA. Currently, the Act allows NOAA to better understand the oceans, coasts, and Great Lakes. A new grant program would direct funding to protecting, conserving, and restoring coastal resources, including efforts to address impacts of sea level change, sedimentation, and hurricanes. *Request: \$100 million, annually.*

Living Shorelines

Congress should authorize a Living Shorelines program under NOAA to issue grants to States and local governments to carry out shoreline stabilization projects that utilize natural materials. Living shorelines use plants or other natural elements to stabilize estuarine coasts, bays, and tributaries. Living shorelines are often better than "hard" shoreline stabilization methods by providing nutrient pollution remediation, essential fish habitat, and buffer the shorelines from waves and storms. They also store carbon. *Request: \$20 million annually.*

Tribal Climate Change Infrastructure Program

Coastal tribal communities are on the front lines and currently experiencing the effects of climate change. A comprehensive infrastructure package should include support for moving tribal communities from land damaged due to a rise in ocean water levels. This program should also include emergency recovery efforts for tribes drastically impacted by severe storms or flooding related to climate change. *Request: \$100 million annually.*

I am well aware of the difficulty your Committee and the Congress faces in designing and funding a plan ambitious enough to address this nation's infrastructure emergency. As Chair of the Natural Resources Committee, I can attest that the infrastructure needs on federal lands are significant, and I stand ready to assist in your efforts to craft a solution that will keep this country moving forward.

**Prepared Statement of Hon. Jahana Hayes, a Representative in Congress
from the State of Connecticut**

Chairman DeFazio, Ranking Member Graves, thank you for the opportunity to submit this testimony to the Committee. Transportation and infrastructure are vitally important to both me and my constituents, and I appreciate the opportunity to be able to outline my priorities for you.

Very few states are as diverse as mine when it comes to transportation. Connecticut is home to airports, train stations, major highways, and dirt country roads. But, Connecticut is also home to the 5th worst infrastructure in the nation. The need for robust funding for our transportation systems and infrastructure is no more obvious than in Connecticut, and continued funding support for all forms of transportation, from road to rail to pedestrian, is a priority for my constituents.

Of the 4,238 bridges in Connecticut, 332 are classified as structurally deficient, with repairs needed across the board. These repairs are estimated to cost over \$1 billion to complete. In addition, nearly 25% of Connecticut's bridges are considered outdated and do not meet current standards. With some bridges seeing as many as 145,000 daily crossings, the danger that these structurally deficient bridges pose can not be understated.

Among the many concerns I hear from constituents in my district are the need to properly fund the Highway Trust Fund and reauthorize the FAST Act. Ensuring the solvency of the Highway Trust Fund is essential to the success of our transportation system. The FAST Act, the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment, is set to expire on September 30, 2020. We must reauthorize this funding.

However, their concerns do not stop there. When looking at our infrastructure system, we must address the urgent need to make improvements to physical access to federally funded facilities for all Americans, particularly those with disabilities.

One of the main reasons for today's crumbling roads, bridges, electrical power systems and water systems is corrosion. Corrosion threatens the continuous operation of these systems and exacts a global cost of \$2.5 trillion. While some federal agencies and many state agencies utilize industry recognized anti-corrosion control policies, the U.S. Department of Transportation (USDOT) does not. I hope to see full inclusion of a corrosion control policy implemented at USDOT.

When looking to the future, effective planning solutions should address a variety of needs within the transportation system. That is why we must increase funding for transportation planning programs. Metropolitan Planning Organizations (MPOs) need sufficient funding to assess an increasingly complex array of activities, including more planning based on performance-based criteria. When planning for infrastructure projects, we must ensure that they provide long-term benefits to the public; consider the cost of the entire project, including design, building, and operation; are built sustainably; and engage local, state, and private investment as vital partners in a strong infrastructure plan.

Any infrastructure plan must bring all stakeholders into the fold and allow local municipalities with expertise in their respective regions to be at the table. That is why it is important that we increase funding for the Surface Transportation Block Grant Program (STBGP). This program provides states and MPOs the most flexibility to implement regional priorities. Increasing the allocation to this program will further enhance local authority in determining transportation improvements. Additionally, formula distribution of funds is more equitable and helps ensure all communities receive a level of funding needed to maintain transportation infrastructure and allow MPOs to set regional spending priorities.

In many areas of Connecticut, there is an inconsistency between the metropolitan planning area under the jurisdiction of an MPO and the Census-defined urbanized area. Regional planning areas have evolved over time and represent long-standing inter-municipal relationships and better reflect commute and travel patterns and transportation issues and needs. Census-defined urbanized areas are not consistently reflective of transportation realities. Making sure that our infrastructure system is nimble and able to adapt when needed is key to long term success.

Thank you again for this opportunity. I look forward to working with the Committee on these priorities.

**Prepared Statement of Hon. Kendra S. Horn, a Representative in Congress
from the State of Oklahoma**

INTRODUCTION

It's no secret that America's infrastructure is faltering. That applies to all forms of infrastructure, from the first thing that often comes to mind—roadways and water facilities—to internet access, highways and health record management. Our deteriorating infrastructure is affecting the district of every Member of Congress and we must work to address it before it is too late.

TRANSIT

At the heart of the district I represent, 5th district of Oklahoma, is Oklahoma City. Over the last decade Oklahoma City's transportation services have grown significantly, giving its citizens more options and flexibility in how they move around the city.

One of the highlights of this growth is the \$135 million streetcar project that was completed at the end of last year. The electric streetcars, which run along tracks like trolleys, link our city's important districts in and around downtown. The streetcars have only been in operation for roughly five months but have already hosted 206,019 riders.

The streetcar program is a most noteworthy accomplishment to come out of Oklahoma City's MAPS program. The acronym, which has become a household name for locals, stands for Metropolitan Area Projects. It uses voter-approved and specified sales taxes for projects that make our city a better place to live, work and visit. The program began in the early 1990s and is widely credited with revitalizing the city after a 1980s oil crash devastated the area. MAPS funding paid for the streetcar project and the improvements that came along with it.

Oklahoma City has been smart with their federal dollars. At the end of last year, our city received a \$14.3 million grant to pursue bus rapid transit. Essentially, we will use buses and exclusive lanes to mimic commuter rail, while dropping the start-up costs dramatically. The city's new bus rapid transit line will connect the northwest part of the metropolitan area, which is home to businesses, hospitals, and neighborhoods, to our downtown area and the streetcar.

The growth of Oklahoma City's transportation infrastructure is broadening and allowing local leaders to not just focus on transportation within the city, but also ways to connect the entire region of Central Oklahoma. Earlier this year, the Mayors of six Central Oklahoma cities, including Oklahoma City, agreed to the creation of the Regional Transit Authority of Central Oklahoma, otherwise known as the RTA. The RTA will oversee all transit projects going forward within Oklahoma City, including bus rapid transit and the streetcar system. It will also work to connect Oklahoma City with cities around Central Oklahoma.

Never before have local governments in Central Oklahoma come together as they have to create the RTA. This new partnership shows the importance and desire for transit infrastructure among Oklahoma cities.

Much like the local government leaders in Central Oklahoma, the state government has also been focusing on transportation infrastructure improvements. Oklahoma's Governor recently signed legislation into law that would transfer the current Transit Division within the Oklahoma Department of Transportation (ODOT) to a new Office of Mobility and Public Transit.

This new division assumes all responsibilities of the Transit Division as well as implementation of any Federal Transit Administration programs not currently managed by ODOT. The new division will be charged with overseeing a network of public transit systems around the state. Further, the new division will be charged with funding and development of the Oklahoma Public Transit Policy Plan to ensure future growth. Importantly, the creation of this new division within ODOT is fiscally responsible, with no anticipated direct fiscal impact on the state budget.

The state government has also begun to address Oklahoma's unfriendly infrastructure towards cyclists and pedestrians. In its 2017 annual report card, the League of American Bicyclists ranked Oklahoma 46 in bike friendliness. Additionally, according to data provided by the Federal Highways Administration, there were on average 663 non-motorized fatalities and serious injuries involving a motor vehicle every year between 2012 and 2016 in Oklahoma, higher than the majority of states.

Fortunately, legislation was recently passed at the state level to improve safety and increase penalties regarding motor vehicles overtaking cyclists, going beyond

the standard 3-foot rule that ensures adequate space for bicyclists from passing motor vehicles. Additionally, later this year the Oklahoma Department of Transportation will host the first day of the Oklahoma Bike Summit. The Summit will include educational information sessions on how infrastructure can hinder or help bike and pedestrian safety in Oklahoma.

As a member of the House Bike Caucus and advocate for cyclists I applaud these efforts. Recognizing the need to have safer streets for cyclists, and all pedestrians, will open up Oklahoma's streets to residents and encourage active lifestyles.

RURAL INFRASTRUCTURE

We shouldn't prioritize our cities over our rural neighbors when it comes to transportation. The transportation and infrastructure needs of our rural communities are different than those of our cities. Nonetheless, they are equally important and we must work to address them.

Jones is a small town in the 5th District that is half an hour northeast of Oklahoma City and home to about 3,000 Oklahomans. Northeast of Jones, the North Canadian River runs through and around the roadways there. In the last ten years, the river's banks have eroded causing road and bridge closures in the area. Residents spend more time on alternative roads just to get their kids to school or go to work.

Since taking office, I've visited Jones and toured the damaged areas. Meanwhile, my office is working with local leaders to obtain funding to redirect the North Canadian River and rebuild these critical roadways. But Jones' infrastructure failings and the negative effects they have had on the community are happening in rural communities across our country.

Eroding river banks are only a facet of the larger infrastructure challenges they face. Pipe networks and wastewater treatment facilities throughout our nation, especially in rural communities, are either outdated or quickly approaching a critical need for repair or reconstruction. The American Society of Civil Engineers graded America's wastewater infrastructure a D+ in its 2017 Infrastructure Report Card.

A deteriorating wastewater infrastructure is a health hazard for all Americans, but for those living in rural communities that are often far away from hospitals and doctors, the risk is even greater. The EPA estimates that nearly \$300 billion is needed for wastewater treatment infrastructure over the next 25 years to fully update and enhance our current wastewater system. This is a substantial investment, but it is a necessary one for the health, safety, and longevity of our communities.

While our rural communities, by definition, are far from our metropolitan centers, we cannot allow them to become isolated from the rest of the world. Too many rural areas do not have reliable broadband access and it is hindering their ability to compete with urban areas in healthcare, business, and general quality of life.

I have supported several measures this session that focus on increasing broadband connectivity for rural communities. I voted for the Delgado Amendment to the Save the Internet Act, which directs the Government Accountability Office to research ways we can make broadband coverage better and more affordable for rural internet users. I also voted for H.R. 1328, which would create the Office of Internet Connectivity and Growth within the National Telecommunications and Information Administration. This office would maintain a database to track broadband infrastructure built with federal support and help streamline federal broadband resources so local business and community leaders will have better access to them.

Strengthening broadband in rural areas must be a part of our country's infrastructure improvements so our rural communities can grow alongside their urban counterparts.

SPACE AND AEROSPACE

We do ourselves a disservice when we ignore the skies above us when discussing infrastructure. America has long been a world leader in aerospace and space, in large part due to work that was done in Oklahoma, but we must continue to focus on updating and supporting our infrastructure in these areas if we are to continue to lead.

Oklahoma City is home to the Federal Aviation Administration's (FAA) Mike Monroney Aeronautical Center, one of the ten largest employers in the State. Up to 2,000 students attend the Air Traffic Control Aviation School at the Monroney Center every year. The training being done at the Monroney Center is a critical piece of our national infrastructure, which supports 45,000 air traffic control centers worldwide. In my first speech in the House of Representatives, I highlighted the importance of the Monroney Center to our national infrastructure and the economic impact it provides Oklahoma City. I recently toured the Monroney Center and wit-

nessed firsthand the intensive training they are doing there to ensure our air traffic controllers are among the highest skilled in the world.

Training our FAA workforce is not the only service the Monroney Center is providing our government. The Enterprise Service Center (ESC), which is based at the Monroney Center, provides Federal Shared Services to other government agencies outside of the FAA. By delivering Federal Financial and Information Technology Services to other government agencies, the ESC's customer agencies reduce costs through economies of scale, partnerships, innovation, and improvement in capital planning. With the significant shortage of air traffic controllers being experienced by our nation and the tax payer dollars being saved by the ESC, we must focus on supporting the Monroney Center and its important work moving forward.

Looking even higher than the sky our planes fly across, our infrastructure focus should also include our satellites orbiting earth. These satellites affect almost every aspect of our daily life including, GPS navigation, weather forecasting, and the precision farming.

Satellites don't just affect our civilian way of life. They also play a critical role in our national security and space exploration. Satellite observations are used by our Armed Services to provide important imagery of aircraft, ships, and ground forces worldwide. NASA can use satellites to see into space better than telescopes on the ground because satellites fly above molecules in the earth's atmosphere that can block the view of telescopes.

According to the 2018 NASA Inspector General's annual report, more than 80 percent of the Agency's facilities are 40 or more years old and are beyond their design life. This has a negative impact on our satellite infrastructure and is a grim reminder that we have fallen behind in our space infrastructure investment.

As an Oklahoman, a member of the House Science, Space, and Technology Committee, and chair of the Subcommittee on Space and Aerospace, I know of the critical role the Mike Monroney Aeronautical Center and satellites play in our national infrastructure. I implore Congress to not forget about them when discussing national infrastructure priorities.

CLOSING

Our country faces many problems with solutions that suffer at the hands of partisan gridlock. Infrastructure isn't one of them. Americans across the political spectrum agree: We need to build better roads, bridges, and highways. We need to make it for all of us to get to work, to school and to our families. I'm excited to join my colleagues to prioritize our infrastructure for the sake of our economy and communities.

Prepared Statement of Hon. Will Hurd, a Representative in Congress from the State of Texas

Colleagues on the Committee on Transportation and Infrastructure, I'm here today to advocate for the establishment of a Smithsonian Museum on the American Latino. The story of our nation cannot be told without the story of Latino Americans. Throughout the nation, the contributions of Latinos can be clearly seen and heard, and in my majority-Hispanic district, I have seen firsthand Latinos shaping our history and culture across local South and West Texas communities each and every day.

The story of the American Latino doesn't just deserve to be told—It needs to be told. That's why I proudly joined my friend Congressman Serrano to reintroduce our bill in the House to create a National Museum of the American Latino right here in our nation's capital on the National Mall. This isn't a Republican or Democrat issue. This is an American issue. This transcends each of us here today and will allow future generations of Americans from sea to shining sea to learn from our past, appreciate the progress made today and work together to create a stronger future.

A Latino Museum is long overdue. I hope you agree and work with us to move this bill this Congress on behalf of the 57 million plus hardworking Latinos across the nation and all who came before them.

**Prepared Statement of Hon. Daniel T. Kildee, a Representative in Congress
from the State of Michigan**

Thank you, Chairman DeFazio and Ranking Member Graves, for the opportunity to provide my views on an infrastructure package.

In much of my work prior to coming to Congress, and one of my main areas of focus since being elected, has been to focus on the condition of America's older, industrial cities and towns. From small rural towns to larger cities, there are too many places across our country that continue to be one mistake away from fiscal failure. As Congress considers a robust infrastructure package, we must look for ways to specifically lift this subset of fiscally-stressed communities.

My hometown of Flint, Michigan has captured many newspaper headlines in recent years. But even before the water crisis, Flint faced unique challenges as an older, industrial city: population loss, the outsourcing of jobs and rampant blight. Flint isn't an anomaly; a whole subset of America's cities and towns face similar challenges. There are places in every region of the country, like my hometown, that face similar stressors.

These are real challenges that require action. It is long past time for us to have a national strategy about how we approach and invest in America's cities and towns. We cannot simply let these communities—where millions of people live, work and raise their families—fall further into decline. America needs these communities to succeed. Sadly, federal policy has either failed to focus on these places altogether or taken a balance-sheet approach to managing decline that has led to a worse quality of life for those living in these communities.

We need smart federal policy that supports increased opportunity and promotes growth. We need policies that promote investment in the already-built environment. Simply put, we need a Marshall Plan for America's older, industrial cities and towns. That is where a big, bold infrastructure plan comes into play.

Our infrastructure needs are pressing. The American Society of Civil Engineers gives the U.S. a D+ and estimates the U.S. will need to invest \$4.9 trillion by 2025. In many of the communities that I represent—Flint, Saginaw, Bay City and Oscoda—investment in our roads, bridges and water systems is sorely needed. But as Congress considers going big on infrastructure, we must ensure that new infrastructure investment benefits all communities.

Without a clear plan and specific resources for hardest hit communities, a massive influx of new capital in the form of an infrastructure package could potentially contribute to further economic disparity. Any infrastructure package needs to include a specific plan that ensures older, industrial cities are in the same condition to compete for capital and investment as more affluent communities.

Specifically, we must set aside funding to help older communities remove the remnants of the past. This includes funding for remediation and demolition of vacant commercial and residential buildings and advanced funding for Brownfields cleanup. Time is the enemy of business and real estate deals; it is vital that vacant industrial, commercial and residential spaces are remediated and well-positioned for capital investment. We should also set aside funding for communities that have experienced significant population loss, which creates great fiscal challenges for local governments to provide basic services. And it should address the pressing needs of areas with chronically debilitated housing markets.

Communities like my hometown of Flint are resilient communities—they just need a fighting chance. Ensuring an infrastructure package brings these communities up to a level playing field where they can compete for new economic investment and jobs will help lift our older, industrial cities and towns across America and the millions of families who live within them.

I look forward to working with the Committee to ensure an infrastructure bill will help all of America's cities and towns.

**Prepared Statement of Hon. Derek Kilmer, a Representative in Congress
from the State of Washington**

As the House Transportation and Infrastructure Committee begins to work on a comprehensive, and much needed, infrastructure package, I appreciate this opportunity to share my priorities. As the Chair of the New Democrat Coalition, a group of more than 100 Democrats in the House seeking to look at old problems through a new lens, I view this effort to modernize America's aging infrastructure as an es-

sential component of our broader efforts to create jobs, spur economic growth, and increase our global competitiveness.

Last Congress, the New Democrat Coalition's Infrastructure Task Force set broad priorities in "Four Pillars for an Infrastructure Deal." We proposed a plan that would:

1. Modernize America's infrastructure funding, revenue sources, and cost analysis;
2. Create an infrastructure bank to finance projects;
3. Create incentives for communities most in need of building and maintaining their infrastructure, including through grant programs; and
4. Encourage innovation and reform, including responsible regulatory streamlining and private public partnerships, and the adoption of new innovative technologies.

This Congress, our coalition is encouraged by the renewed, bipartisan support for advancing legislation that will deliver on our nation's infrastructure priorities, and we respectfully recommend the Committee take the following recommendations into consideration as you begin crafting this comprehensive infrastructure package.

First, we need to create a reliable funding source for infrastructure that can't be looted for other projects. Even when federal funding exists, local communities are running into real challenges when trying to access it. Our constituents are ready for innovations in financing. Among other things, our coalition believes there's room for private public partnerships. I urge the Committee to modernize funding for existing entities like the Highway Trust Fund while also exploring new ideas like a public-private National Infrastructure Bank, which could leverage federal funds to provide low-cost loans or guarantees to state or local governments to finance qualified infrastructure projects.

Second, in addition to upgrading our existing infrastructure, we need to invest in new public transportation, alternative transportation (like bikes and "last mile" alternatives), and project-based funding to give our communities the flexibility to meet their unique local needs. These projects are critical to connecting underserved communities to economic opportunities, alleviating strain on our existing roads, and reducing the overall environmental impact of our transportation system.

Finally, the Committee should provide dedicated support for projects that help communities become more energy efficient, resilient and better prepared to deal with the impacts of climate change. Communities across our country, especially our densely populated economic centers and coastal communities, are already experiencing the consequences of climate change. We need to invest in projects that enhance climate resilience, while also reducing pollution and carbon emissions. The New Democrat Coalition urges the Committee to take a climate-forward approach to any infrastructure package.

Infrastructure projects are consistently evaluated as the best return on government investments, so investing in our infrastructure is more than just good politics, it's good economics. Supporting the movement of people and goods on our nation's roads, bridges, ports, and airports is crucial to driving investment in our communities. Enclosed with this statement is a copy of "Four Pillars for an Infrastructure Deal" put out by the New Democrat Coalition Infrastructure Task Force. I hope you will consider these ideas as the committee develops an infrastructure package this Congress.

Our coalition is eager to take advantage of this opportunity to bring our infrastructure into the 21st Century, and we look forward to working with you to achieve this goal.

**"Four Pillars for an Infrastructure Deal," by the New Democrat Coalition
21st Century Infrastructure Taskforce, Submitted for the Record by Hon.
Derek Kilmer, a Representative in Congress from the State of Washington**

NEW DEMOCRAT COALITION 21ST CENTURY INFRASTRUCTURE TASKFORCE

FOUR PILLARS FOR AN INFRASTRUCTURE DEAL

The New Democrat Coalition is determined to increase long-term federal investments in all types of infrastructure. Supporting the movement of people, goods, energy, and information through our infrastructure is crucial to driving investment in our communities and maintaining America's economic competitiveness. This investment is vital to both the jobs created to build and maintain our infrastructure, as well as those supported and bolstered by a strong and healthy infrastructure system

that facilitates the efficient movement of workers, goods, services, and ideas. Modernizing our infrastructure is important to Americans in every part of the country. We know that infrastructure projects are consistently evaluated as one of the best returns on government investments, and that Americans would rather spend more time doing the things they love than sitting in traffic wasting time and money.

As New Dems, we believe any new proposal must include new revenue, new financing, new funding, regulatory streamlining, and encourage life-cycle funding in innovative infrastructure projects that are built to last.

1. Modernize America's infrastructure

The Task Force proposes modernizing revenue sources and protecting infrastructure funds from being looted for other purposes. We support securing dedicated, sustainable revenue to keep the Highway Trust Fund solvent well into the future, and increasing federal investment that ensures America's infrastructure keeps pace with growing demand. We are considering a variety of funding options including mileage based user fees, raising or indexing the gas tax, user fees on electric vehicles or batteries to create parity with gasoline powered vehicles, slightly increasing the corporate tax rate and dedicating the incremental revenue gains towards infrastructure, and both expanded and new bond programs.

Finally, we must think strategically and expand our focus beyond up-front costs, using life-cycle cost analysis to account for the operating and maintenance needs of an asset across its entire life-cycle. Short-sighted investment will only leave Americans with an ever-deeper backlog of deferred maintenance and costly repairs.

2. Create an infrastructure bank to finance projects

The Task Force supports investing seed funding to capitalize an infrastructure bank that could leverage its funds for everything from roads to water to broadband projects. The bank would be accessible to states, localities, and regional groups, and would be able to loan them money with favorable terms, as well as offer bond insurance. Importantly, an infrastructure bank is self-sustaining, able to make additional loans for new projects as money is paid back.

3. Create incentives for communities most in need of building and maintaining their infrastructure

The Task Force supports grant programs that specifically target areas in desperate need of revitalizing their infrastructure, including those recovering from natural disasters, communities with higher rates of unemployment and poverty, and rural areas.

We also support creating new avenues to fund infrastructure projects in communities that have been left behind and in areas that have traditionally struggled to attract infrastructure funding for projects that have holistic community support. New Dems also believe in working with public and private sources to encourage joint investment into all types of infrastructure projects.

4. Encourage innovation and reform

The Task Force recognizes the importance of continued regulatory streamlining in a way that balances expedited construction with appropriate environmental and safety safeguards. First and foremost, we believe the administration must work to implement the numerous streamlining provisions already passed into law by Congress in the FAST Act transportation bill. In addition, we support encouraging the use of regional partnerships and public-private partnerships where appropriate.

Furthermore, as we revitalize old infrastructure and invest in new projects, we must encourage the adoption of new, innovative technologies that bolster safety and efficiency to create the infrastructure system of the future.

Prepared Statement of Hon. Andy Kim, a Representative in Congress from the State of New Jersey

It doesn't matter where in the world you are, if you meet someone from New Jersey that finds out you're also from our state, you'll be greeted with the same question: which exit?

'Which exit' isn't just a question of geography, it's a statement that our infrastructure helps define us. It's a reminder that our transportation systems aren't just what get us from point A to point B, but what deliver us from the present to the future.

As we look at the future, it's hard not to examine our past. Years of neglect from Washington and increased use across our state have led to an infrastructure system that faces massive challenges today.

A recent report from the American Road and Transportation Builders Association showed that in my district alone, there are 44 structurally deficient bridges and another 155 in need of repair. What does that mean for the people I represent here in Congress? It means when they exit the New Jersey Turnpike on Exit 5 and go north to Route 130, they drive over three structurally deficient bridges. Just one of those bridges, over Pompeston Creek, has nearly 68,000 trips per day.

That means tens of thousands of parents trying to get their kids to school are doing so on a bridge that is a direct danger to their safety. It means tens of thousands of people trying to get to work are doing so on a bridge built when Calvin Coolidge was president. It means tens of thousands of seniors trying to get to their medical appointments are doing so on a reminder of Washington's failure to improve our basic infrastructure. All of this happens over the course of an average day in New Jersey.

For these parents, working people and seniors, the basic infrastructure that delivers us to the future in New Jersey isn't just the paved roads of the Turnpike and Parkway. It's not just our state roads and city roads that connect our homes to our businesses, schools and communities. It's our public transit, sea and airports that connect us with the rest of the country and the rest of the world.

If we are going to build connections—from community to community, from exit to exit, from New Jersey to the work and from the present to the future—we must build the infrastructure to make it happen.

No family in Cinnaminson should be endangered because of a bridge that is deemed unsafe. No business owner in Toms River should face the challenge of roads that make it difficult to move goods and grow jobs. No senior should miss a medical checkup because they were failed by public transit.

We need a robust and bold infrastructure package that reflects the bold aspirations of the people I'm proud to represent. The benefits of bold action aren't just felt by Democrats or Republicans.

Building a new overpass over Route 539 won't just help Democrats or Republicans, it'll help make our Joint Base more secure and a stronger economic engine for our region. Fixing water infrastructure in Bordentown won't just help Democrats or Republicans, it'll make sure our children can drink from the faucet without fear. Expanding broadband access won't just help Democrats or Republicans, it'll make our businesses competitive in a global marketplace.

These are benefits that will be felt across our state, regardless of your party or your exit. I'm proud to stand up for investment in infrastructure because every exit should be one that leads to the future. I call on this committee and this Congress to take immediate steps to make that investment and ensure that the future is truly bright.

**Prepared Statement of Hon. Raja Krishnamoorthi, a Representative in
Congress from the State of Illinois**

OPENING STATEMENT

Chairman DeFazio, Ranking Member Graves, and all Members of the House Transportation & Infrastructure Committee, I sincerely appreciate this Members Day opportunity to submit my testimony to your committee as you consider legislative priorities for the 116th Congress. As you and your staff evaluate ways to strengthen access to public transportation, highway safety, and efficient and environmentally friendly transportation across rail, air, and roads, I ask that you please explore efforts to improve road safety and decrease distracted driving in America. Specifically, I ask that you support the passage and implementation of the bipartisan States Afforded Funding Extensions To Oppose Driving Recklessly In Vehicular Engagements, or the SAFE TO DRIVE Act (H.R. 2416). This legislation was introduced this Congress by U.S. Representatives Raja Krishnamoorthi, Mike Gallagher, and Steve Cohen.

According to the National Highway Traffic Safety Administration (NHTSA), distracted driving was directly responsible for taking at least 3,166 lives in 2017, including 229 teenagers, with nearly 400,000 people injured because of distraction-af-

fect crashes.^{1,2} In 2010, NHTSA reported that crashes in which at least one driver was identified as distracted cost \$39.7 billion,³ and with the rise smartphones and cheap data plans this issue has worsened. Text messaging, for example, increases the risk of a crash or near-crash by 23 times.⁴

It is evident that this problem is not going away and that current efforts to curb distracted driving are not sufficient.

CURRENT STATE

In 2015, President Obama signed into law the Fixing America’s Surface Transportation Act, or the “FAST Act.” It provided years-long funding for surface transportation, allowing States and local governments to move forward with critical transportation projects. Specifically, the FAST Act authorized \$2.7 billion in funding for the Section 402 Highway Safety Programs and Section 405 National Priority Safety Programs for fiscal years 2016 through 2020.⁵

Within the Section 405 program, specific funding is allotted through Section 405(e) for comprehensive distracted driving grants. These federal grants are awarded to states to help create distracted driving awareness campaigns and to better enforce distracted driving laws. To qualify for these grants, states must meet four requirements:

- Ban texting as defined by statute (“reading from or manually entering data into a personal wireless communications device . . . or engaging in any other form of electronic data retrieval”), including not allowing an exemption for stopping at a traffic light.
- Prohibit drivers under 18 or in a graduated driver license (GDL) program from using a personal wireless communications device;
- Require primary enforcement of texting law and/or youth law (primary enforcement for both required); and,
- Impose a minimum fine of \$25 for violation of texting law or youth law (both required).

In 2018, 17 states applied for these grants, but only four (Connecticut, Maine, New Jersey, and Oregon) qualified for the grants. Unspent funds are allocated to Section 402. In review of this issue, it appears many states intended to meet the standards and hoped to received grant funding, but were unsuccessful in securing funds. As a result, states could be following the spirit of the law but falling short on the technicalities. For example, instead of having a minimum fine for a violation of a texting law, a state could have a maximum fine, or have previously defined texting as “SMS Messaging”, which would not meet NHTSA’s requirements.

SOLUTION

While many states will never fully qualify for the current grants, they should not be entirely denied the chance to educate and enforce distracted driving awareness and prevention. The SAFE TO DRIVE Act proposes two supplemental grants with clear language to use for distracted driving prevention. The two proposed grants will be awarded to states who:

- Add a state law with a specific definition of texting, which would encompass instant messaging, SMS texting, Facebook messaging, or using WhatsApp—essentially any other form of electronic data retrieval or electronic data communication. This would include browsing the web.
- Add a state law banning all non-navigational viewing while driving. States would still allow for use of something like Google Maps or Waze, but would not allow streaming from YouTube, watching a video, or FaceTiming.

For each of these grants, up to 25% of the money already allocated to the distracted driving grant program would be available for the new supplemental grants.

Additionally, this legislation would require NHTSA to provide states with a detailed analysis of why they failed to obtain a grant—and make that analysis publicly available.

Given the grave importance of road safety and Congress’s intent under the FAST Act to help states promote distracted driving awareness, providing additional funding opportunities through the SAFE TO DRIVE Act will save lives.

¹ <https://www.nhtsa.gov/risky-driving/distracted-driving>

² <https://www.nhtsa.gov/highway-safety-grants-program>

³ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812013>

⁴ <https://vtnews.vt.edu/articles/2009/07/2009-571.html>

⁵ There was not a corresponding footnote listed for reference No. 5 in the original written statement.—*Ed.*

CONCLUSION

Implementing the SAFE TO DRIVE Act is one small but integral step to improving roadway safety. This bipartisan legislation, led by myself and Representatives Mike Gallagher (R-WI) and Steve Cohen (D-TN), has broad support in the road safety advocacy community, with endorsements from the following organizations: Advocates for Highway and Auto Safety, Allstate, Liberty Mutual, State Farm, American Property Casualty Insurance Association, and the National Safety Council. In the coming months, I look forward to engaging with the committee as you explore the reauthorization of the FAST Act and examine sustainable solutions to strengthen our nation's infrastructure.

**Prepared Statement of Hon. John B. Larson, a Representative in Congress
from the State of Connecticut**

Thank you, Chairman DeFazio and Ranking Member Graves, for holding this Member Day and for allowing me to testify. I have had the honor of hosting Chairman DeFazio in my district along with his predecessor Chairman Shuster on multiple occasions. The Transportation Committee has a rich history of operating on a bipartisan manner and I am heartened to see that tradition continuing.

As a member of the Ways and Means Committee, I was delighted that earlier this year the Chairman and Ranking Member testified in front of our committee. The Ways and Means Committee will be responsible for finding the revenue needed to fund these investments and we are committed to doing just that.

Infrastructure is neither Democratic or Republican, it's American. We have sadly allowed our infrastructure to fall into a state of disrepair. The American Society of Civil Engineers gives the state of our infrastructure a grade of "D+."

At the same time, China has been investing 8.5% of its GDP in infrastructure. The United States invests less than 1.4%, its lowest level on record.

Connecticut's First District is an example of a place with aging infrastructure that is in dire need of reinvestment. Hartford is home to the I-84/I-91 interchange, which is the largest traffic bottleneck in Connecticut, 2nd in New England, and 14th nationally.

It was built in the 1960's to accommodate the largest department store in New England, G. Fox and Company—which no longer exists. But the highway system that was built around it now divides the city of Hartford and cuts it off from its beautiful riverfront.

As we look at making infrastructure investments, we can't repeat the mistakes of the past.

That is why I have been advocating for tunnel proposal for the I-84/I-91 interchange in Hartford, similar to what Seattle recently did with the Alaskan Way Viaduct project.

The I-84/I-91 tunnel proposal would:

- Spur economic development
- Create jobs
- Reconnect neighborhoods
- Recapture the riverfront
- Shore up the levee system
- Relieve congestion
- Create multimodal transportation options
- Allow the city to remain open during construction.
- Create a vibrant urban core and a thriving region with economic opportunities for all.

Simply put, the benefits of such an investment are enormous. But our underinvestment in infrastructure is holding us back from building important projects like this one.

It's time for Congress to pass an infrastructure bill that will unleash transformative projects across the country like the I-84/I-91 tunnel proposal in Hartford.

Mr. Chairman, Mr. Ranking Member—let's go big on infrastructure. Let's not settle for half measures.

As the American Society of Civil Engineers has said, the nation needs to invest an additional \$2 trillion in infrastructure over the next 10 years. The need is there. My legislation from last Congress, the America Wins Act, would raise \$1.8 trillion over 10 years through a tax on carbon pollution. I think that is the type of proposal that will allow us to make the type of investments we need, but I am willing to vote for anything that brings in sufficient revenue to rebuild the country.

Let's rebuild our roads, bridges, tunnels, and transit systems. Let's build for the future with high speed rail networks and multi-modal infrastructure such as biking and walking. Let's invest in our airports, levees, drinking water, sewers, ports, schools, and more.

If China can do this, so can the United States.

Specially, I urge the committee to pursue the following policies:

- Let's go big. We should develop an infrastructure package that invests at a minimum, an additional \$1 trillion over current levels over the next 10 years—and we should aspire towards \$2 trillion. We need to commit the type of investment that will allow us to take on transformational projects like the I-84/I-91 interchange in Hartford, CT.
- It's time for Congress to reassert its Article I power over the purse. Instead of leaving all project decisions in the hands of unelected bureaucrats, the members who know their districts and vote to authorize billions of federal dollars should have a role in project decision-making.
- We need real revenue and real funding. That means working with the Ways and Means Committee to pay for the investment with ideally a 90/10 federal/nonfederal split, or 80/20 at minimum. Public-private-partnerships have role, but they are not a substitute for real funding.
- Life-Cycle Cost: Projects like dealing with the I-84/I-91 interchange in Hartford cost billions of dollars up front, but the long-term benefits of making a smart investment in transformational projects far-eclipse the upfront costs. We should be looking to enact federal policy that takes into account the long-term benefits of infrastructure investment when considering which projects to build.
- The I-84/I-91 tunnel proposal involves economic development, a levee system, highways, transit, rail, and housing. I encourage the committee to explore policies that allow us to do a better job of looking at projects holistically rather than silo-ing them off between different agencies and modes.
- Multi-modal investment: we must ensure that federal funding is being invested in all forms of transportation, including transit, rail, biking, pedestrians, aviation, and waterways along with roads and bridges. This will make for communities that are healthier, vibrant, and sustainable. This includes taking into account the realities of climate change to ensure we are investing in sustainable and resilient infrastructure.

Finally, I would like to submit for the record documents from the Connecticut Department of Transportation, the Connecticut Airport Authority, and the Capitol Region Council of Governments outlining their priorities before the Transportation & Infrastructure Committee's jurisdiction.

Thank you for hearing my testimony. I look forward to working with your committee on a transportation reauthorization bill and major infrastructure legislation this year.

Connecticut Department of Transportation Recommendations on FAST Act Reauthorization, Submitted for the Record by Hon. John B. Larson

CONNECTICUT DEPARTMENT OF TRANSPORTATION RECOMMENDATIONS FOR HOUSE
T&I MEMBER REQUEST ON FAST ACT REAUTHORIZATION

APRIL 25, 2019

1. PROVIDE FLEXIBILITY TO TOLL FEDERAL-AID HIGHWAYS

Current Federal Policy:

In most cases, federal law (23 USC 301) restricts states from tolling Federal aid Highways, which eliminates a potential source of revenue. The Interstate System Reconstruction and Rehabilitation Pilot Program (ISRRPP) was authorized under Section 1216(b) of TEA-21 to permit up to three existing Interstate facilities to be tolled to fund needed reconstruction on Interstate corridors that could not otherwise be adequately maintained or functionally improved without the collection of tolls.

Issue:

Federal law imposes restrictions on states from tolling Interstate routes. These restrictions were put in place in 1956 when the federal government adopted a program to create a national network of limited access highways for national defense and to support the growth of the American economy. Federal funds paid for 90% of the cost of the system construction.

Over 60 years after the program was created the Interstate highway and bridge infrastructure is aging and in need of extensive reconstruction or replacement. Unfortunately, the Highway Trust Fund no longer has the revenues to support a major reconstruction program. The burden of rebuilding and modernizing the Interstate system falls primarily on the states. The restrictions on tolling Interstate highways need to be lifted so states can generate the revenues they need for the massive reconstruction challenge they face.

Connecticut is currently authorized to toll under the Value Pricing Pilot (VPP) Program which allows a limited number of states to toll on existing toll-free highways, as long as congestion pricing is used to manage traffic congestion. In February, Governor Lamont proposed tolling I-84, I-91, I-95 and Route 15 (west of New Haven) and the Connecticut General Assembly is currently debating toll authorization legislation. The ability to apply to USDOT for approval to install tolls on existing roads without the use of congestion pricing would provide Connecticut greater flexibility to use tolling as a revenue source for needed activities on all components of our highway system.

Recommendation:

Provide increased tolling flexibility to states to maximize revenue-raising opportunities in light of federal funding challenges. Specifically, eliminate the prohibition on tolling existing free Interstate highways, subject to the approval of the Secretary, for purposes of reconstruction, restoration, or rehabilitation.

Legislative Text:

Section 129(a)(F) of title 23, United States Code is amended to read as follows—
(F) reconstruction, restoration, or rehabilitation of a toll-free Federal-aid highway on the Interstate System and conversion of the highway to a toll facility, subject to the approval of the Secretary;

Section 129(a) of title 23, United States Code is amended by striking subparagraph (G) and redesignating subparagraph (H) as subparagraph (G).

2. ALLOW COMMERCIALIZATION OF REST AREAS ON THE INTERSTATE SYSTEM.

Current Federal Policy:

Federal law (23 USC 111) prohibits the construction or location of commercial establishments within a rest area on the interstate and limits the provision of vending machines only to the state.

Issue:

Federal law prohibits states from commercializing rest areas on interstates developed after 1956. The state of Connecticut has seven Rest Area facilities along its highways to offer travelers a place to pull off the highway to rest or stretch their legs. These facilities are located in West Willington (I-84 E/B and I-84 W/B); Danbury (I-84 E/B); Middletown (I-91 S/B); North Stonington (I-95 S/B); Southington (I-84 E/B); and Wallingford (I-91 SB). Basic services and amenities are provided, such as restrooms, parking, and vending machines, as well as picnic and pet walking areas.

Funding for 24/7 Rest Area operations was reduced by \$2M in FY 2016. As a result, the rest areas remained open with hours reduced to a single daily shift (with hours of availability from 8:30 a.m. until 3:30 p.m.). Expanding allowable commercial activity at Connecticut's seven rest areas would generate additional revenue for states with limited budgets to offset maintenance, operating and capital costs at each facility. Commuters and those traveling through Connecticut would benefit from modern rest areas with food, coffee, gas stations, and electric vehicle charging stations that are easy to access, similar to the 23 service plazas ConnDOT currently owns.

Recommendation:

Amend 23 USC 111 to allow for food concessions and electric vehicle charging stations at State-owned interstate rest areas.

Legislative Text:

Section 111(b)(2) of title 23, United States Code, is amended to read as follows—
(1) by redesignating subparagraphs (D) and (E) as subparagraphs (E) and (F), respectively;

(2) by inserting after subparagraph (C) the following:

“(D) concessions, including restaurants, food services, and convenience stores;”.

(b) TAX REVENUES.—Section 111(b)(4) is amended 4 by adding at the end the following: “Notwithstanding the 5 preceding sentence, a State may use revenues re-

ceived 6 from concessions under paragraph (2)(D) to support any 7 program authorized under this title.”

Section 111 of title 23, United States Code, is amended by inserting at the end the following:

“(f) ELECTRIC VEHICLE CHARGING STATIONS IN REST AREAS.—

“(1) IN GENERAL.—Notwithstanding subsection (a), a State may—

“(A) permit electric vehicle charging stations in a rest area along a highway on the Interstate System in the State, if such stations or facilities will not impair the highway or interfere with the free and safe flow of traffic thereon; and

“(B) charge a fee, or permit the charging of a fee, for the use of such stations or facilities.

“(2) LIMITATION ON USE OF REVENUES.—Notwithstanding subsection (b)(4), a State shall use any revenues received from fees collected under paragraph (1) for projects eligible under this title.”.

3. ELIMINATE RESCISSIONS OF CONTRACT AUTHORITY

Current Federal Policy:

Congress has used rescissions of highway contract authority as budgetary offsets. An \$856 million rescission in unobligated contract authority was enacted in June 2017 and a \$7.6 billion rescission is scheduled for July 2020 under the FAST Act. The \$7.6 billion rescission would be derived from Federal-aid Highway Program categories other than those that are exempt including: Highway Safety Improvement Program, Railway-Highway Crossing Program, and sub-allocated portions of the Surface Transportation Block Grant Program (STBGP). Non-exempt program dollars are required to be rescinded from unobligated balances remaining on that date on a proportional basis.

Issue:

Rescinding previously-authorized highway contract authority greatly impedes the flexibility of state departments of transportation to program Federal dollars and could result in hard cuts to highway funding and seriously delay project construction.

The Connecticut share of the rescission is estimated to be \$96.9 million (based on 1.28% of national total).

Recommendation:

Congress is urged to repeal the scheduled FY 2020 rescission and avoid using rescissions of highway contract authority. However, if a rescission is imposed, no funding categories should be exempt. States should have the flexibility to choose among all the funding categories to rescind so they can reduce the negative impact of the rescission on transportation service and performance.

Legislative Text:

Section 1438 of Public Law 114–94 is repealed.

4. EMERGENCY AND TOW VEHICLES

Current Federal Policy:

FAST Act, Sec. 1410, Interstate Weight Limits; 23 USC 127, Vehicle Weight Limitations-Interstate System, subsections (m) and (r)

Issue:

The FAST Act increased the maximum gross vehicle weight allowance of an emergency vehicle on the Interstate System (and routes that provide reasonable access to the Interstate System) to 86,000 pounds and exempted heavy-duty tow and recovery vehicles (regardless of weight) from Federal Interstate weight limits. These vehicles can create greater load effects in certain bridges than the previous legal loads. If not appropriately rated and posted (i.e., restricted), bridge safety, serviceability, and durability may be compromised by these vehicles. States recognize the safety and mobility benefits of facilitating prompt movement of emergency and tow vehicles. However, these two new weight-limit exemptions are not subject to state permit authority and are considered “unrestricted” exceptions; thus, every state is now required to re-evaluate the load rating for all Interstate bridges (and those that provide access to the Interstate) and post restrictions on those bridges that cannot safely carry these new maximum unrestricted vehicle loads.

An unintended consequence of the FAST Act is that hundreds—or potentially thousands—of bridges in each state now must be load-rated for the higher limits

and “posted” with any applicable load restrictions. Furthermore, while the provision for emergency vehicles includes a stated maximum gross vehicle weight of 86,000 pounds and requirements as to axle limits, the heavy-duty tow and recovery vehicle provision does not state a weight limit and allows for the unspecified weight of a towing and towed vehicle combined, making it impossible for states to determine how to load rate the bridges and determine which ones must be posted. The unexpected additional costs associated with load-rating and posting thousands of bridges will cause financial burdens on state and local transportation agencies. Additionally, posting load restrictions on thousands of bridges on the nation’s Interstate System (and reasonable access roads) will likely create confusion among drivers that could affect the safety of the traveling public and operators of said emergency and heavy-duty tow and recovery vehicles. If these vehicles were to be subject to state permit authority, states would be able to designate appropriate routes, reducing the number of posted bridges, reducing costs for state and local governments, protecting bridges, and continuing to facilitate prompt movement of emergency vehicles to the scenes of emergencies and prompt clearance of disabled vehicles from roads.

Recommendation:

Rescind the FAST Act provisions concerning emergency vehicles and heavy-duty tow vehicles (23 USC 127(m) and (r)) and allow states to accommodate these vehicles as they have done successfully prior to the FAST Act, through real-time permitting or other methods. Another option is to modify 23 U.S.C. 127 (m) and (r) to allow states to apply for FHWA authority to use a permit system for subsection (m) and subsection (r) vehicles over 80,000 lbs gross vehicle weight.

Legislative Text:

Section 127 of title 23, United States Code is amended by repealing subsection (m)(1) and inserting:

“(1) IN GENERAL.—Notwithstanding any other provision of this section, a State may issue special permits to overweight covered heavy-duty tow and recovery vehicles through real-time permitting or similar methods if such permits are issued in accordance with State law.

Section 127 of title 23, United States Code is amended by repealing subsection (r) and inserting:

“(r) Emergency Vehicles

- (1) In General.—Notwithstanding any other provision of this section, a State may issue special permits to overweight emergency vehicles through real-time permitting or similar methods if such permits are issued in accordance with State law.
- (2) Emergency vehicle defined.—In this subsection, the term “emergency vehicle” means a vehicle designed to be used under emergency conditions—
 - (A) to transport personnel and equipment; and
 - (B) to support the suppression of fires and mitigation of other hazardous situations.

5. MAKE ALL CATEGORICAL EXCLUSIONS AVAILABLE FOR USE BY ANY FEDERAL AGENCY

Current Federal Policy:

49 USC 304

Issue:

Under current NEPA regulations, each federal agency adopts its own list of categorical exclusions (CEs) applicable to actions that the agency carries out. If multiple federal agency approvals are needed for the same project, and only one agency has an applicable CE, then that agency can issue as CE, but the other federal agencies must prepare an EA—slowing down the process unnecessarily. An existing law allows any USDOT agency to use any other USDOT’s agency’s CE, but this authority has two important limitations: (1) applies only to “multimodal projects,” which are defined as projects that require approval from two or more USDOT agencies, and (2) it does not apply to agencies outside the USDOT. These restrictions are unduly limiting.

Recommendation:

Amend 49 USC 304 or enact new legislation authorizing any federal agency to apply a CE that had been adopted by any other federal agency; this authority would make CEs interchangeable among all federal agencies. For example, the Corps could apply a CE from FHWA’s CE list. If this change is not made, Congress should at

least amend 49 USC 304 to allow any USDOT agency to use any other USDOT agency's CE, regardless of whether the project is "multimodal."

Legislative Text:

Section _____. Notwithstanding any other provision of law, in considering the environmental impacts of a proposed project, a categorical exclusion designated under the implementing statutes, regulations or procedures of a federal agency shall be adopted by other federal agencies when reviewing such environmental impacts for a project.

6. REQUIRE AIR QUALITY CONFORMITY ONLY FOR THE CURRENT AIR QUALITY STANDARDS

Current Federal Policy:

42 USC 7506

Issue:

As required by the Clean Air Act, the EPA periodically reviews and updates the National Ambient Air Quality Standards (NAAQS), typically by replacing an old standard with a new, more stringent standard. When a new NAAQS is adopted, EPA issues rules for transitioning to the new standard. In a recent court decision, *South Coast v. EPA*, the U.S. Court of Appeals struck down an EPA rule that provided for the transition from the 1997 ozone standard to the stricter 2008 standard. The court held that even though the 1997 standard had been revoked and replaced by a stricter standard, states and MPOs still were required to continue making conformity determinations for the revoked 1997 standard. This decision will result in wasteful effort of demonstrating conformity to plans for achieving an air quality standard that has already been met.

Recommendation:

Require that when a new standard is established for a pollutant, transportation agencies only need to conform to the most recent standard for that pollutant.

Legislative Text:

Subsection 7506(c)(5) of title 42, United States Code, is amended to read as follows—

"(5) Applicability.—

- (A) This subsection shall apply only with respect to a nonattainment area and each pollutant for which the area is designated as a nonattainment area; and
- (B) If a new national ambient air quality standard is promulgated for a pollutant, corresponding to a previously issued standard for the same pollutant, the requirements of this subsection shall apply only to the newly promulgated standard."

7. ADOPTION OF PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG)

Current Federal Policy:

28 CFR 36, Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities

Issue:

The Americans with Disabilities Act (ADA) strives to ensure access to the built environment for people with disabilities. To facilitate this access, the US Access Board is responsible for developing and updating design guidelines known as the ADA Accessibility Guidelines (ADAAG), which focus primarily on facilities on sites. These guidelines are currently used by the US Department of Justice and the US Department of Transportation in setting enforceable standards that the public must follow. However, sidewalks, street crossings, and other elements in the public right-of-way can pose different challenges to accessibility. While the current ADAAG addresses certain features common to public sidewalks, such as curb ramps, the Access Board determined more than a decade ago that additional guidance was necessary to address conditions and constraints unique to public rights-of-way.

Thus, the Access Board has been collaboratively developing guidelines for facilities within the public rights-of-way—the Public Rights-of-Way Accessibility Guidelines (PROWAG)—which address transportation-specific issues, including access for blind pedestrians at street crossings, wheelchair access to on-street parking, and various constraints posed by space limitations, roadway design practices, slope, and terrain. Once these guidelines are adopted by the US Department of Justice, they

will become enforceable standards under Title II of the ADA. Unfortunately, since the current “officially adopted” guidance is still the ADAAG, which is intended more for vertical than horizontal construction, there has been uncertainty in transportation agencies regarding what is or is not acceptable. In addition, several agencies are being required, as the result of litigation, to implement suboptimal accessibility solutions that were truly intended for buildings, not transportation facilities. Adoption of the PROWAG would provide transportation agencies with solid, researched solutions for accessibility within their transportation corridors.

Recommendation:

Official adoption of the Public Rights of Way Accessibility Guidelines (PROWAG) is needed to ensure consistency across the country in the application of accessibility features within the streetscape. Adoption would also ensure that the horizontal construction guidelines are used by transportation agencies instead of the vertical construction guidelines.

Legislative Text:

Section ____ ADOPTION OF PUBLIC RIGHTS OF WAY ACCESSIBILITY GUIDELINES.—

- (a) The U.S. Department of Justice and U.S. Department of Transportation shall adopt the Public Rights of Way Accessibility Guidelines developed by the U.S. Access Board.
- (b) The guidelines adopted under subsection (a) shall become enforceable standards under Title II of the Americans with Disabilities Act of 1990.

8. MINIMUM CONDITION LEVELS FOR NATIONAL HIGHWAY SYSTEM (NHS) BRIDGES AND PAVEMENTS COULD ENCOURAGE A WORST-FIRST ASSET MANAGEMENT APPROACH

Current Federal Policy:

- 23 USC Section 119, National Highway Performance Program
- 23 CFR Section 515, Asset Management Plans

Issue:

Current federal law requires states utilize and document an asset management plan for the NHS. State DOTs must also manage the transportation system well beyond the designated NHS. One of the principles of asset management is to focus on reducing life-cycle costs, not on addressing the “worst first” for the transportation network. FHWA’s current guidance states that a successful asset management program “must have moved away from a ‘worst first’ investment strategy, and instead have adopted investment principles that are based on life cycle costing and incorporate life-cycle planning principles.” Current federal law set minimum condition levels for NHS bridges in poor condition and also requires USDOT to establish a minimum condition level for Interstate System pavement. If the minimum conditions are not met, the State would be required to redirect certain funds to improve those conditions until the minimum conditions are met.

A core principle of transportation asset management is to provide the right treatment at the right time in the life cycle of the asset. This may mean the option not to treat the worst item or segment first may be the most cost effective for the system. State DOTs are concerned that the minimum condition requirements for NHS bridges and Interstate System pavement may force state DOTs into adopting a worst-first approach to asset management.

Recommendation:

- Eliminate the minimum condition requirements written into law for both NHS bridges and Interstate System pavement.
- If the minimum condition requirements are not eliminated, do not use the achievement of meeting the minimum condition requirements for NHS bridges or Interstate System pavement as the basis for apportioning or allocating federal funds among state DOTs.
- Ensure that the minimum condition requirements for NHS bridges and Interstate System pavement do not force a state DOT to adopt a worst first approach to asset management.

Legislative Text:

Section 119 of title 23, United States Code is amended by striking subsection (f)

9. EXPAND ELIGIBILITIES FOR THE SURFACE TRANSPORTATION BLOCK GRANT PROGRAM SET-ASIDE FOR TRANSPORTATION ALTERNATIVES AND MAKE STATE DOTs ELIGIBLE RECIPIENTS UNDER THIS PROGRAM

Current Federal Policy:

23 U.S.C. 133(h), 23 USC 206

Issue:

Although state DOTs use significant state resources to administer the Surface Transportation Block Grant Transportation (STBGP) set-aside for Transportation Alternatives (TA), state DOTs are not eligible recipients of TA funding. Similar programs, such as the Recreational Trails Program, allow states to be reimbursed for costs incurred in administering the program, up to seven percent of the apportionment made to the state each year (23 USC 206(d)(2)(H)), and one percent of Recreational Trails Program monies are returned to USDOT each year to administer the program (23 USC 133(h)(5)(B)). Thus, it is important that state DOTs be allowed to use a portion of the TA program funds for expenses associated with administering these funds.

In addition, the current prohibition of state DOT sponsorship/eligibility for TA funds hinders fund obligation as local government sponsors are often reluctant to use federal funding for small projects. As such, state DOTs should be able to sponsor local projects and receive project grants, at the request of the local agency.

Also, TA funding is available only for infrastructure related and environmental projects. The Recreational Trails Program, however, includes eligibility for maintenance of existing trails and educational programs to promote safety and environmental protection.

Recommendations:

- State DOTs should be reimbursed for eligible costs incurred in administering the TA program, up to seven percent of the apportionment made to the state each year.
- Restore the authority for states to receive TA funding and administer TA projects, at the request of a local agency.
- Allow state DOTs to transfer STBGP set-aside funding for Transportation Alternatives suballocated for locally-selected projects each year if the locality fails to spend their obligation authority.
- Allow TA funds to be used for non-infrastructure programs that focus on preservation, safety, public education, enforcement, and/or public outreach.

Legislative Text:

Section 133(h) of title 23, United States Code is amended by adding at the end a new paragraph:

- (8) Uses of funds.—Permissible uses of funds apportioned to a State for a fiscal year to carry out this section shall include payment of costs to the State incurred in administering the program in an amount not to exceed 7 percent of the apportionment made to the State for the fiscal year.

Section 133(b) of title 23, United States Code is amended by adding at the end the following new paragraphs:

- (16) The maintenance and restoration of existing recreational trails.
 (17) The development and dissemination of publications and operation of educational programs to promote safety and environmental protection, (as those objectives relate to one or more of the use of recreational trails, supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training).

10. ALLOW CONFORMITY AND FISCAL CONSTRAINT TO BE DETERMINED POST-NEPA, PRIOR TO CONSTRUCTION

Current Federal Policy:

42 USC 7506(c)(2)(E), 40 CFR 93.108, 23 CFR Part 771 and Part 450

Issue:

For projects located in air quality nonattainment and maintenance areas, FHWA must make an air quality conformity determination (i.e., a finding that the project conforms to the state's plan for achieving federal air quality standards per 42 USC 7506(c)). The conformity determination, in turn, requires a finding that the project is include in a "fiscally constrained" metropolitan transportation plan and transportation improvement program (TIP). 40 CFR 93.108. These findings are required prior to completion of the NEPA process under current EPA and FHWA regulations

and guidance. This requirement creates a Catch-22 for many large projects: without NEPA approval, it is difficult to confirm funding sources, but the NEPA process cannot be completed until funding sources are identified. The timing of the fiscal constraint determination can be especially challenging for large P3 projects and other innovative-finance projects, where funding and financing plans are not (and cannot be) resolved until after the NEPA process is complete.

Recommendation:

Allow flexibility to complete the NEPA process with approval conditioned on making an air quality conformity and fiscal constraint determination before proceeding to construction. This approach would not change any substantive requirements related to fiscal constraint and project level conformity, it merely changes the timing of making these determinations. This change would be implemented with legislation directing FHWA and FTA to update their joint environmental and planning regulations (23 CFR Part 771 and Part 450), and directing EPA to make a corresponding change to its conformity regulations.

Legislative Text:

Section 7506(c)(3) of title 42, United States Code is amended by adding at the end:

- (F) The conformity determinations required by this section shall be coordinated with the transportation planning process under sections 134 and 135 of Title 23, and with the environmental review process required under the National Environmental Policy Act and other applicable laws, in accordance with the following requirements:
- (i) The Department of Transportation shall make its conformity determination for a transportation project prior to initiation of construction of the project.
 - (ii) The Department of Transportation shall ensure that the transportation project is included in the plan and program, as applicable, before the Department of Transportation makes its conformity determination for the project.
 - (iii) The Department of Transportation shall ensure that any environmental document prepared for the project under the National Environmental Policy Act discloses the need for a transportation conformity determination and evaluates consistency with conformity requirements, and shall condition any approval issued by the Department in the environmental review process on satisfying conformity requirements prior to construction.

11. DELEGATION OF PREVENTIVE MAINTENANCE PROJECTS

Current Federal Policy:

23 USC 116, Maintenance, subsection (e)

Issue:

Under 23 USC 116(e), a state may use Federal-aid highway funds for a preventive maintenance project “if the state demonstrates to the satisfaction of the Secretary that the activity is a cost-effective means of extending the useful life of a Federal-aid highway.” Because this is a statutory requirement, FHWA cannot currently assign to states the authority to determine that a preventive maintenance project qualifies for federal reimbursement.

Recommendation:

This provision should be amended to allow states to determine that a preventive maintenance project meets the applicable criteria for federal reimbursement. This change would require an amendment to 23 USC 116(e).

Legislative Text:

Section 116 of title 23, United States Code is amended by striking subsection (e) and inserting:

- (e) Preventive Maintenance.—
- (1) A preventive maintenance activity shall be eligible for Federal assistance under this title if the State demonstrates to the satisfaction of the Secretary that the activity is a cost-effective means of extending the useful life of a Federal-aid highway; and
 - (2) Upon request of a State, and subject to the provisions of this subsection, the Secretary shall enter into a written agreement with the State assigning the full responsibility of the Secretary to the State for granting any approvals required under paragraph (1).

12. DELEGATION OF AUTHORIZATION FOR RIGHT-OF-WAY ACQUISITION

Current Federal Policy:

23 USC 106, Project Approval and Oversight

Issue:

Currently, there is no specific authorization in 23 USC 106 (or elsewhere in Title 23) for states to assume FHWA's responsibilities for authorizing federally funded right-of-way acquisitions. In addition, FHWA's right-of-way regulations state that "as a condition of Federal funding under Title 23, the grantee shall obtain FHWA authorization in writing or electronically before proceeding with any real property acquisition using Title 23 funds, including early acquisitions under §710.501(e) and hardship acquisition and protective buying under §710.503."

Recommendation:

New legislative authority should be established for states to voluntarily assume some or all of FHWA's responsibilities for approval of right-of-way acquisitions, subject to the same legal protections that currently apply to the right-of-way acquisition process. This would require an amendment to 23 USC 106.

Legislative Text:

Section 106(c) of title 23, United States Code is amended by adding at the end:
 (5) Right of Way Acquisition.—For projects under this title, the State may assume the responsibilities of the Secretary under this title for the acquisition of rights-of-way under section 107 unless the Secretary determines that the assumption is not appropriate.

13. NON-INFRASTRUCTURE ELIGIBILITIES UNDER THE HIGHWAY SAFETY IMPROVEMENT PROGRAM

Current Federal Policy:

Highway Safety Improvement Program funds are restricted to use on specific activities and cannot be used for education, enforcement, safety research, or emergency medical service safety programs.

Issue:

The FAST Act (section 1113) amended 23 USC 148 to revise the definitions of what is a Highway Safety Improvement Project. The change effectively restricts HSIP eligibility to only 28 strategies, activities or projects listed in the legislation, eliminating the ability to use HSIP funds for public awareness and education efforts, infrastructure and infrastructure-related equipment to support emergency services, and enforcement of traffic safety laws that are identified in the states' Strategic Highway Safety Plans. SAFETEA-LU and MAP-21 had provided the flexibility to deploy additional enforcement to problem areas and help reverse a trend of increasing crashes on specific highway segments. The changes are inconsistent with the intent of a state's Strategic Highway Safety Plan (SHSP) which is a multi-disciplinary approach to reducing highway fatalities and serious injuries on all public roads. The lack of flexibility in safety project selection in the HSIP program, particularly non-infrastructure related activities, stifles innovative safety improvements that lead to crash reductions and reduced highway fatalities.

Recommendations:

Restore flexibility for states to use a portion of HSIP funds for non-infrastructure safety programs and for safety research.

Legislative Text:

Section 148 of title 23, United States Code is amended in subsection (e) by adding the following:

“(3) FLEXIBLE FUNDING FOR SAFETY PROJECTS UNDER ANY OTHER SECTION.—

“(A) IN GENERAL.—To further the implementation of a State strategic highway safety plan, a State may use not more than 25 percent of the amounts apportioned to the State under section 104(b)(3) for a fiscal year to carry out safety projects under any other section as provided in the State strategic highway safety plan.

“(B) OTHER TRANSPORTATION AND HIGHWAY SAFETY PLANS.—Nothing in this paragraph requires a State to revise any State process, plan, or program in effect on the date of enactment of this paragraph.”.

14. ESTABLISH PROJECT DELIVERY INNOVATION PILOT PROGRAM

Current Federal Policy:

New Section in 23 USC Chapter 1

Issue:

The NEPA process requires compliance with a host of other federal environmental laws, each of which is implemented by separate regulations, under the jurisdiction of different agencies. Streamlining the NEPA process alone will not be successful without also streamlining compliance with the other federal laws that also must be addressed as part of the same process. Yet efforts to amend or improve those other laws have not been successful, at least to date. Because other federal environmental laws are subject to complex and prescriptive regulations, agencies are highly restricted in their ability even to consider innovative practices that could yield “win-win” solutions for infrastructure development and the environment. One possible solution is to borrow from the “SEP–15” model used by FHWA—an experimental program that allows the agency to waive certain requirements on a project-specific basis as a way to test innovative approaches, which can inform future changes to the agencies regulations. This same flexibility should be provided to other agencies.

Recommendation:

Establish a pilot program, modeled on SEP–15, that would allow USDOT modal administrations and federal environmental agencies to waive or otherwise modify their own requirements to develop innovative practices to streamline project delivery and achieve positive environmental outcomes. The flexibility provided under this framework would include appropriate safeguards—including interagency consultation and public notice and involvement—to ensure adherence to federal environmental laws, regulations, and policies. For example, all federal agencies required to consult on a project would need to agree to the inclusion of the project in the pilot program, consulting resource agencies would need to determine that equal or improved environmental outcomes would be achieved, and no agency would be allowed to override or modify requirements that fall within another agency’s authority.

Legislative Text:

§ _____. Pilot program on use of innovative practices for environmental reviews

- (a) Findings.—The Congress finds that:
- (1) The environmental review process for transportation infrastructure projects is complex and inefficient, resulting in delays and increased costs of delivery of needed improvements to our transportation system.
 - (2) True innovation in the environmental review process is difficult because the process is governed by many distinct requirement under dozens of federal laws and regulations.
 - (3) It is in the national interest to promote truly innovative approaches that have the potential to yield positive environmental and transportation outcomes more quickly and efficiently, with greater transparency and responsiveness to all stakeholders.
- (b) Definitions.—
- (1) “Affected agency” shall mean the federal agency or agencies, other than the United States Department of Transportation, with an approval or consultation role that would be affected if the flexibilities in subsection (d) are used.
- (c) Establishment.—The Secretary shall establish a pilot program to promote the use of innovative practices in carrying out environmental reviews for transportation projects (referred to in this section as the ‘program’), including but not limited to innovative practices that:
- (1) integrate environmental planning or other techniques involving consideration of multiple resources on a watershed or ecosystem scale;
 - (2) enhance environmental mitigation and enhancement measures that will result in a substantial improvement over existing conditions in an ecosystem or watershed;
 - (3) use innovative technologies that enable more effective public participation in decision-making, including use of visualization, animation, and other advanced methods for depicting alternatives; and
 - (4) focus on environmental and transportation outcomes rather than processes.
- (d) Flexibilities.—Under the program, the Secretary, in concurrence with the affected agency, would be authorized to waive, solely for purposes of a specific project or proposal in the program, requirements under any federal law, regulation or order if the Secretary and the affected agency find that waiving the requirement is reasonably expected to:

- (1) promote development of innovative practices for the environmental review process, as outlined in subsection (c);
- (2) enable the more efficient delivery of needed improvements to the transportation system; and
- (3) result in equal or better environmental outcomes.
- (d) Eligibility.—The Secretary may select not more than 15 projects or proposals to participate in the program. Eligible projects or proposals include any project as defined in section 139(a)(6) of title 23 of the United States Code, if the environmental review process has not yet been initiated for that project, and any proposal to meet the expectations in section (d) related to eligible projects.
- (e) Eligible Applicants.—Eligible applicants include any State and any project sponsor as defined in section 139(a)(7) of title 23 of the United States Code. Eligible applicants for a single project or proposal may submit an application jointly.
- (f) Application Process. The Secretary and the affected agency shall be jointly responsible for reviewing and approving applications for participation in the program, as set forth in this subsection.
 - (1) The applicant shall submit a written application, in a form prescribed by the Secretary, requesting use of one or more innovative practices in the environmental review process for the project or proposal and identifying any flexibilities needed to carry out those innovative practices.
 - (2) If the Secretary recommends approval of the application, the Secretary shall submit a written recommendation to the affected agency for review. The Secretary's recommendation may include modifications to the applicant's proposal.
 - (3) The affected agency shall approve or deny the application, or approve the application with conditions.
 - (4) Upon the final approval decision by the Secretary and affected agency, the Secretary shall communicate the decision in writing to the project sponsor, the affected State (if not the project sponsor), and each affected agency, and shall post the decision on the agency's public website, and publish the decision in the Federal Register. The Secretary's notice shall identify, with specificity, each federal requirement that has been waived or otherwise modified. This decision shall be final and is not subject to judicial review.
- (g) Implementation. Upon publication of the decision in the Federal Register pursuant to subsection (f)(4), the Secretary may initiate the proposal or the environmental review process for the project. Each federal agency with responsibility for review, consultation, approval, or other role in the environmental review process for the project or proposal shall proceed in accordance with the decision.
- (h) Termination. The Secretary or any affected agency may terminate the participation of a project in the program if the Secretary or affected agency determine that the conditions for participation (as set forth in the application approval decision) have not been met, and that termination is in the public interest. Before terminating a project's participation in the program, the Secretary shall first give the project sponsor (and the State, if the State is not the sponsor) written notice and a period of at least 30 days to address the concerns.
- (i) Reporting. The Secretary, in consultation with the affected agency, shall report annually to the [insert relevant committees] on each project or proposal participating in the program. The annual report shall identify each project or proposal, provide a status update on the environmental review process for that project or proposal, and summarize any lessons learned from the use of innovative practices authorized under the pilot program.

Contact:

Pam Sucato
 Director, Government Affairs & Policy Coordination
 Connecticut Department of Transportation

**Letter of April 29, 2019, from Kevin A. Dillon, A.A.E., Executive Director,
Connecticut Airport Authority, Submitted for the Record by Hon. John B.
Larson**

APRIL 29, 2019.

The Honorable PETER DEFAZIO,
Chair,
U.S. House of Representatives, Committee on Transportation and Infrastructure,
Washington, DC.

The Honorable SAM GRAVES,
Ranking Member,
U.S. House of Representatives, Committee on Transportation and Infrastructure,
Washington, DC.

DEAR CHAIRMAN DEFAZIO AND RANKING MEMBER GRAVES,

On behalf of the Connecticut Airport Authority (CAA), which owns and operates the second-largest airport in New England, Bradley International Airport, I urge you to address the critical infrastructure needs at U.S. airports as part of any comprehensive infrastructure bill considered by the committee. I believe this can be accomplished by modernizing the outdated federal cap on the Passenger Facility Charge (PFC) user fee, as well as increasing funding levels for federal grants available through the Airport Improvement Program (AIP).

In 2018, Bradley Airport completed its fifth consecutive year of passenger growth, and nearly 7 million passengers use our airport annually. Since the CAA formally took control of Bradley and five of Connecticut's general aviation airports in 2013, we have reestablished west coast service, reestablished transatlantic service, and connected the state to other, major business hubs across the country. We have added two new, ultra-low-cost carriers, opened a new airport lounge and various other concessions, and received two, separate bond upgrades for our outstanding airport revenue bonds. We were also ranked as the third-best airport in the country in *Condé Nast Traveler's* 2018 Readers' Choice Awards. These achievements have echoed throughout the region, facilitating economic growth in Connecticut and greater New England.

America's airport system is a fundamental component of our nation's transportation infrastructure. In 2017, 1.8 billion passengers and 31.7 million metric tons of cargo traveled through U.S. airports. With a national economic impact of \$1.4 trillion, airports contribute more than seven percent to the U.S. gross domestic product and support over 11.5 million jobs around the country. Bradley International Airport provides a massive contribution to the greater New England economy with a total economic impact of \$2.6 billion, including supporting 20,604 jobs in the State of Connecticut alone.

Airport Council International-North America's most recent infrastructure needs study shows that America's airports require more than \$128 billion in infrastructure upgrades over a five-year period, with over 50 percent of those needs coming within airport terminals. That estimate of more than \$25 billion in annual infrastructure needs is more than three times the amount that airports receive in traditional AIP grants and PFC revenue every year.

Despite the federal government restricting our funding capabilities through the outdated PFC cap, we have put forward an aggressive, ambitious capital plan to ensure that our passengers have the airport they deserve now and in the future. At Bradley International Airport, we recently completed a 20-year master plan update that calls for \$1.4 billion of investments at the airport. This plan calls for major improvements, including approximately \$500 million for a new terminal and \$210 million for a new ground transportation center. Funding these infrastructure needs will be challenging. The PFC user fee has lost significant purchasing power since the federal cap was last adjusted nearly 20 years ago, and we are experiencing those impacts at our airport as we seek to improve our facility, attract new air service, and remain a strong economic driver in our region.

In the attached document, you can see how the outdated PFC cap threatens the CAA with outrageous and unnecessary interest costs over the next six years alone. If we were to bond all of our PFC-eligible projects over the next six years under an increased \$8.50 PFC cap, we would save \$110 million in interest costs as compared to a full bonding scenario under the current \$4.50 cap. Maintaining the federal PFC cap at its current levels is simply not a sustainable path forward for the U.S. airport system. Considering the enormous funding gap and construction cost

inflation, it is critical that we provide airports with the tools that they need to self-finance their infrastructure projects.

Thank you for your consideration of these requests. We look forward to working with you on an infrastructure bill that addresses the needs of Bradley International Airport and airports across the country.

Sincerely,

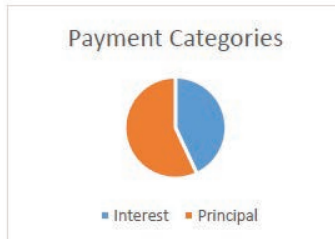
KEVIN A. DILLON, A.A.E.,
Executive Director, Connecticut Airport Authority.

Bradley International Airport
PFC Projects 2019–2024

Project Category	Total	PFC Share	CAA Funding	Other Funding
Obstruction Removal	\$3,250,000	\$812,500	\$0	\$2,437,500
Snow Removal Equipment	\$5,500,000	\$5,500,000	\$0	\$0
Deicing Equipment	\$625,000	\$625,000	\$0	\$0
Runway Friction Measuring Equipment	\$250,000	\$250,000	\$0	\$0
Terminal A Viaduct Repair	\$4,000,000	\$4,000,000	\$0	\$0
Taxiway Rehabilitation Projects	\$50,300,000	\$12,312,500	\$1,050,000	\$36,937,500
Airfield Signage Replacement and Circuitry Study	\$1,900,000	\$475,000	\$0	\$1,425,000
Lower Level Terminal Renovation	\$16,700,000	\$15,000,000	\$1,700,000	\$0
Deicing Facility Expansion	\$10,000,000	\$2,500,000	\$0	\$7,500,000
Terminal Expansion	\$100,000,000	\$80,000,000	\$20,000,000	\$0
Federal Inspection Services Facility Construction	\$140,000,000	\$104,000,000	\$11,000,000	\$25,000,000
Total	\$332,525,000	\$225,475,000	\$33,750,000	\$73,300,000

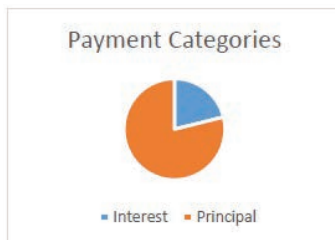
SCENARIO 1: BUILD AND BOND FULL \$225,475,000 @ 4.1% AND CURRENT \$4.50 PFC

- 30 Year Payoff
- \$13.2M Average Annual Payment
- Interest = \$170.5M Over Financing Term
- Interest as % of Funds = 43.1%



SCENARIO 2: BUILD AND BOND FULL \$225,475,000 @ 4.1% AND \$8.50 PFC

- 11.2 Year Payoff
- \$25.5M Average Annual Payment
- Interest = \$60.4M Over Financing Term
- Interest as % of Funds = 21.1%



**Federal Priorities of the Capitol Region Council of Governments
(Connecticut), Submitted for the Record by Hon. John D. Larson**

FEDERAL PRIORITIES OF THE CAPITOL REGION COUNCIL OF GOVERNMENTS
(CONNECTICUT):

- *Dedicate additional revenue to ensure Highway Trust Fund solvency.* Near-term solvency can be achieved by increasing and indexing existing federal fuel taxes. This will provide a window to identify, study, and implement a long-term solution such as a mile-based user fee.
- *Increase funding for the Surface Transportation Block Grant Program (STBGP) and increase the portion of STBGP provided to local areas through their MPO for distribution.* STBGP is the most direct way to provide federal funding for local priorities and increasing the portion of the program provided for this purpose will further enhance local authority.
- *Directly allocate STBGP and Transportation Alternatives funds to MPOs of all sizes, to enhance local authority to prioritize spending through regional planning organizations.*
- *Increase authority of and funding for non-metropolitan planning organizations to incentivize rural planning and urban-rural collaboration.* Encouraging more states to create and support RTPOs would help rural communities compete economically.
- *Support multimodal investments and provide flexibility in the types of projects federal funding supports.* Transit, rail, bike and pedestrian, safety, and other similar projects should remain federal priorities. Flexible funding allows communities to prioritize their federal funding in a manner that reflects local needs.

**Prepared Statement of Hon. Andy Levin, a Representative in Congress
from the State of Michigan**

Chairman DeFazio and Ranking Member Graves: thank you for the opportunity to provide testimony as you begin crafting infrastructure legislation for America's future. On behalf of Michigan's Ninth Congressional District, I would like to highlight the need for investments in wastewater infrastructure projects that protect our water sources and roads; zero-net energy buildings; and electric vehicle (EV) charging infrastructure.

WASTEWATER INFRASTRUCTURE PROJECTS

In 2017, the Environmental Protection Agency (EPA) estimated that approximately \$655 billion will be needed over a twenty-year period to meet our nation's drinking water and wastewater infrastructure needs.¹ Federal investment would help meet these needs, enable state and local governments to meet Clean Water Act treatment requirements, and, importantly, directly affect the integrity of our roads. According to the EPA, sanitary sewer overflows cost U.S. communities billions of dollars in clean-up and repair to damaged infrastructure, including roads.² This damage has tremendous implications for Michiganders: Michigan motorists pay \$14.1 billion every year in the forms of additional vehicle operating costs, congestion-related delays, and traffic crashes.³

In Michigan's Ninth District, the Chapaton Retention Basin is emblematic of the long-overdue need to invest in wastewater infrastructure to protect our water sources and roads. Chapaton is a 28-million-gallon Combined Sewer Overflow (CSO) Facility. It opened in 1968 and currently services Interstate 94 (I-94), businesses, and approximately 92,000 residents in Eastpointe, St. Clair Shores, and Roseville, Michigan. The Basin protects residents by moving storm water out of the community and into nearby Lake St. Clair, thereby preventing flooding. It also protects the environment. Storm water and sanitary sewage flow are held in the Basin during

¹U.S. Government Accountability Office (GAO), (2017), *Drinking Water and Infrastructure*, <https://www.gao.gov/assets/690/687261.pdf>

²U.S. Environmental Protection Agency (EPA), (2003), *Why control sanitary sewer overflows*, https://www3.epa.gov/npdes/pubs/sso_casestudy_control.pdf

³TRIP. (2019), *Modernizing Michigan's Transportation System*, http://www.tripnet.org/docs/MI_Progress_and_Challenges_TRIP_Report_March_2019.pdf

heavy rains and then re-diverted to sewage treatment. In the absence of much-needed expansion to this CSO, however, preventable sewage overflows have led to water quality problems that include E. coli pollution and have hastened the deterioration of essential roadways like I-94.

By investing in wastewater infrastructure projects, including through the Water Infrastructure Finance and Innovation Act program, we will simultaneously better protect our environment and forestall damage to critical roadways, thereby enhancing motorists' safety and helping drivers avoid unexpected costs.

ZERO-NET ENERGY BUILDINGS

In its 2015 Quadrennial Technology Review, the U.S. Department of Energy found that the buildings sector accounts for about 76 percent of electricity use and 40 percent of all U.S. primary energy use and associated greenhouse gas (GHG) emissions.⁴ The report also found that the implementation of the best available energy efficiency technologies in the nation's current building stock would reduce commercial energy consumption by 46 percent and residential consumption by 50 percent.⁵

As a former clean energy entrepreneur, I have seen first-hand the potential to address our climate crisis through solutions that produce more efficient commercial and residential buildings while also spurring cost savings and job growth. I believe we must move much faster with respect to the efficiency of both current and new building infrastructure, which is why I support requiring that all new building be zero-net energy—i.e., new buildings should produce as much energy as they consume. To achieve this rapidly, we must invest in grant programs that establish or expand financing for energy efficiency retrofit projects. Such investments will help us reduce our carbon footprint, create jobs, and move towards a cleaner, more robust economy.

EV CHARGING INFRASTRUCTURE

As our nation's transportation sector has become increasingly responsible for overall greenhouse gas emissions, plug-in EVs—which have 54 percent lower lifetime carbon pollution than conventional vehicles—can help us reduce emissions and move us closer to climate sustainability.⁶ EV charging needs will rise from 6 billion kWh in 2020 to 53 billion kWh in 2030, and the number of chargers needed is estimated to rise from 2 million in 2020 to 13 million in 2030.⁸

To encourage our country's needed shift to EVs, I have proposed the establishment of a network of EV charging stations along the National Highway System. I believe we need to lead the world in protecting our environment, and that must include improving EV consumer experiences so that we may end our dependence on conventional vehicles. "Range anxiety," charge times, and charging costs currently preclude the paradigm shift necessary for a sustainable automotive future. As such, I urge you to consider robust investments to make a national network of EV chargers a reality.

As Congress begins considering legislation to rehabilitate our nation's infrastructure, I respectfully request that the Committee bear these three priorities in mind when determining an appropriate course of action that promotes sustainability for our communities and our environment.

Again, I thank you for your consideration and look forward to working with you.

⁴U.S. Department of Energy, (2015), An assessment of energy technologies and research opportunities, *Quadrennial Technology Review*, <https://www.energy.gov/sites/prod/files/2017/03/f34/qtr-2015-chapter5.pdf>

⁵Ibid.
⁶U.S. Environmental Protection Agency (EPA), *Inventory of US Greenhouse Gas Emissions and Sinks*, https://www.epa.gov/sites/production/files/2018-01/documents/2018_complete_report.pdf

⁷NRDC, *Electric Vehicles Can Dramatically Reduce Carbon Pollution from Transportation and Improve Air Quality*, <https://www.nrdc.org/experts/luke-tonachel/study-electric-vehicles-can-dramatically-reduce-carbon-pollution>

⁸Ibid.

**Prepared Statement of Hon. Daniel Lipinski, a Representative in Congress
from the State of Illinois**

Thank you Chairman DeFazio for holding this important member day to get members' input on their infrastructure priorities. I appreciate the opportunity for T&I members to work with the Committee on their priorities. While I have many, I wanted to highlight one today, rail crossing safety and the Section 130 program. My Congressional district, Illinois' 3rd, has the most rail grade crossings of any district in the Country. I hear frequently from constituents and railroads about the need to improve the safety of our rail crossings. Indeed, in 2018, 270 people were killed and 819 people were injured in rail crossing incidents. That's why the Section 130 Grade Crossing Safety Program, which was enacted by Congress in 1987, is so important. Section 130 has been a successful 30 year effort to protect motorists and prevent grade crossing accidents. Because of the Section 130 program, fatalities and injuries have significantly decreased. However, we need to continue to make progress as one death is one too many.

As Chairman of the Rail, Pipelines and Hazardous Materials Subcommittee this Congress, I look forward to working with my colleagues on the subcommittee and full Committee to modernize the program in the next surface reauthorization so that States can use the latest technologies at grade crossings, provide meaningful incentives to localities to consolidate crossings and grade separate those crossings that provide mobility for first responders and reduce congestion associated with blocked crossings.

**Letter of March 25, 2019, from the House of Representatives Sustainable
Energy and Environment Coalition, Submitted for the Record by Hon.
Alan S. Lowenthal, a Representative in Congress from the State of Cali-
fornia**

MARCH 25, 2019.

The Honorable NANCY PELOSI,
Speaker,
House of Representatives, 1236 Longworth House Office Building, Washington, DC.

The Honorable STENY H. HOYER,
Majority Leader,
House of Representatives, 1705 Longworth House Office Building, Washington, DC.

The Honorable PETER A. DEFAZIO,
Chairman,
Committee on Transportation and Infrastructure, 2134 Rayburn House Office Building, Washington, DC.

The Honorable FRANK PALLONE, JR.,
Chairman,
Committee on Energy and Commerce, 2107 Rayburn House Office Building, Washington, DC.

DEAR SPEAKER PELOSI, MAJORITY LEADER HOYER, CHAIRMAN DEFAZIO, AND CHAIRMAN PALLONE:

We write to express our strong support for House Leadership to pursue a broad-reaching, sustainable infrastructure plan that includes bold policies to address climate change. As a caucus focused on sustainable energy and environmental policy, the members of SEEC believe we need to act immediately to stem the impacts of climate change. The needs of our nation's surface transportation infrastructure are widely and rightfully recognized; however, our constituents require a comprehensive infrastructure package that goes beyond roads and bridges, including ports, water systems, grid modernization, and broadband. In each of these areas, significant work can be done to reduce climate pollution. Infrastructure designed to improve climate resilience while supporting clean energy technologies will promote public health, safety, and economic development, and protect taxpayers' investments.

The most recent report from the Intergovernmental Panel on Climate Change (IPCC) warns that we have barely more than a decade to take serious action on climate change if we are to prevent its most catastrophic impacts. While climate adaptation is critical, these problems will continue to persist and worsen without mitigation measures. Experts advise that improvements in energy efficiency, policies that support electrification, and investments to modernize our grid to encourage the de-

ployment of more clean energy resources are necessary to prevent a global temperature increase that threatens all communities. All of this can be included under an energy title of a smart, sustainable infrastructure plan. In addition to helping prevent an untenable climate crisis, these policies will spur job growth and establish American global leadership in the new clean energy economy.

Recent natural disasters prove that Americans are already experiencing the consequences of climate change. Many communities across the country are in the process of rebuilding from extreme weather events. These tragedies serve as a reminder that mitigation alone will not be enough. Any infrastructure package must also enhance infrastructure resilience in ways that prioritize the health, well-being, and physical safety of local communities. New infrastructure programs should prioritize investments that result in a reduction of climate pollution. To do so, we encourage a broad definition of infrastructure that includes the preservation and utilization of natural infrastructure—ecosystems that will help better protect communities from drought, extreme storms, and flooding while also serving as carbon sinks to remove greenhouse gas pollution from the atmosphere. We encourage federal agencies to coordinate the development of tools and guidance for climate smart infrastructure investment. We also encourage policies that will prioritize built infrastructure designed to withstand higher floods, stronger storms, and other hazards of extreme weather events exacerbated by climate change.

With this letter we have included an outline of policy areas we believe are critical components of proactive climate-focused infrastructure legislation. This is by no means a comprehensive list. We also encourage review of SEEC's Sustainable Infrastructure Proposal, which lays out ideas and foundational principles for a sustainable plan, and specific policy proposals across many infrastructure categories. Finally, we urge consultation with relevant committees in drafting any infrastructure bill.

Thank you for your time and attention to this critical issue. We look forward to working with you on the development of an ambitious infrastructure package this year.

Sincerely,

ALAN S. LOWENTHAL,
Member of Congress.

PAUL D. TONKO,
Member of Congress.

DORIS O. MATSUI,
Member of Congress.

CHILLIE PINGREE,
Member of Congress.

A. DONALD MCEACHIN,
Member of Congress.

JOHN P. SARBANES,
Member of Congress.

SUZAN K. DELBENE,
Member of Congress.

HARLEY ROUDA,
Member of Congress.

SUZANNE BONAMICI,
Member of Congress.

STEVE COHEN,
Member of Congress.

SUSAN WILD,
Member of Congress.

ILHAN OMAR,
Member of Congress.

PRAMILA JAYAPAL,
Member of Congress.

SALUD CARBAJAL,
Member of Congress.

JOE NEGUSE,
Member of Congress.

JOSEPH D. MORELLE,
Member of Congress.

SUSAN A. DAVIS,
Member of Congress.

KIM SCHRIER,
Member of Congress.

DEBBIE WASSERMAN SCHULTZ,
Member of Congress.

MARK DESAULNIER,
Member of Congress.

TED W. LIEU,
Member of Congress.

GILBERT R. CISNEROS, JR.,
Member of Congress.

DAVID E. PRICE,
Member of Congress.

GERALD E. CONNOLLY,
Member of Congress.

MATT CARTWRIGHT,
Member of Congress.

MIKE QUIGLEY,
Member of Congress.

JUDY CHU,
Member of Congress.

SCOTT H. PETERS,
Member of Congress.

LLOYD DOGGETT,
Member of Congress.

JERRY MCNERNEY,
Member of Congress.

PETER WELCH,
Member of Congress.

JAMES R. LANGEVIN,
Member of Congress.

JARED HUFFMAN,
Member of Congress.

RAÚL M. GRIJALVA,
Member of Congress.

DARREN SOTO,
Member of Congress.

MARK POCAN,
Member of Congress.

DEREK KILMER,
Member of Congress.
 DEBRA A. HAALAND,
Member of Congress.
 ROBERT C. SCOTT,
Member of Congress.
 DONALD S. BEYER, JR.,
Member of Congress.

NANETTE DIAZ BARRAGÁN,
Member of Congress.
 JAMES P. MCGOVERN,
Member of Congress.
 ANN MCLANE KUSTER,
Member of Congress.
 RAJA KRISHNAMOORTHY,
Member of Congress.

CLIMATE INFRASTRUCTURE POLICIES

Require Planning for Climate Impacts

- Infrastructure projects often have multi-decade lifespans. Proper consideration of climate projections is necessary in order to reduce future disaster costs and protect taxpayers' investments. It is critical that vulnerable communities, coastal and otherwise, have continued access to current climate projections and technologies to mitigate potential risk.
- Climate risk assessments should influence project design, construction, and long-term maintenance decisions. This may include projects' location, elevation, use of construction materials, repurposing of existing infrastructure, and inclusion of natural infrastructure and stormwater management features. Federal agencies should establish an interagency council for developing, recommending, and coordinating actions, guidelines, and tools for incorporating climate risk into its processes for infrastructure investments.
- Infrastructure projects seeking federal funding should be required to develop a greenhouse gas emissions "score" that estimates the downstream and upstream emissions that will result or change due to the proposed project. Proposals that are more adaptable to future climate conditions and result in a reduction of greenhouse gas emissions should be prioritized.

Protect Communities through Resilience

- Invest in the protection and restoration of natural ecosystems that provide vital barriers against the extreme weather brought on by climate change.
- Require natural resource agencies to coordinate support for state, tribal, and local government plans and tools for conserving and protecting natural resources in the face of climate risk.
- Promote and preserve green spaces, such as public parks, to make communities more resilient to floods and extreme heat brought on by climate change. This can also help address long-standing injustices in access to green spaces when proactively planned in low-income and underserved communities.
- Redouble efforts to fortify brownfield and Superfund sites against extreme weather, and clean up toxic sites as immediately as possible so that they no longer pose a hazard and can be used by communities for more productive purposes.
- In addition to addressing the National Parks infrastructure backlog, provide funding to the managers of federal parks and public lands to deal with adaptation measures required due to climate change impacts.
- Support investments in drinking and waste water systems to revitalize aging, critical infrastructure while protecting public health. Federal investments in wastewater should seek to promote low-impact development techniques like permeable pavements, vegetated roadside swales, and rain gardens that can reduce stormwater pollution while lowering management costs, along with other green development projects.
- Advance adaptable sea-level rise infrastructure projects that seek to better prepare coastal communities to face the growing threat of non-storm related damages and encroachment from the sea.
- Analysis has shown that grid failures are primarily due to disruptions in the distribution and transmission systems. Incentives to harden these systems are the most cost effective approach to improving grid resilience.

Modernize the Electric Grid

- Investments in the electric grid will be necessary to achieve a cleaner, smarter, more flexible, and resilient system. Support for a modernized, smart grid can facilitate achievement of other decarbonization goals: improved energy efficiency, increased integration of renewable energy resources, and more robust adoption of zero-emissions vehicles.
- Deploy advanced meters and other "smart" technologies to make the system more responsive and capable of supporting distributed energy resources.

- A sustained commitment to R&D funding, coupled with investment incentives, will increase the performance, affordability, and deployment of energy storage systems, which will enhance grid flexibility and reliability, and support the transition to an electricity generation mix with more intermittent, renewable energy resources.
- Assist local and regional governments to develop “Smart City” projects that utilize advanced technologies, sensors, and data to promote public safety, community resilience, civic services, clean energy deployment, and energy efficiency.

Promote Clean Transportation

- Revise and extend the electric vehicle (EV) tax credit to promote EV deployment by eliminating the manufacturer cap.
- Support efforts already underway in communities across the country to transition publicly-owned vehicles to zero-emission fleets, including electric buses and other alternative fuel vehicles.
- Support broader investments in clean public transportation of all kinds, including improving mass transit systems, the addition of bike lanes to existing roads, and the deployment of a network of publicly accessible charging stations for electric vehicles.

Reducing Emissions through Efficiency, Clean Energy, and Electrification

- In addition to incorporating many policy proposals outlined in the Energy Savings and Industrial Competitiveness Act, make investments that will support highly efficient public housing, incentivize non-profits to invest in efficiency, promote adoption of clean technologies in manufacturing, and support states and local communities in jumpstarting energy efficiency retrofits in municipal buildings, hospitals, schools, and similar buildings.
- Support DOE’s Weatherization Assistance Program to promote the energy efficiency, while improving health and safety, of low-income households.
- Set a national goal of achieving aggressive performance improvements in 100% of public sector buildings.
- Provide investments to increase installation of distributed and community-scale renewable energy resources in low-income and underserved communities.
- Incorporate policies that will expand the nation’s transmission system’s capacity to connect clean energy resources with demand centers.
- Support programs that help homeowners shift from gas-powered water heaters, heat pumps, stoves, and other appliance to electric power.
- The federal government has a responsibility to lead by example by supporting sustainable, resilient buildings and should seek to incorporate greenhouse gas emissions into procurement decisions. This should include promoting efficiency and clean energy power purchase agreements to decarbonize federal building’s energy use, and support and protect policies that phase out fossil fuel use in federal buildings.

Policy Proposal, “Sustainable Energy and Environment Coalition (SEEC) Sustainable Infrastructure Principles,” Submitted for the Record by Hon. Alan S. Lowenthal, a Representative in Congress from the State of California

The 35-page policy proposal entitled, “Sustainable Energy and Environment Coalition (SEEC) Sustainable Infrastructure Principles” is retained in committee files and is available online at: <https://seec-tonko.house.gov/sites/sustainableenergyandenvironmentcoalitioncaucus.house.gov/files/documents/SEEC%20Sustainable%20Infrastructure%20Proposal%202.12.18.pdf>.

Prepared Statement of Hon. Ben McAdams, a Representative in Congress from the State of Utah

Chairman DeFazio, Ranking Member Graves, Members of the committee, thank you for holding this hearing and bringing to light the many infrastructure issues we must address.

In Utah’s Fourth Congressional District, the need for investment in our infrastructure has never been more apparent. I’m here to work with the committee on infrastructure needs that include proactive solutions for congestion, poor air quality, and technological advancement.

First, I urge the committee to pass the COMMUTE Act (H.R. 1517). This bipartisan bill directs the Department of Transportation to develop and provide states, regional metropolitan planning organizations, and rural planning organizations with important data about measuring transportation modes and use. These data tools are vital for improving funding and policy mechanisms. Access to data also encourages effective coordination between transportation agencies and organizations and spurs economic development.

It is vital that when considering how to implement transportation policy, we look to local and regional groups who are already doing the work on the ground. As the former mayor of Salt Lake County, I know the importance of deliberative and collaborative transportation planning. That's why I would encourage the committee to look at ways to fund and support regional planning organizations. Rural, regional, tribal, and metropolitan planning organizations are critical partners for the federal government. Without these organizations, our most pertinent transportation and infrastructure priorities would not make it far.

I'd recommend the committee look at ways to fully fund the surface transportation agencies and the Highway Trust Fund and direct funding towards repairing thousands of miles of roads and bridges. The Salt Lake valley and Utah valley are growing rapidly, and with that growth comes more wear and tear on our existing roads and bridges while new roads are being paved every day. Responsible funding for our roads and bridges are investments for the thousands of people choosing to make the Salt Lake valley and Utah valley their home.

I would also suggest the committee restore funding for the Bus and Bus Facility Program, which has helped connect Salt Lake valley and Utah valley. Expanded bus services along the Wasatch Front has been fundamental for our growing economy, which is why I would suggest the Committee reestablish the capital investment ratio among Capital Investment Grants, State of Good Repair and Bus program to a 40-40-20 percent ratio.

In addition to funding important transit programs, another part of the infrastructure equation must be cutting down on vehicle emissions. To better address the growing population and air quality problems faced in the Salt Lake valley and Utah valley, I also am asking the committee to properly fund the No/Low Emissions Grant program. This program increases public transit options while cutting back carbon emissions.

One way to cut back on carbon emissions and air pollution in the Salt Lake valley and Utah valley is by addressing congestion problems. The I-15 corridor along the Wasatch Front is one of the most congested areas in the country. This area is the source of massive time waste for many Utahns. Congestion causes economic delay and a productivity decline in products delivered as well as massive amounts of vehicle exhaust emissions. Economic interests should inspire an efficient transportation system. FAST Act reauthorization should include specific solutions for congestions and the associated challenges.

Innovative technological solutions for congestion should include resources for state and municipal governments that integrate technology into the transportation system and address bottlenecks and gridlock. Performance-based planning could be used as a tool for robust investment when looking for cost-effective solutions. A mix of formula and discretionary investments should be authorized, leveraging private-public partnerships. As the Silicon Slopes continue to drive innovative technology, we should actively support private-public partnerships that support local businesses.

I ask the committee to find funding solutions for the Surface Transportation Block Grant Program, which provides flexible funding for states and localities to improve, plan, and implement local transportation priorities. This important program helps develop everything from road and bridge repair, to pedestrian and bicycle infrastructure to capital projects like bus terminals. I also would encourage the committee look at other means of support for multimodal investments, which allows communities the ability to prioritize federal funding based on local needs.

Further, I know that environmental assessments and consultations are important part of the infrastructure development process. I also believe there are opportunities to streamline environmental assessments while maintaining integrity in the environmental review process and robust consultation between all stakeholders. I ask the committee to find ways to make the environmental assessments more efficient and effective.

As Salt Lake City International Airport continues to see rapid increase in traffic, I believe it is vital to address the Federal Capital Investment shortcomings. Adjusting the Federal Capital Investment would help modernize and expand terminals and tarmacs across the country. Additionally, increasing funding for the Airport Improvement Program would significantly reduce the burden felt by many of our nation's strained airports, including Salt Lake's airport.

I also recommend the committee pursue policy requiring specific energy and environmental outcomes that enhance electrification initiatives, which will allow for older and outdated diesel propulsion to transition to clean and renewable electric energy. While not specifically excluded from the FAST Act or Federal Transit Administration's (FTA) evaluation criteria, the addition of language in section 5309(e)(2)(A) that includes programmatic components of electrification or non-carbon-based propulsion would reinforce this policy directive.

Another active step towards infrastructure development is to fully fund the Capital Investment Grant Program, which provides funding for capital investments for transit infrastructure, including rapid transit and rail projects.

The existing FTA Section 5309 Core Capacity program focuses on investments that relieve overcrowding in an existing fixed guideway corridor. I would suggest that the Committee broaden the eligibility of this funding source to look at growth projections to help facilitate the completion of critical policy goals at Federal and State Level.

For example, the 90-Mile commuter rail service that connects the entire Wasatch Front, the FrontRunner, serves a population of 2.3 million people. It also shares the congested corridor of Interstate I-15. Given the drastic impacts that come with widening I-15 on the 40 communities it bisects, laying additional track along with the existing single track would not only expand commuter opportunity but cut down on cars on the roads and air pollution in the Salt Lake and Utah valleys. Double tracking the FrontRunner is expected to triple the ridership.

Current statute (Sec. 5309(e)) limits Core Capacity funding to situations where transit is already overcrowded or will be within five years. I recommend including language that extends eligibility to projects that increase service and reduce headways on existing fixed guideway systems. Expanding eligibility to projects that increase frequency on existing lines, even where capacity is not yet exceeded, would allow transit agencies to more effectively plan and better serve existing transit markets while increasing ridership and reducing emissions. In Utah, this change could expand FrontRunner service by double tracking and electrifying existing lines.

I also ask the committee to look for opportunities to expand water infrastructure investments. While not in this committee's jurisdiction, I support efforts to increase resources for the completion of the Central Utah Project. This project, authorized under the Central Utah Project Completion Act (CUPCA), is working to deliver fresh water to ten Utah counties.

Lastly, I urge the committee to look at funding for the Brownfields program, which provides vital funding for community cleanup and redevelopment of previously polluted or dilapidated areas. These funds leverage \$17 for every \$1 of federal spending.

We owe it to the next generations to leave them a world-class infrastructure system that uses advanced technologies to address our toughest problems in environmentally sustainable ways. I look forward to working with the committee on developing these innovative solutions. Thank you for the opportunity to submit testimony.

**Prepared Statement of Hon. Betty McCollum, a Representative in Congress
from the State of Minnesota**

Dear Chairman DeFazio and Ranking Member Graves:

As the Committee begins to work on important legislation such as the Surface Transportation Reauthorization and the Water Resources and Development Act (WRDA) Reauthorization, I would like to submit some of the transportation and infrastructure priorities for the Fourth District of Minnesota. Whether the Committee decides to move forward with individual reauthorizations, or an overarching infrastructure overhaul as mentioned by Chairman DeFazio and President Trump, the following priorities should be given special attention:

SURFACE TRANSPORTATION PRIORITIES

- While the Committee develops highway and transit reauthorizations, the following projects in the Fourth District are particularly important to my constituents and the greater Minnesotan economy:
 1. METRO Gold Line Corridor (Gateway): Between Union Depot and Woodbury
 2. Third Street/Kellogg Boulevard Bridge: linking downtown St. Paul to the City's East Side
 3. Riverview Corridor: Between Union Depot and the Mall of America
 4. Rush Line Corridor: Between Union Depot and White Bear Lake

5. Red Rock Corridor: Between Union Depot and Hastings

PASSENGER RAIL

- Increase support for passenger rail through the Consolidated Rail Infrastructure and Safety Improvements grant program and authorize a State of Good Repair grant program.
- Provide funding for rail improvements from Union Depot in St. Paul, MN to Chicago, IL which will enable a second daily passenger train for this corridor and for the completion of an environmental assessment of existing rails.
- Provide funding for the East Metro Rail Yards Improvement Project, an initiative that Ramsey County has been developing with project partners to identify improvements that seek to reduce train delay, supply efficient routing, provide flexibility in the handling of existing freight and passenger trains, and maintain capacity for freight and passenger rail growth.

PROVISIONS FROM THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

- Many of the provisions in the FAST Act that address highway and transit programs as well as Amtrak should be reauthorized through 2020 including, but not limited to:
 1. Expanded funding options for programs under the Capital Investment Grant program (Core Capacity/Small Starts/Fixed Guideway Capital Projects).
 2. Conversion of the Surface Transportation block grant program.
 3. Modification to the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, making transit-oriented projects eligible to apply for TIFIA loans.
 4. Fully fund Capital Improvement Grants.

WATER RESOURCES AND DEVELOPMENT ACT (WRDA) REAUTHORIZATION

- The Army Corps of Engineers Navigations and Ecosystem Sustainability Program (NESP) on the Upper Mississippi River and Illinois Waterway (UMR-IWW) was authorized in Title VIII of the Water Resources Development Act of 2007 (P.L. 110-114). NESP is critical to the long-term sustainability of the UMR-IWW and will improve efficiency and capacity of the navigation system while protecting, preserving, and enhancing the ecosystem on this national significant waterway.

I appreciate your consideration of my requests and look forward to working with you as the Transportation and Infrastructure Committee continues its work in the 116th Congress.

**Prepared Statement of Hon. Joseph D. Morelle, a Representative in
Congress from the State of New York**

Dear Chairman DeFazio and Ranking Member Graves,

I write today as the representative for the 25th Congressional District in the State of New York, and the employees and customers of the Rochester Genesee Regional Transportation Authority (RGRTA). I also write as a member of the Bipartisan Congressional Bus Caucus in support of robust federal investment in our nation's public transit systems and infrastructure.

Bus transit systems, like RGRTA in Rochester, New York, continue to struggle because of the reduction in funding in the Bus and Bus Facility program. Between 2009 and 2017, the percentage of transit buses operating past their 12-year useful life increased 47 percent, while the percentage of buses operating longer than 15 years increased 97 percent. At the same time, our nation's bus fleets contracted by 18 percent. This is what happens when older buses are decommissioned and resources are not available to replace them.

This has a significant effect on our constituents who ride the bus. Fewer buses means fewer routes, less reliable service and increased maintenance costs. This means it becomes more difficult for people to get to work, school, and medical appointments. All of these factors have contributed to declining bus ridership for RGRTA and transit systems across the country. The team at RGRTA does a fantastic job providing public transit to the communities they serve, but because of factors like these, their ridership has suffered, declining from more than 18 million in 2014 to just under 16 million today.

To address this crisis in bus transit, I urge this committee and all of my colleagues to support increased funding for public transit as we develop an infrastructure bill and reauthorize the FAST Act.

Congress should embrace a robust infrastructure bill that includes \$7.42 billion in funding for bus transit programs over the ten-year life of the bill. This level of funding would replace the approximately 15,500 buses that are currently operating past their useful life. This funding level would also create approximately 260,000 jobs, increase reliability, and significantly decrease the greenhouse gas impact of running older, less efficient buses.

As we begin discussing the reauthorization of the FAST Act, we should look beyond funding levels that simply replace old and dirty buses, and champion the kind of investment that will help RGRTA and other systems modernize and expand service. A range of investment tied to NTD data will help these systems bring bus transit up to a more acceptable state of good repair. That data suggests it would take an additional \$6.4 billion to address the 18 percent decline in bus fleet size. When adding together the needs of transit between an infrastructure bill and a reauthorized FAST Act, there is a clear need of \$13.82 billion to address the bus crisis in this country. To understand the full extent of this crisis, consider that this number does not even reflect the significant disinvestment in facilities, smaller buses and paratransit service.

If we take into consideration this range of funding over the six-year life of the next reauthorization bill, this is what the investment range would look like from FY21 to FY26:

Fiscal Year	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
Funding Request	\$1.24b–\$2.3b	\$1.27b–\$2.3b	\$1.31b–\$2.37b	\$1.35b–\$2.41b	\$1.39b–\$2.45b	\$1.43b–\$2.49b

Investing in public transit has an undeniable ripple effect that is felt in neighborhoods throughout New York and across the country. Investing in public transit is also an investment in jobs, economic development, education, health care, small businesses, and the environment.

Thank you for considering my testimony. I look forward to working with you and the committee to invest in the future of our nation.

Prepared Statement of Hon. Bill Pascrell, Jr., a Representative in Congress from the State of New Jersey

Thank you very much Chairman DeFazio and Ranking Member Graves for accepting my testimony in writing. The residents and commuters in northern New Jersey have several pressing interests that are relevant to the committee's work. Safety is certainly one issue at top of the ledger.

Following the 2016 rail crash in Hoboken, New Jersey, that killed one person, injured 108, and caused millions in property damage, the National Transportation Safety Board (NTSB) recommended the Federal Railroad Administration implement an obstructive sleep apnea testing rule for rail operators. This rule could protect commuters, rail operators and commercial truck drivers from the dangers of sleep apnea.

Since 2000, sleep apnea has played a major role in as many as seven train crashes, resulting in 11 fatalities and 285 injuries.¹ To improve safety, I introduced legislation last Congress (H.R. 3882) with my colleague Rep. Albio Sires, a member of the committee, to require the U.S. Department of Transportation (DOT) implement a proposed rule mandating sleep apnea testing and treatment for rail operators and commercial truck drivers that was abruptly reversed by the Trump Administration in August 2017.

I am working with all stakeholders on re-introducing a proposal to address the problems caused by fatigue, and specifically sleep apnea, in our transportation system because we must put safety first. We cannot wait for the next tragic incident. With rail accidents becoming more and more prevalent, the USDOT cannot continue to be asleep at the switch on rules to require diagnosis and treatment a medical issue that has caused too much loss.

I encourage the committee to prioritize safety by strengthening rail safety standards. Implementing NTSB guidance and mandating a fatigue protocol that addresses sleep apnea is a commonsense safety measure that could prevent crashes and

¹Appendix 1

save lives. We know the Trump Administration is not taking this issue seriously, so Congress must act before the next tragic incident occurs.

Thank you very much for your time. I look forward to working with you and the committee.

APPENDIX 1

Since a rail accident in Clarkston, Michigan in 2001, NTSB has identified OSA as a major factor in seven rail accidents. There are three current recommendations that NTSB has made to FRA related to OSA and Screening. Data on these incidents can be viewed below:

Location	Date	Report Date	Fatalities	Injuries	Report No.
Clarkston, MI	November 15, 2001 ...	November 19, 2002	2	2	RAR0204
Red Oak, IA	April 17, 2011	April 24, 2012	2	0	RAR1202
Chaffee, MO	May 25, 2013	November 17, 2014	0	2	RAR1412
Bronx, NY	December 1, 2013	October 24, 2014	4	61	RAB1412
Hoxie, AR	August 17, 2014	December 19, 2016	2	2	RAR1603
Hoboken, NJ	September 29, 2016 ..	February 6, 2018	1	110	RAB1801
Atlantic Terminal, NY	January 4, 2017	February 6, 2018	0	108	RAB1802
Total			11	285	7 accidents

Note: This chart does not include accidents in other transportation modes, including a bus accident in Palm Springs in 2016 that killed 13 people and injured 31, in which undiagnosed or untreated sleep apnea was an aggravating factor.

Prepared Statement of Hon. Ed Perlmutter, a Representative in Congress from the State of Colorado

Chairman DeFazio, Ranking Member Graves, and members of the Committee, thank you for the opportunity to submit testimony for consideration for the Committee's legislative agenda this Congress. As the Committee works on an infrastructure package and the reauthorization of the Fixing America's Surface Transportation (FAST) Act, I urge the Committee to consider several items important to Colorado.

Investing in our nation's infrastructure is an important issue which enjoys broad bipartisan support as it is a key component to our national economic growth. We need to fix our aging infrastructure and help fund technological improvements to transportation, energy, water, broadband, and more to help keep our economy competitive in the long run. Any infrastructure package needs to include substantial federal investment in partnership with innovative authorities to provide the tools and funding necessary for our states and local communities.

I also urge the Committee to include investments in our federal buildings owned and operated by the General Services Administration and other federal agencies in an infrastructure package. The Denver Federal Center is in my district and is home to the highest concentration of federal agencies outside of the Washington, DC area with about 28 federal agencies and over 6,000 federal employees. I've seen first hand the problems federal employees face in buildings over 50 years old which are falling apart and affecting the ability of federal employees to do their job on behalf of our constituents.

Additionally, for over 40 years the National Renewable Energy Lab (NREL) in my district has advanced the science of renewable energy and energy efficiency technologies while building the capabilities to guide rapid deployment of commercial applications. NREL employs over 1,700 scientists, engineers and support staff, and operations at NREL support our entire Denver metro area and the nation with an estimated annual economic impact of over \$1.1 billion across the country. NREL is running out of both lab and office space, including collaborative space where commercial industry can partner with federal scientists and utilize the lab's equipment. These are two examples of the importance of needs for investment in our federal infrastructure.

In the transportation arena, there are three issues I urge the Committee to address this year. First, the Railroad Rehabilitation and Improvement Financing (RRIF) loan program needs to be revisited to allow the Department of Transportation to repay Credit Risk Premiums (CRPs) for projects which have paid off their loans and pose no further risk to the federal government. This has been a long-standing issue in the RRIF program, and thankfully the FAST Act removed the re-

quirement for loan recipients to pay their own credit risk premium and instead allow Congress to appropriate funding to cover the government's risks as a RRIF lender.

However, the FAST Act only fixed the issue for new loans issued after enactment, leaving previous projects without a solution. I'm glad the T&I Committee has worked with the Appropriations Committee over the last several years to provide relief to the first of three RRIF loan cohorts with loans issued from 2002 to 2005. The second loan cohort with loans from 2006 to 2008 have all been retired allowing CRPs to be returned to the borrowers under the previous statute. However, the third cohort of loans made in 2009 to 2015 remains in limbo. One project in that cohort is the Denver Union Station Project. The project paid back its loan more than 20 years early resulting in no more risk to the federal government. Yet the Department of Transportation will not repay the over \$29 million CRP without a legislative solution. Other projects across the country are similarly impacted and need relief. I urge the Committee to pass legislation for the third loan cohort similar to the provision include in the FY 2019 Consolidated Appropriations Act for the first loan cohort. This provision would require CRPs to be repaid once the loan is retired, and finally close the chapter on this issue. Importantly, it would also allow these entities awaiting repayment to use the returned funds on new infrastructure improvements.

Another item needing to be addressed is the definition of Fixed Guideway Bus Rapid Transit Project. Colorado has successfully deployed Bus Rapid Transit (BRT) projects leveraging existing infrastructure and managed toll lanes. These routes have reliable travel times similar to that of fixed guideway dedicated bus lanes and expanding the definition would enable communities to compete for BRT funding using the best options available to them. The current narrow definition limits this program to a select few regions which unfairly excludes these innovative BRT projects.

Lastly, I urge the Committee to work collaboratively to improve safety at railroad grade crossings and continue pushing the Federal Railroad Administration (FRA) to revise the 2005 rule on the Use of Locomotive Horns at Highway-Rail Grade Crossings, commonly referred to as the Train Horn Rule. Several communities in my district and across Colorado have struggled to meet the requirements of the Train Horn Rule to establish Quiet Zones. I have pushed for the FRA to review and amend the Train Horn Rule to improve the incorporation of innovative technologies and solutions to better encourage the establishment of Quiet Zones which improve public safety, reduce train horn noise, and improve economic competitiveness. The current rule is cost prohibitive for many communities which reduces the likelihood of safety upgrades at railway crossings. The Committee should also consider creating a competitive grant program for communities wishing to establish quiet zones. This would reduce one of the barriers towards adoption of Quiet Zones and improve safety in our communities.

I again want to thank the Committee for offering members the opportunity to comment on your agenda this Congress. I look forward to working with all the Committee's members to enact these and other improvements on behalf of our constituents.

**Prepared Statement of Hon. Bill Posey, a Representative in Congress from
the State of Florida**

Thank you, Chairman DeFazio and Ranking Member Graves, for the opportunity to provide testimony about important transportation and infrastructure priorities. I am pleased to submit a statement for the record of my priorities in support of improving water resources project delivery, estuary restoration, maritime affairs, and rail safety.

IMPROVING WATER RESOURCES PROJECT DELIVERY

I was pleased to work with the Committee and the Florida delegation last year to enact enhancements to Army Corps of Engineers authorities to permit sponsors to construct water resources projects under Section 204 of the Water Resources Development Act of 1986 and be eligible to receive reimbursement of the federal share of their expenditures. I would like to offer another enhancement to this infrastructure delivery mechanism.

Most federal programs are delivered through non-federal partners who receive grants and execute projects. The Corps Civil Works program is not a grant program but rather has historically engaged Congress to plan and develop water projects in the national interest for navigation, flood risk management, and ecosystem restora-

tion. In 1986, Congress enacted Section 204 to modernize the delivery of Corps navigation projects by giving project sponsors a role to design and construct projects and become eligible for reimbursement of the federal share of their costs for the project.

Over subsequent years, Congress strengthened Section 204 and removed obstacles to its implementation. The concept was expanded to project purposes other than navigation in separate provisions. In the Water Resources Reform and Development Act of 2014, Congress merged authority for sponsor construction of projects for all water resources purposes into a single, uniform authority under Section 204. In WRDA 2018, Congress made it easier (under my legislation) for sponsors to obtain technical assistance from the Corps and to obviate duplicative permitting requirements. Section 204 is becoming friendlier as an alternative for project sponsors to pursue their needs under the Corps program. Sponsor leadership can accelerate projects. Local leadership better integrates projects into the community making them more sensitive to the diversity of interests associated with such complex projects. Project sponsors know the environment and physical setting that projects must fit into. A major plus of Section 204 is that it applies to authorized projects and thus maintains Committee and Congressional prerogatives to authorize Corps water resources projects.

Currently, sponsors who want to lead project design and construction must provide the financing and hope to receive reimbursement of the federal share. Reimbursement can be uncertain and slow. The Administration sometimes has been reluctant to budget for reimbursement. For example, during the tenure of Florida Governor, now U.S. Senator, Rick Scott, the State laid out \$1.4 billion for port improvements and the federal government has not reimbursed the State for \$140 million on these projects. While not all these funds were for Corps related water resources, some were. In my district, Port Canaveral awaits reimbursement of the federal share of the \$7,856,000 West Turning Basin. Slow reimbursement contributes to mistrust of federal partners and denies ports and other entities funds they could use in advancing other infrastructure needs.

Sponsors also face a high carrying cost of frontloading their own funds. By contrast, water resources projects designed and constructed by the Corps are funded from annual federal budgets, appropriations, and work plans. In other words, sponsor leadership of design and construction faces significant burdens that traditional projects do not. Relieving this asymmetric treatment of Section 204 projects can help make them more attractive, increase sponsor participation, and expand the benefits of this delivery alternative.

Mr. Chairman, I propose that Congress amend Section 204 to empower sponsors designing and constructing projects under this authority to participate in the annual Civil Works budget cycle—to request funds in the President's budget for reimbursement—past, as well as prospective. For sponsors who have already constructed project elements under Section 204, a formal, transparent process would be available to request reimbursement in budget cycles. For those Section 204 sponsors who would benefit from up-front budgeting of reimbursement for identifiable annual project segments, the Secretary would be directed to accept sponsor requests for budget resources and submit approved requests to Congress with the Army's annual Civil Works budget. In the annual Corps work plan development, projects that had been the subject of sponsor budget requests would also be available to receive work plan funds. In this manner, authorized projects that are designed and constructed by the local sponsor would be placed on par with the authorized projects that the Corps designs and constructs. The Army Civil Works program would be brought closer to the delivery model that is characteristic of almost all federal programs where the non-federal entity leads program implementation. At the same time, it preserves Congressional and Committee prerogatives in approving projects for authorization in biennial WRDAs.

Mr. Chairman, this is an innovative proposal that will save us money and bring projects on-line faster. This proposal contributes to our national infrastructure objectives, promotes trade, and creates jobs. I urge you to adopt this provision in the upcoming WRDA.

ESTUARY PROTECTION AND RESTORATION IN THE COMPREHENSIVE EVERGLADES RESTORATION PLAN

Mr. Chairman and Ranking Member, I am co-chair of the Congressional Estuary Caucus that I co-founded with Congresswoman Suzanne Bonamici. I work with the Caucus to protect and restore estuaries throughout our coastal states. Today, I bring you a proposal to strengthen our ongoing efforts to restore the estuaries of the South Florida ecosystem.

My district is bounded on the East by the Indian River Lagoon, the most biodiverse estuary in North America. People in my district depend on this Lagoon for their economic well-being, recreation, and tourism. On the opposite shore of Florida is another significant estuary, the Caloosahatchee River Estuary.

The Indian River Lagoon and the Caloosahatchee River estuaries share a common fate in that they currently receive excess water from Lake Okeechobee as part of the operation of the Central and South Florida Project. When flood waters stored in the Lake exceed a safe level, the Corps of Engineers must release that water into the estuaries to protect people south of the Lake from the dangers of a failure or overtopping of the Herbert Hoover Dike that makes Lake Okeechobee a multiple purpose reservoir. Large volumes of phosphorus laden water end up in these sensitive estuaries. The results are often disastrous as when conditions induce harmful algal blooms in the brackish water estuaries. News accounts have made all of America aware of the havoc these algal blooms wreak in the Indian River Lagoon and the Caloosahatchee River Estuary—waters putrefy, the ecosystem is robbed of oxygen, foul odors and even dangerous fumes are emitted, fish and wildlife die, tourism evaporates, people and businesses suffer, and a way of life is profoundly disrupted.

In Title VI of Water Resources Development Act of 2000, Congress approved the Comprehensive Everglades Restoration Plan (CERP), a blueprint for modifying the Central and South Florida Project to restore the Florida Everglades. From its inception, the CERP aimed to restore the entire South Florida ecosystem, and Congress included the two estuaries as part of that ecosystem in the approval of CERP. The Indian River Lagoon and the Caloosahatchee estuaries are integral to the CERP. Projects were included in the CERP to restore and improve the environment of the estuaries. The Indian River Lagoon South (IRL-S) is part of the CERP as approved in WRDA 2000. Construction is underway on first component of the IRL-S project, C-44 reservoir and storm water treatment area (STA). The reservoir and STA will serve a vital role in storing and treating local basin run-off that now threaten the Lagoon. To the West of Lake Okeechobee, the C-43 reservoir has been authorized to improve the timing, quantity, and quality of freshwater flows to the Caloosahatchee River and estuary.

Given the recent dramatic algal blooms and devastation that has been visited on the estuaries in the South Florida ecosystem, I ask the Chairman and Ranking Member to enact a study to review the CERP to identify such further modification of the Central and South Florida Project as may be advisable to protect and restore the coastal estuaries that are included in the estuaries of the South Florida ecosystem. This review should be coordinated with Governor of Florida, the South Florida Ecosystem Restoration Task Force, the South Florida Water Management District, the residents of communities surrounding the affected estuaries, and the public. The Secretary of the Army should submit a report that includes a description of projects or other measures that the Chief of Engineers recommends be included in the CERP, through the Adaptive Assessment provisions of Title VI of Water Resources Development Act of 2000, to restore and protect the estuaries within the South Florida ecosystem. The Secretary should include a description of any projects or measures to restore and protect estuaries in the South Florida ecosystem that the Chief of Engineers recommends for authorization in future water resources development or other appropriate legislation, and a proposed schedule for the submission of any project information reports (PIRs) required to authorize such projects.

Mr. Chairman and Ranking Member, restoration of the Everglades is ongoing and has mobilized a team that can tackle the challenges to the estuaries. Congress intended for the estuaries to be addressed as part of the CERP. Wherever possible, we ought to emphasize projects that both advance the restoration of the River of Grass and contribute to restoring the estuaries. That is my intent, and I urge you to authorize putting the team to work on the estuaries of the South Florida ecosystem and update the plan to integrate the problems and the disastrous ecological crises that have emerged in recent years.

MARITIME AND CONSUMER SERVICES PROTECTION

Mr. Chairman and Ranking Member, international trade accounts for as much as one-quarter of our economy. The readiness of consumers and shippers to fully engage in these markets determines the success of our local economies and how well we will compete in world trade. Our nation's international traders face the daunting task of understanding a complex array of international shipping firms, policies, laws, and regulations.

Our government can provide a vital function in assisting consumers and shippers with the information and knowledge to negotiate these institutions to avoid snags whenever possible and to resolve issues that inevitably arise. Fortunately, the Fed-

eral Maritime Commission (FMC) has the Office of Consumer Affairs and Dispute Resolution Services (CADRS) ready to assist and educate consumers and shippers with issues that arise in commerce and international trade.

In January, Representative Garamendi and I introduced bipartisan legislation (the *Common Sense Maritime and Consumer Services Protection Act*—H.R. 709) to formally recognize CADRS's critical role, encourage its activities in resolving disputes and securing services without costly litigation by our American traders, promote public understanding of the assistance available, and educate the public about the various components of international shipping such as the role of carriers, intermediaries, and our ports.

The *Common Sense Maritime and Consumer Services Protection Act* will help reduce transaction costs to our exporters and importers and eliminate costly delays in completing international exchanges. Our bill will help small businesses and individuals that cannot afford large legal and technical staffs to unravel complex trade and shipping problems while educating consumers and the public at large about the system.

RAILROAD SAFETY

On a different note, in my district, private interests are developing a high-speed rail project supported by the federal government through private activity bonds. This high-speed passenger service runs trains through communities and downtown areas. The project has raised serious concerns from residents who live along the current train line and proposed extensions because of the lack of pedestrian safety regulations near the tracks.

When completed, the Virgin/Brightline train will carry passengers from Miami to Orlando through my district along an existing freight corridor. Their plan calls for running as many as 32 high speed (120 mph) passenger trains a day on the track that serves increasing numbers of freight trains. Most of that track is wide open, close to homes, schools and business, and many—if not most—of the crossings are at grade.

Residents are used to the occasional low speed freight train, but our communities are ill-equipped to deal with the safety risks posed by high speed rail. Over the last year and a half, 18 people have died in connection with this train and only the first phase has been constructed. I'm concerned because pedestrians routinely cross these tracks by foot throughout the corridor in my district—many of which are children going to school. The burdens of making the new rail service safe for pedestrians and school children should not fall on the local communities along the tracks or upon those who need protection. The costs and burdens should be borne by the company developing the new service.

In the interest of protecting our communities and our children, I ask the committee to task the Federal Railroad Administration with writing regulations to protect pedestrians, including mandating fencing where appropriate, along high-speed train lines.

In closing, I again thank Chairman DeFazio and Ranking Member Graves for the opportunity to provide testimony about important transportation and infrastructure matters that are both very close to home and national priorities.

Prepared Statement of Hon. Tom Rice, a Representative in Congress from the State of South Carolina

Chairman DeFazio and Ranking Member Graves, thank you for allowing me to testify regarding important district initiatives that are under this committee's jurisdiction.

I strongly believe that infrastructure equals opportunity. There is no more important initiative, policy proposal, or project that has the ability to lift up my constituents more than Interstate 73. The district I am proud to represent consists of some of the poorest counties in South Carolina. Dillon, Marion, and Marlboro Counties make up the northern section of what has been deemed the "Corridor of Shame." Unemployment and poverty rates in these counties are well above national and state averages. Interstate 73, which will run straight through these counties to Myrtle Beach, will provide a once in a generation opportunity for the communities.

In 1991, Congress designated Interstate 73 as a high priority corridor. In South Carolina, the proposed highway will run 80 miles from the border of North Carolina across I-95 to Myrtle Beach. In June of 2017, the United States' Army Corps of Engineers issued the final permit to begin construction. In November 2018, the project received backing from a local funding source.

The economic benefits alone are nearly overwhelming—29,000 new jobs, \$1 billion increase in state and local tax revenue, and \$2 billion overall economic impact. The safety benefits are also critical. During peak tourist season, the population of Myrtle Beach grows from approximately 30,000 to nearly 1 million. Tourism season in South Carolina also coincides with hurricane season. After suffering four hurricanes in the last four years, the Grand Strand has seen the impact that inadequate and outdated road systems have on evacuation procedures. Last September, rising flood waters resulting from Hurricane Florence nearly isolated Myrtle Beach from the rest of South Carolina. Interstate 73 will remedy this problem by creating a 21st Century route and reduce evacuation times by at least 11 hours.

As this committee is considering infrastructure financing, I implore its members to take into account and give priority to transformative projects, such as Interstate 73, that are shovel ready, nationally significant, and have a dedicated source of state and local funding and support. Additionally, I ask the committee to consider visitation levels and long-term projects in Federal-aid highway funding. Traditional funding streams take into account population levels in order to measure demand and dollar amounts. This methodology leaves areas of the county that attract a large number of visitors, who rely on and place a significant stress on national and regional roadways, at a disadvantage. In order to address this disparity states could receive federal formula funds based on visitation levels.

I thank you again for allowing me to speak before you today and I appreciate your consideration of projects such as Interstate 73 as you review and develop infrastructure policy and initiatives.

**Prepared Statement of Hon. Bobby L. Rush, a Representative in Congress
from the State of Illinois**

Chairman DeFazio, Ranking Member Graves, and members of the Transportation and Infrastructure Committee, thank you for the opportunity to submit testimony about our nation's infrastructure priorities.

Having robust and well-funded infrastructure is critical to my district as well as to the entire country.

Chicago and its surrounding suburbs are home to five major interstates, multiple regional and Class I railroads, intercity and commuter rail services, inland waterways, aviation facilities, and major intermodal freight yards.

Public transportation is also extremely important to my constituents. The Service Boards—which are made up of the Chicago Transit Authority (CTA), Metra Commuter Rail (Metra), and Pace Suburban Bus, including Pace Americans with Disabilities Act (ADA) Paratransit Service—make up the third largest ridership in the country and the second largest transit system in the country by passenger miles traveled. The system covers approximately 3,700 square miles and serves more than eight million residents, including many of my constituents.

Federal investments in efficient and high-quality transportation systems are linked with economic development in these communities.

As such, as the Committee considers the reauthorization of the federal surface transportation programs as well as other infrastructure packages, I ask that you keep the following priorities in mind which are important to my district:

- Ensure predictable and robust funding for the Highway Trust Fund to ensure long-term solvency.
- Promote and fund the Capital Investment Grant (CIG) Program, which includes New Starts, Small Starts, and Core Capacity, at levels at least as high as those codified in the Fixing America's Surface Transportation (FAST) Act.
 - For this program, geographic diversity should not be a factor in project selection by the Department of Transportation (DOT) and the core capacity funding category should be enhanced to include projects that expand or modify existing station facilities
 - Additionally, I encourage you to ensure transparency by requiring the DOT to establish a CIG program dashboard that is publicly available and includes information on projects and their status.
- Prioritize transit funding programs and financing options, including:
 - Large and steady funding to the State of Good Repair (SGR) program and Urbanized Area formula funding to address the \$100 billion backlog for public transportation. This backlog is currently growing by \$2.5 billion each year.
 - Restore tax exempt advanced refunding on municipal bonds.

- Expand incentives for public transportation systems and local governments to utilize value capture as an investment tool.
- Codify the Transportation Infrastructure Finance and Innovation Act (TIFIA) as counting as part of the local match for federally supported projects, as well as also being issued at 49 percent of a project's cost if a sponsor requests that level.
- Provide financial assistance for the credit risk premium of a Railroad Rehabilitation & Improvement Financing (RRIF) loan application to encourage more of these projects.
- Reauthorize eligibility for Transit-Oriented Development under RRIF loans.
- Ensure dedicated resources for commuter rails to:
 - Help with the implementation costs associated with Positive Train Control (PTC); and
 - Provide annual funding assistance for PTC operations and maintenance.
- Authorize Amtrak capital dollars at least at the level authorized by the FAST Act.
- Encourage rapid innovation in mobility technology through federal funding and analysis.
 - Integrate and utilize accessible mobility options in the U.S. transportation system to help vulnerable populations such as disabled, older, and underserved Americans.
 - Expand pilot programs that look at innovative ways to coordinate access and mobility of vulnerable populations.
 - Compile data resulting from the use of many mobility modes (including scooters, electric bikes, and transportation network companies like Uber and Lyft) into a larger database to provide state and regional planners vital information on ridership data.
- Incentivize Public Transportation Ridership.
 - Expand the transportation fringe benefits—also known as the “Commuter Tax Benefits”—and restore employer’s ability to deduct the cost.
- Ensure that freight funding is dedicated, sustainable, and flexible.
 - Funding should include incentives and rewards for state and local investment, leverage public and private financing, and include fees for owners of goods who are the primary beneficiaries of system improvements.
- Improve transparency of the DOT’s Infrastructure for Rebuilding America (INFRA) Grant Program, so that applicants are able to understand how the DOT is prioritizing funding and what makes an application successful.
- Authorize funding for critical regional projects, including the widening of I-80 and improvements to the Laraway Road Corridor in my district, as well as funding for surface transportation projects that target freight system improvements.
 - Additional priorities for funding increases include the freight formula program and competitive freight grant program, as well as the Surface Transportation Block Grant Program (STBGP).

Thank you again for the opportunity to submit testimony on our nation’s infrastructure priorities as part of this year’s Member’s Day. I look forward to continuing to work with you on these important issues.

Prepared Statement of Hon. Bradley Scott Schneider, a Representative in Congress from the State of Illinois

Dear Chairman DeFazio and Ranking Member Graves:

Thank you for your continued leadership on the Transportation and Infrastructure Committee. The need for significant federal investment in infrastructure is undeniable. I hope to bring to your attention the infrastructure and transportation priorities of my district as you consider relevant legislation.

When I talk with my constituents about infrastructure, we focus on two key priorities: that our investment must be comprehensive, and that it must be resilient. Infrastructure to my district means more than roads and bridges—and any federal infrastructure package must start with a comprehensive approach. This includes expanding network connectivity, bringing our ports into the 21st century, strengthening community institutions like schools and hospitals, updating water infrastructure such as wastewater and drinking water treatment, and supporting public transit.

An example in my district that combines these two themes is stormwater management. My district has faced two “hundred year” floods in the past 14 years, and the

Des Plaines River grew above its flood stage six times last year. Our communities have made significant investment in flood mitigation in recent years, but climate change will continue to challenge the capacity of our stormwater management. FEMA estimates that for every dollar invested in flood mitigation, there are four dollars of public benefits, underscoring how investments in mitigation pay dividends down the road—all the more important as climate change deepens its impact. As your committee looks at prospective infrastructure legislation, I urge you to consider the impacts of climate change and building climate-resiliency into our infrastructure investments, including the adoption of green infrastructure and on-site flood mitigation. We must ensure the investments we make can handle the needs of the decades to come, from strains on our grid like heat-driven electrical demand to the challenges presented by increased severe weather events.

The reauthorization of surface transportation legislation also serves as an opportunity to double down on our investments in public transportation. First, we need to shore up the Highway Trust Fund (HTF) to ensure its long-term health. A 2017 survey in my district highlighted transportation infrastructure as a top concern for my constituents, with 70% of Lake County residents surveyed saying it was their number one issue. The HTF remains a critical resource for ensuring the safety and maintenance of our transportation arteries. I also believe we must continue robust federal support for public transit. Both commuter rail and bus networks in my district have expanded service in recent years, highlighting that there continues to be growing demand for public transportation—and underscoring how important the federal cost-share is.

I have heard from transit stakeholders in my district about how the backlog within the State of Good Repair program is affecting them. Public transportation in my district would greatly benefit from funding increases for this and the Capital Investment Grant programs, both of which are critical funding sources in my community. I also believe Congress has a role in helping local transit agencies shoulder the cost of implementing, operating, and maintaining Positive Train Control, which plays a central role in ensuring passenger safety. Finally, I encourage the Committee to support and integrate biking and pedestrian infrastructure to make our communities more accessible for all modes of transportation.

Thank you for your consideration of these priorities. I look forward to working with you on these and other pressing legislation.

**Prepared Statement of Hon. David Scott, a Representative in Congress
from the State of Georgia**

As you begin to draft legislation to develop and improve our nation's infrastructure, I urge you and the Members of the House Committee on Transportation and Infrastructure to include investments and improvements in wastewater infrastructure and workforce development programs for African-American young men.

The U.S. is one of the wealthiest nations in the world. Despite this fact, there exists profound inequalities and disparities across our great nation. These discrepancies harm our most disenfranchised communities including our lower-income and African-American households. The next infrastructure package must prioritize these communities so that all Americans have equal access to economic prosperity and to modernized wastewater infrastructure in order to sustain healthy homes.

The United States received a "D+" for the overall condition and performance of American infrastructure from the American Society of Civil Engineers (ASCE) in their recent 2017 Report Card. In the same report, the U.S. received a "D+" for its national wastewater infrastructure. Reports indicate there are approximately 540,000 households in the U.S. that lack complete plumbing—this is around 1.5 million individuals who lack modernized water infrastructure plans. Without adequate disposal systems for wastewater, families face environmental contamination and diseases such as hookworm. These adversities are worse for rural communities, lower-income communities and for individuals with pre-existing conditions such as diabetes.

My state of Georgia also received a "D+" from the 2019 ASCE report card where 45% of local government water or wastewater treatment plants did not generate enough revenue to cover operational and maintenance costs. The report found that wastewater systems need to be maintained and expanded to ensure access to clean water and proper waste disposal. This is especially true since the Clean Water Act mandates water and sewage treatment plants must follow federal standards to keep water supply safe and sustainable. In fact, the Environmental Protection Agency es-

timates, over the next 20 years, \$271 billion in investments are needed to modernize or replace current wastewater infrastructure.

Additionally, as the inevitable construction facilitated by infrastructure legislation begins, it is critical the committee prioritize a diverse workforce. The infrastructure package must provide economic opportunity to disenfranchised populations such as African-American young men who have higher rates of unemployment. This is why I introduced H.R. 52 *The Jobs, On-the-Job 'Earn While You Learn' Training, and Apprenticeships for African-American Young Men Act* during the 115th Congress, and plan to do so again. This bill requires the Department of Labor to request labor unions, general contractors, and businesses that will rebuild infrastructure to actively recruit, hire, and provide on-the-job training to African-American men ages 18 to 39 through existing jobs, apprenticeships, and "earn while you learn" programs. Apprenticeships and career technical education have been fundamental strategies that provide individuals with the education and work-based learning they need for success in high-skill, high-demand infrastructure sectors and occupations. These programs must be offered to African-American young men to provide for their families the opportunity to obtain economic prosperity.

With infrastructure plans in development, I respectfully request that you include the following in any infrastructure legislation:

- Robust investment in our nation's wastewater infrastructure to keep American families safe from environmental contamination and diseases. These plans should include programs and funding requirements that help local and state level wastewater agencies modernize or replace current wastewater disposal systems.
- Include my legislation, *The Jobs, On-the-Job 'Earn While You Learn' Training, and Apprenticeships for African-American Young Men Act*, so that African-American families are provided employment and economic opportunities in the advancement of our nation's infrastructure.

We appreciate your consideration of these requests and look forward to working with you to ensure these items are included in the nationwide infrastructure package.

The Jobs, On-the-Job ‘Earn While You Learn’ Training, and Apprenticeships for African-American Young Men Act, Submitted for the Record by Hon. David Scott

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[115H52]

(Original Signature of Member)

116TH CONGRESS
1ST SESSION

H. R.

To rebuild the Nation’s crumbling infrastructure, transportation systems, technology and computer networks, and energy distribution systems, by strongly and urgently requesting the immediate recruitment, employment, and on-the-job “earn as you learn” training of African-American young men ages 18 to 39, who are the hardest hit in terms of unemployment, with an unemployment rate of 41 percent nationally, and in some States and cities, especially inner cities, higher than 50 percent, which is a national crisis.

IN THE HOUSE OF REPRESENTATIVES

Mr. DAVID SCOTT of Georgia introduced the following bill; which was referred to the Committee on _____

A BILL

To rebuild the Nation’s crumbling infrastructure, transportation systems, technology and computer networks, and energy distribution systems, by strongly and urgently requesting the immediate recruitment, employment, and on-the-job “earn as you learn” training of African-American young men ages 18 to 39, who are the hardest hit in terms of unemployment, with an unemployment rate of 41 percent nationally, and in some States and cities, especially inner cities, higher than 50 percent, which is a national crisis.

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1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Jobs, On-the-Job
5 ‘Earn While You Learn’ Training, and Apprenticeships
6 for African-American Young Men Act”.

7 **SEC. 2. FINDINGS AND PURPOSE.**

8 (a) FINDINGS.—Congress finds that—

9 (1) African-American young men ages 18 to 39
10 are the hardest hit in unemployment, with an unem-
11 ployment rate of 41 percent nationally, and in some
12 States and cities, especially inner cities, higher than
13 50 percent;

14 (2) this extraordinarily high unemployment rate
15 has a terrible rippling impact on the breakdown of
16 the family structure, as men in this age group are
17 in the primary child-producing ages; and

18 (3) an unemployment rate of 40 to 50 percent
19 among African-American young men, many of who
20 are fathers who, without jobs, and are unable to pro-
21 vide for their families, is not only a national crisis
22 but a national tragedy.

23 (b) PURPOSE.—The purpose of this Act is to secure
24 jobs, on-the-job training, and apprenticeships for African-
25 American young men ages 18 to 39 with the labor unions,

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1 general contractors, and businesses who will rebuild the
2 Nation's crumbling infrastructure in cities and commu-
3 nities throughout the Nation.

4 **SEC. 3. URGING EMPLOYMENT, ON-THE-JOB TRAINING, AND**
5 **APPRENTICESHIPS FOR UNEMPLOYED AFRI-**
6 **CAN-AMERICAN YOUNG MEN IN REBUILDING**
7 **THE NATION'S CRUMBLING INFRASTRUC-**
8 **TURE.**

9 (a) IN GENERAL.—The Secretary of Labor shall
10 strongly and urgently request those labor unions, general
11 contractors, and businesses, who will rebuild the Nation's
12 crumbling infrastructure, transportation systems, tech-
13 nology and computer networks, and energy distribution
14 systems, to actively recruit, hire, and provide on-the-job
15 training to African-American young men ages 18 to 39
16 through their existing jobs, apprenticeships, and “earn
17 while you learn” programs. The Secretary shall provide
18 assistance to such labor unions, general contractors, and
19 businesses through every means available to help coordi-
20 nate the recruitment of such individuals for such jobs, on-
21 the-job training, and apprenticeships.

22 (b) COORDINATION.—The jobs, on-the-job training,
23 and apprenticeships made available by labor unions, gen-
24 eral contractors, and businesses described in subsection
25 (a) shall be conducted in conjunction with the Secretary

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1 of Labor and the labor unions and other associations
2 which have been identified as those primarily involved in
3 the infrastructure rebuilding described in such subsection,
4 including the International Brotherhood of Electrical
5 Workers (IBEW), the United Association of Journeymen
6 and Apprentices of the Plumbing and Pipe Fitting Indus-
7 try of the United States and Canada, the International
8 Association of Bridge, Structural, Ornamental and Rein-
9 forcing Iron Workers Union, the International Brother-
10 hood of Teamsters, the National Electrical Contractors
11 Association, the International Association of Sheet Metal,
12 Air, Rail and Transportation Workers (SMART), the La-
13 borers' International Union of North America (LIUNA),
14 the International Union of Operating Engineers (IUOE),
15 and the United Steelworkers (USW). Such coordination
16 shall also be done in conjunction with the National Joint
17 Apprenticeship and Training Committee, which allows ap-
18 prentices to earn while they learn.

19 (c) RECRUITMENT.—The labor unions, general con-
20 tractors, and businesses described in subsections (a) and
21 (b) shall recruit African-American young men for the jobs,
22 on-the-job training, and apprenticeships described in sub-
23 section (a) by reaching out and seeking assistance from
24 within the African-American community, churches, the
25 National Urban League, the NAACP, 100 Black Men of

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1 America, high school and college job placement offices,
2 media outlets, and other African-American organizations
3 that can offer valuable assistance to the Secretary of
4 Labor, the labor unions, general contractors, and busi-
5 nesses with identifying, locating, and contacting unem-
6 ployed African-American young men who want jobs, on-
7 the-job training, and apprenticeships. These African-
8 American organizations have a long and rich history of
9 working to improve the lives of African-Americans, and
10 can be very helpful in successfully reaching, contacting,
11 and recruiting unemployed African-American young men.

12 **SEC. 4. SENSE OF CONGRESS.**

13 It is the sense of Congress that this Act—

14 (1) while rebuilding the crumbling infrastruc-
15 ture of this great Nation, will simultaneously help
16 create good paying jobs and job training that will
17 provide African-American young men ages 18 to 39
18 with the technical skills, computer capabilities, and
19 other skills necessary in this high technology-driven
20 job market, thus providing African-American young
21 men with highly developed skills that will make them
22 very competitive and attractive to many employers;
23 and

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1 (2) greatly exemplifies and strengthens the high
 2 nobility of purpose that is the founding grace of this
 3 great Nation.

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 April 8, 2019 (12:50 p.m.)

**Prepared Statement of Hon. Robert C. “Bobby” Scott, a Representative in
 Congress from the Commonwealth of Virginia**

Thank you, Chairman DeFazio, Ranking Member Graves and members of the Transportation and Infrastructure Committee for providing me this opportunity to discuss some of the priorities I believe should be reflected in any transportation and infrastructure legislation.

I represent the 3rd congressional district of Virginia where the Chesapeake Bay meets the James, Nansemond, and Elizabeth Rivers, which presents both challenges and opportunities. The U.S. Army Corps of Engineers has worked to keep America’s waterways and ports open to trade, while working with our communities to ensure that they can continue to live with the water that surrounds our community. My district is home to the Port of Virginia, one of the largest and busiest ports on the eastern seaboard. With 95 percent of our nation’s trade moving by water, it is essential that the port is able to maintain operations. The 3rd district is also home to multiple shipyards and neighbors Norfolk Naval Station, the largest naval base in the U.S. These waterways are essential to our community.

Unfortunately, due to sea level rise, both attributable to climate change as well as historic subsidence, these same waterways also pose a serious risk. Some studies estimate this rise to be as much as 7 feet by the year 2100, the Hampton Roads region is the second largest population center at risk from sea level rise in the nation, behind only New Orleans. The City of Norfolk is specifically at risk from flooding due to high tides, nor’easters, and hurricanes. As the home of Naval Station Norfolk and numerous other federal and military facilities, this recurrent flooding also poses a severe national security risk.

State and local elected officials in Virginia already appreciate the significant threat sea level rise poses to Hampton Roads. Unfortunately, the cost to proactively and aggressively address this problem head-on is far too great for any city to bear by itself. While Norfolk has already spent considerable sums of money to study its recurrent flooding issues and implement resilient infrastructure where feasible, the scope of the entire project to actually address the problem is expected to total in the billions of dollars.

As this committee begins to consider a robust infrastructure package, I urge you to make it a priority to invest in resilient infrastructure. I encourage you to look at the Building Up Infrastructure and Limiting Disasters through Resilience (BUILD Resilience) Act, legislation that I introduced last Congress with Senators Mark Warner and Tim Kaine and that I intend to introduce again soon. The BUILD Resilience Act would establish a competitive grant program for resilient infrastructure investment to bolster the ability of regions, such as Hampton Roads and New Orleans, to implement projects and strategies to reduce regional vulnerability to threats like sea level rise and recurrent flooding. Analyses by the Congressional Budget Office and the Multi-hazard Mitigation Council of the National Institute of Building Sciences estimate that every \$1 invested in resilient infrastructure upfront saves \$3 to \$4 in future losses on the back-end after a major disaster strikes. Investing upfront can help save taxpayers and impacted communities potentially billions of dollars in avoided costs.

Hampton Roads is also home to significant traffic backups at the waterway crossings and throughout the region. The widening of the Hampton Roads Bridge Tunnel is primarily being financed with local revenue from sales and gasoline taxes in the Hampton Roads Transportation Fund but it will require state and federal support. There is a limit to how much and how many of these major transportation projects

can move forward without federal assistance. I would urge the committee to commit crucial federal support for infrastructure in every state.

School infrastructure must also be a part of any infrastructure package we consider. Despite the evidence linking well-resourced facilities, well-supported teachers, and healthy buildings to better academic and life outcomes, the federal government dedicates no money to public school infrastructure improvements.

I would urge the committee to look at the Rebuild America's Schools Act (H.R. 865) which would fund \$70 billion in grants and \$30 billion in bonds to help address critical physical and digital infrastructure needs in schools across the country. According to economic projections, the bill would also create more than 1.9 million good-paying jobs. Students and educators deserve to go to school every day in safe and welcoming buildings.

Mr. Chairman, thank you again for allowing me the opportunity to share my priorities for any comprehensive infrastructure package drafted by this committee. I look forward to working with you to ensure that resilient infrastructure and school infrastructure remains a priority.

**Prepared Statement of Hon. José E. Serrano, a Representative in Congress
from the State of New York**

Chairman DeFazio, Ranking Member Graves, and members of the Committee, thank you for the opportunity to testify on behalf of the National Museum of the American Latino Act.

Today, nearly 58 million Latinos reside in the United States, or 18.1 percent of the population. By 2060, the U.S. Census estimates this population will reach 119 million, or 30 percent of the population. Latinos accounted for 25 percent of the nation's 54 million K-12 students in 2016, up from 16 percent in 2000. This young, vibrant, and growing community not only represents the future, but they also make up the largest and fastest growing racial or ethnic group in the U.S. Yet, Latinos still face systemic under-representation in nearly every facet of American life, especially within our arts and cultural institutions.

In 1994, Smithsonian acknowledged its shortcomings in Latino inclusion, so it issued a report setting forth ten recommendations to address it. While the Smithsonian has made good progress since that time, especially through the Latino Center's work, this is not enough. Relegating hundreds, if not thousands, of years of history to a single exhibit is unacceptable.

Efforts to establish a Latino Museum have been underway for some time. In 2003, former Representatives Xavier Becerra of California and Ileana Ros-Lehtinen of Florida introduced the first bill. In 2008, President Bush and Congress established the Commission to Study the Potential Creation of a National Museum of the American Latino. The Commission issued its report in 2011 laying out a detailed plan for a world-class museum with a mission to illuminate the American Latino story for the benefit of all. This bill is a continuation of that hard work.

The National Museum of the American Latino Act would act on the Commission's report by establishing a Board of Trustees to work with the Smithsonian's Board of Regents to plan, design, and establish a National Latino museum on the National Mall. This legislation is modeled closely after past successful bills that have established new museums, including the National Museum of African American History and Culture, which has proven to be wildly successful for the Smithsonian and another marvel on the National Mall. This bill's funding model is in line with the establishment other Smithsonian museums: 50 percent private funds and 50 percent federal funds.

The contributions Latinos have made to American culture and history are innumerable, and often overlooked by the history books. From serving in our wars to influencing our economy, the arts, the sciences, and sports, it is time to share this history. That is why this bill is so important to so many. We will finally be able to see our history accurately reflected for the first time.

Thank you, again, for allowing me this opportunity. This is one of my highest priorities in the 116th Congress. I look forward to working with all of you to move this dream forward for so many of us in the American Latino community.

**Prepared Statement of Hon. Adam Smith, a Representative in Congress
from the State of Washington**

Chairman DeFazio, Ranking Member Graves, and distinguished Members of the Committee: Thank you for the opportunity to share some of the key infrastructure and transportation priorities that are of importance to the Ninth Congressional District of Washington, which I proudly represent. As the Committee develops its legislative agenda for the 116th Congress, I would like to highlight the importance of acting to stem the increasing impacts of aviation noise and emissions on communities surrounding airports. As a Member of Congress whose district is home to one of the busiest and fastest-growing hub airports in the country, Sea-Tac International Airport, I have a deep understanding of how this issue affects residents near this and other airports throughout the country.

Sea-Tac Airport is a vital economic engine for the Puget Sound Region. The growth of the airport has facilitated and been driven by economic expansion of the region. While air traffic at this and other airports has increased, new technologies have helped to mitigate, and in some cases reduce, corresponding growth in aggregate airplane noise impacts. Unfortunately, the benefits of noise mitigation and reduction has not been enjoyed evenly throughout regions served by major airports, including the district I represent. The narrowing of departure and arrival routes has concentrated noise and other impacts over specific areas and those living under these pathways now bear an increased majority of the noise burden. Culturally and socioeconomically diverse communities like the Beacon Hill neighborhood in the Ninth District of Washington as well as the City of SeaTac, where I grew up, are located directly beneath increasingly tight flight paths and the noise impacts on these areas can seem nearly constant as planes fly overhead every few seconds.

Sadly my constituents and others living in similarly situated areas too often feel as though they have little or no recourse or remedy. The Federal Aviation Administration (FAA) has not always been responsive to their concerns, and while the FAA Reauthorization Act of 2018 included meaningful and positive provisions that will improve community engagement, I believe more can and must be done.

I will be reintroducing legislation that I first offered in the 115th Congress to improve the manner in which the FAA engages with noise-affected areas and to help bring some relief to those on the ground. The Aviation Impacted Communities Act will codify into law a formal process for localities to join together and constructively engage with the FAA through the work of Community Boards. These groups will have the ability to nominate civic leaders or elected officials to represent residents before the FAA. The Aviation Impacted Communities Act will also designate areas under flight paths as “aviation impacted,” allowing residents to petition the FAA to study and create action plans to solve the problems they face.

I understand that changes such as these will place an additional burden on an agency charged with the daunting task of ensuring the safety and soundness of our air transportation network. However, the support provided by this legislation to those who are disproportionately impacted by the externalities of the aviation system that is vital to all of our communities and our country is both necessary and just. I look forward to working with you to improve and advance the provisions contained in this legislation.

In addition to noise impacts from aviation, ultrafine particles (UFPs) in the atmosphere pose an outside threat to those living near airports and under flight pathways. These pollutants are miniscule particles of less than one hundred nanometers in size that are emitted as byproducts of petroleum fuel combustion in engines, such as those used on vehicles and aircraft.

In 2014, a first-of-its-kind study was conducted around the Los Angeles International Airport (LAX) to examine the levels of UFPs in the atmosphere surrounding the airport. That study determined that ultrafine particles were being emitted over a much larger area than previously thought and could be causing more serious and widespread harm.

According to the FAA's own preliminary research, fine and ultrafine particles in the atmosphere are considered a health risk in humans because of their ability to penetrate deep into the human respiratory system. UFPs may be particularly dangerous as they may aggravate heart ailments, contribute to lung disease, and cause nervous system impacts. Their wide dispersion could affect human health over large areas, lead to increased hospital admissions, and hurt children's performance in school. Additionally, it has been demonstrated that lower-income and minority communities tend to be exposed to higher levels of UFP pollution. However, the degree to which aviation contributes to UFP pollution exposure is not fully known and only

a handful of studies have been conducted in the United States to begin to inform our scientific understanding of these particles.

In addition to gaps in scientific knowledge, there are also gaps in the federal government's approach to UFP regulation. The FAA regulates UFPs in the atmosphere no differently than considerably larger particles and presently only recognizes two still-sizable categories of particulate emissions. The first includes larger particles that are ten microns or less; identified as PM₁₀. A second smaller set, designated as PM_{2.5}, includes any particles below 2.5 microns. Though ultrafine particles are included within the lesser subset, UFPs tend to be considerably smaller than those in the upper limits of the classification. There are no specific guidelines for regulating or measuring the smallest particles because the FAA does not identify them separately from the PM_{2.5} category. In order to properly regulate these particles, more analysis is needed of these pollutants, their attributes, dispersions, and effects on human health.

Given the potentially harmful health effects that UFPs may have on those who live near airports and the limited research on which to base regulation in this important area, it is time for a national study on this issue. Residents of impacted communities across the country, like those in the congressional district I represent, deserve to know how they are affected by ultrafine particles in the atmosphere, where these particles originate from, and whether alternative fuels such as biofuels could be employed to reduce those impacts.

More must be done to understand how UFPs affect the areas around airports, to what extent aviation contributes to the creation and diffusion of UFPs, and whether or not sustainable aviation fuels could help reduce the number of these particles in the atmosphere. The Protecting Airport Communities from Particle Emissions Act, which I recently reintroduced in the 116th Congress, will help to answer many of these questions. This legislation seeks to improve the current science in this area by directing the Federal Aviation Administration (FAA) to partner with the National Academy of Sciences (NAS) to conduct a national study of UFP generation and dispersal around major hub airports, like Sea-Tac Airport in Washington state and others around the country.

Drawing from data provided by agencies like the FAA, the Environmental Protection Agency (EPA), and Health and Human Services (HHS), among others, a FAA-NAS study would investigate the characteristics, primary sources, and potential health effects of UFPs. Its scope would be national and examine UFP pollution surrounding several of the most significant airports serving some of the United States' most sizable metropolitan areas, including: Washington, D.C.; Los Angeles-Southern California; Seattle; San Francisco Bay Area; Phoenix; New York; Chicago; Boston; and Atlanta. It would also identify any information gaps in the current science on this issue in order to better inform the regulation of UFPs.

Communities have a right to know whether the air they breathe contains high levels of UFPs and how these particles affect their health. I would welcome the support and expertise of Members on this committee to advance the scientific understanding of ultrafine particles through the research proposed in my legislation. It is crucial that we in Congress fight to reduce the impacts from aviation on surrounding areas while ensuring that our airports remain vital economic engines.

I appreciate the Committee's consideration of these priorities and its ongoing work to improve our nation's environment and infrastructure. As we focus restoring and improving our roads, bridges, ports, and water and aviation infrastructure, we must take care to mitigate the impacts that the movement of goods and people can have on the environment and Americans.

**Prepared Statement of Hon. Jefferson Van Drew, a Representative in
Congress from the State of New Jersey**

Chairman DeFazio and Ranking Member Graves, thank you for the opportunity you have given me to submit my views about the critical importance to fully support the U.S. Coast Guard, the Federal Aviation Administration's William J. Hughes Technical Center and the need for a recreation title in any infrastructure package to address outdoor recreation infrastructure needs.

COAST GUARD

I represent New Jersey's 2nd congressional district which encompasses over 40 percent of the state's land mass and is home to the U.S. Coast Guard Training Center in Cape May, the birthplace of the enlisted corps, and the Air Station in Atlantic City.

Training Center Cape May is the Nation's only Coast Guard Recruit Training Center, and the 5th largest base in the Coast Guard.

Its mission is to develop the enlisted workforce for the U.S. Coast Guard.

Training Center Cape May is attached to more than 350 military and civilian personnel and more than 4,000 of America's finest young men and women arrive for boot camp here, the first chapter of their Coast Guard career.

Air Station Atlantic City opened in 1998 and is the newest and largest single airframe unit of the Coast Guard's air stations.

It is located in Atlantic City International Airport in Egg Harbor Township along with another of South Jersey's crown jewels, the William Hughes Technical Center.

Air Station Atlantic City is comprised of 10 MH-65D Dolphin Helicopters and supports a wide range of Coast Guard operations such as: search and rescue, law enforcement, port security, and marine environmental protection.

The Air Station also provides multiple aircraft and crews to protect our Nation's capital, 24 hours a day and 7 days a week, at the National Capital Region Air Defense Facility under the operational control of the North American Aerospace Defense Command.

I hope that this committee can work with the Appropriations Committee to provide \$10 billion in discretionary funding to the U.S. Coast Guard which would be equal to the fiscal year 2019 enacted level.

This funding would allow the Coast Guard to secure our borders and disrupt drug and human trafficking and to continue to save lives at sea.

Of particular importance is the need to fund the first phase of the Barracks Renovation at Training Center Cape May at \$30 million to recapitalize the barracks for three recruit companies to accommodate both genders, including providing classrooms and administrative support.

I also request that the committee work with appropriators to provide \$2.6 million to recapitalize Travel Lift Piers to meet sufficient load capacity and support boat maintenance at Training Center Cape May.

Furthermore, I ask that the committee work with appropriators to provide the necessary funding for a 3.1 percent military pay raise in 2020 to maintain parity with the Department of Defense for military pay.

TECH CENTER

I am proud to represent over 1,400 men and women at the William J. Hughes Technical Center in Atlantic City who keep our skies safe.

The Tech Center is the Federation Aviation Administration's national scientific test base for the research, development, test, and evaluation of air transportation systems.

The research, testing and prototype development conducted by Tech Center staff helps shape the future of our nation's air transportation system.

In short, it is the nation's premier air transportation system federal laboratory.

The Technical Center has a number of unique laboratories engaged in research that contributes to aviation system development: air traffic management laboratories, simulation facilities, a human factors laboratory, the NextGen Integration and Evaluation Capability, a Cockpit Simulation Facility, a fleet of specially-instrumented in-flight test aircraft, the world's largest full-scale aviation fire test facility, a chemistry laboratory for analyzing the toxicity of materials involved in a fire, surveillance laboratories, a full-scale aircraft structural test evaluation and research facility, the National Airport Pavement Test Facility and an Unmanned Aircraft Systems research and development simulation laboratory.

The Tech Center is the heart of an aviation cluster that is unparalleled—a lot of the work at the Tech Center is done in partnership with academic, private, and public entities such as NASA, the Department of Defense, Department of Homeland Security, U.S. Marshalls, and the U.S. Coast Guard.

I hope that the committee can work with the Appropriations Committee to support robust funding for the Tech Center Laboratory Facility, Laboratory Sustainment, NextGen and Operations Planning, NextGen Support Portfolio, and Fire Research and Safety, among others.

At a minimum, the committee should work with the appropriations committee to ensure that all programs located at the Technical Center are funded at the enacted levels, at a minimum.

RECREATIONAL INFRASTRUCTURE

I encourage the committee to consider the role that recreation-based infrastructure plays in supporting the U.S. economy and to prioritize these needs as the committee continues its work in developing a robust infrastructure package.

An infrastructure package should fully and properly address the needs of outdoor recreational infrastructure, especially for boating and fishing, by containing a “recreation title.”

Recreational boating, for example, is a noteworthy contributor to the U.S. economy that generates \$170.3 billion in annual economic impact that supports more than 35,000 businesses and 690,000 jobs.

In terms of GDP, outdoor recreation is larger than mining, utilities, and chemical products manufacturing.

Any infrastructure package should address dredging needs impacting recreational boating, study innovative recycling solutions, improve broadband access in federally managed lands and waters to support recreational safety and direct the Government Accountability Office (GAO) to conduct several studies.

The GAO should study the U.S. Army Corps (Corps) assets and range of activities it does to expand access to important waterways, study the economic impact of outdoor recreation on property managed by the Corps and study and assess the status of aquatic invasive species throughout the country.

I believe that these measures are consistent with the pragmatic and bipartisan makeup of this committee and I thank you for your time and consideration.

**Prepared Statement of Hon. Jackie Walorski, a Representative in Congress
from the State of Indiana**

Chairman DeFazio, Ranking Member Graves, and members of the House Committee on Transportation and Infrastructure (T&I), I appreciate the opportunity to provide written testimony to highlight my infrastructure priorities since I was unable to testify before the committee due to a scheduling conflict.

As a member of the House Ways and Means Committee, which recently held a hearing entitled “Our Nation’s Crumbling Infrastructure and the Need for Immediate Action,” I had the honor of hearing testimony from both the Chairman and Ranking Member with many good ideas on how we can improve our nation’s infrastructure. I want to let the Committee know that I am an eager partner in the effort to address our nation’s aging infrastructure needs. Ensuring we have the best infrastructure in the world will help our economy move goods, services, and people. We need an all-of-the-above approach that includes creative solutions to finance our nation’s infrastructure while leveraging technology, choosing cost-effective projects, reforming permitting requirements to prevent project delays, distinguishing between what is rightly a federal vs. a state and local priority, and ensuring safety on our roads. As the Committee develops an infrastructure bill to rebuild the backbone of the United States economy, we must also ensure that all Americans receive value for their tax dollars and that wasteful spending is stopped before it starts.

While much of the financing of any infrastructure bill isn’t within T&I’s jurisdiction, I do want to update the Committee on some of the work I’ve been doing on the Ways and Means Committee. As the Committee may know, public-private partnerships are among the most cost-effective ways to revitalize our aging infrastructure and invest in our nation’s future. I recently joined Rep. Earl Blumenauer in reintroducing the Move America Act, which would allow states to issue tax-exempt Move America Bonds to expand public-private partnerships and lower borrowing costs. Incentives for state and local governments to offer these bonds include flexible ownership and management arrangements, favorable tax treatment, and up to five years of unused bond carry-over. They would be allocated to states based on population. The bill would also create Move America Tax Credits to leverage additional private investment by enabling smaller states to trade in some or all of their bond allocation for tax credits at a 25 percent rate. Eligible infrastructure projects include roads, bridges, airports, rail, transit, ports, freight transfer facilities, waterways, sewers, and broadband.

Currently, the federal gas tax is not a long-term solution that will meet the funding needs of our surface transportation programs, in part because gas usage does not necessarily reflect wear and tear on our roads. I am working on a discussion draft of legislation to help permanently stabilize the Highway Trust Fund while reducing the issue around the donor/donee states. This draft proposal will examine creating a new structure for instituting a vehicle miles traveled (VMT) tax on class 7 and 8 trucks. The revenue captured by the VMT model would be placed in a newly created Highway Trust Fund account dedicated only to critical and urban freight corridors, ensuring a direct return on investment for those users. To ease the tax burden on those in the trucking industry, the legislation would repeal all federal truck taxes that are not fuel-related (the tire tax and 12 percent tractor tax). More-

over, as a means to further address concerns about a new fee, the plan would reduce the gas and diesel tax by 2 cents up-front while indexing these rates to inflation moving forward. Lastly, the bill would ensure parity for all fuel sources by imposing a new tax on electric vehicle batteries. This provision intends to ensure parity between roadway users in terms of their financial support of the system regardless of how the vehicle is propelled. I know this proposal isn't perfect, but I look forward to hearing from stakeholders and my colleagues on ways we can improve on this proposal once it's released. Due to our current fiscal situation, we need to eliminate our reliance on general funds to support a large part of our highway and transit spending.

The Committee should look at strengthening accountability by measuring real results and holding states accountable for the infrastructure dollars they receive from the federal government. Accountability and improved transparency can be achieved by requiring the Department of Transportation to create a graded dashboard to track a state's progress on improving its roads and bridges. Improving transparency on how states spend federal funds for infrastructure projects will hold states publicly accountable and help ensure federal funds are spent effectively on critical infrastructure projects.

Project management is the driving force behind the delivery of major infrastructure projects throughout Indiana and across the country. Research from the Project Management Institute finds that 11.9 cents of each dollar invested in projects is wasted due to poor performance—that's \$119 million for every \$1 billion! But organizations that adopt project management best practices enjoy more successful outcomes and waste significantly less money than their counterparts that do not. To protect and safeguard taxpayer dollars, a policy is needed to ensure that all federally-funded infrastructure projects are delivered (1) in accordance with American National Standards Institute project management standards and (2) by certified project managers. These two commonsense, no-cost provisions will greatly improve project outcomes and ensure transparency and accountability to both Congress and the American taxpayers.

On October 30, 2018, three children in my district were killed by an oncoming driver who failed to stop as the kids were crossing the road to board their school bus. Illegal passing of school buses happens at an alarming rate every day in America. In the most recent annual one-day observational survey, 105,306 school bus drivers in 38 States reported 83,944 vehicles illegally passed a stopped school bus in one day. In response, Rep. Julia Brownley and I introduced the Stop for School Buses Act, which will help our states and local communities take the most effective actions to prevent illegal passing of school buses and ensure students are safe when traveling to and from school. The bill does not pre-determine any one solution but directs the DOT to look at all aspects of the problem and recommend the most effective solutions. I would suggest that the Committee include this legislation in any infrastructure bill, as it will help improve safety and prevent future tragedies. Ensuring children get safely to and from school every day should be a top priority.

My district is one of the largest manufacturing districts in the nation, and we also have a significant agricultural presence as well, which means we're moving a lot of products around the country and the world. I have many truckers in my district and farmers who have specific issues with the Hours of Service (HOS) regulations and want more flexibility. Last Congress, I cosponsored Rep. Brian Babin's REST Act, which would have required DOT to update Hours of Service regulations to allow a rest break once per 14-hour duty period for up to three consecutive hours as long as the driver is off-duty, effectively pausing the 14-hour clock. However, drivers would still need to log 10 consecutive hours off duty before the start of their next work shift. It would also eliminate the current 30-minute rest break requirement. Also, I cosponsored Rep. Ted Yoho's Transporting Livestock Across America Safely Act. This bill reforms federal regulation on how haulers transport livestock across the country by changing HOS regulations. I think these small improvements to HOS regulations will provide many in the trucking industry much-needed relief.

Marine infrastructure throughout the Great Lakes and Mississippi River basin region is a vital component of commerce and trade to the State of Indiana and my district. However, infrastructure in both areas needs reconstruction and repair. We need to continue to ensure that there are appropriate investments to rehabilitate the Soo Locks, rehabilitate the Saint Lawrence Seaway locks, and reconstruct strategic breakwater structures throughout the Great Lakes region. Another important part of this network is the Chicago Area Waterway System (CAWS) that provides a connection between the inland river navigation system, such as the Mississippi River, and the Great Lakes, ensuring movement of commercial maritime commerce and recreational boating to ports in Northern Indiana. I am opposed to any proposal that would separate the Great Lakes from the CAWS as a way to prevent the mi-

gration of Asian Carp. I support many other tactics for fighting invasive species in the Great Lakes and Mississippi River basin, but physical separation would negatively impact thousands of jobs in the region. The Committee should review the Coast Guard's management of the Great Lakes pilotage program to see if there is a need to modernize the Great Lakes Pilotage Act. Marine pilots are expert navigators and are necessary to ensure safe navigation. However, the Coast Guard may not be effectively managing the program in the most cost-effective manner. Ensuring the Great Lakes and inland waterway systems have a strong foundation of well-developed infrastructure will ensure we have strong economic growth and allow for more commerce with the rest of the world.

As a member of the Congressional Composites Caucus, I believe it's vital we allow the use of innovative construction materials such as composites in appropriate infrastructure projects. The use of innovative, American-made materials like composites in projects has been shown to reduce lifecycle and maintenance costs and extend the service life. Composites offer a durable, sustainable, and cost-effective solution for many different applications, and I encourage the Committee to promote innovative construction materials as a way to rebuild our nation's infrastructure with innovative technology.

A strong American economy depends on a modern infrastructure built for the 21st century. I look forward to working with the members of this Committee, and stakeholders in addressing our nation's critical infrastructure. I want to thank the Committee again for this opportunity to submit testimony.

**Prepared Statement of Hon. Jennifer Wexton, a Representative in Congress
from the Commonwealth of Virginia**

Dear Chairman DeFazio and Ranking Member Graves,

Thank you for holding today's Members' Day hearing. This hearing is an important opportunity for all Members of the House of Representatives to highlight issues of importance as the Committee develops an infrastructure package. In Virginia's 10th Congressional District, hundreds of thousands utilize multiple modes of transportation every day to commute to work and to travel for business and leisure. It is time for a serious investment in smart infrastructure growth and maintenance to update and expand our network of roads, bridges, public transit systems, airports, bike paths, and rail lines in northern Virginia and around the country. These investments would create new jobs and ensure that these vital conduits will continue to keep our economy running for generations to come.

As the Committee develops a 21st-century jobs and infrastructure package that benefits all Americans, I would like to highlight the following priorities and projects specific to my district:

- *Dedicated federal funding of \$150 million annually for Washington Metropolitan Area Transit Authority (WMATA) and 10-year reauthorization of the Passenger Rail Investment and Improvement Act (PRIIA)*
- WMATA is essential to the operations and economy of the National Capital Region (NCR), and serves a unique and vital security role for the federal government;
- Dedicated funding is critical to making the system safer, returning it to a state of good repair, and restoring its status as a world-class system; and
- Funding provided by the federal government is currently matched by the District of Columbia, Maryland and Virginia. Elimination of funding would result in a total loss of \$300 million to the system.
- *Reauthorization and Increased Funding for the Federal Fixing America's Surface Transportation (FAST) Act*
- This program is a main source of transportation funding available to the Commonwealth of Virginia and localities for needed infrastructure.
- *Improvements to Interstate 81*
- The improvements recommended include additional travel lanes on the main line, evaluating collector-distributor lanes adjacent to the main line, modifications to existing interchange areas, and developing new interchange areas and bridge crossings of the main line as recommended by the Winchester Frederick County Metropolitan Planning Organization Long Range Plan.
- *Route 7 Widening (Estimated Cost—\$200 million)*
- This corridor has experienced significant growth in traffic volumes and congestion resulting from the rapid population growth west of Leesburg in Loudoun, Clarke, and Frederick counties in Virginia and in the West Virginia

panhandle. This project, segmented into several projects each which provide planning, design, right-of-way, and widening costs, widens Route 7 east and west bound from the Town of Purcellville to the Town of Leesburg at King St. to create easier access to employment centers further east.

- Route 7 Widening (eastbound)—Route 690 to Route 9 (Estimated Cost—\$70 million)
- Route 7 Widening—Route 9 to Dulles Greenway (Estimated Cost—\$53 million)
- Route 7 Widening (westbound)—Route 9 to 690 (Estimated Cost—\$70 million)
- *Improvements to U.S. Route 15—North of Leesburg*
 - Route 15 serves as a major north-south interstate highway and is part of the National Highway System. For a number of years, volume, congestion, delays, and accidents have increased on the segment of the highway north of Leesburg. The increase in traffic volumes is attributed to:
 - Increased commuter traffic between residents in northern Loudoun County, Maryland, and Pennsylvania traveling to employment centers in northern Virginia,
 - Increased residential development along the corridor, and
 - Increased interstate travel along the east coast using this corridor.
 - The improvements recommended by Loudoun County would widen a portion of the existing two-lane roadway to four lanes and improve intersections along the corridor. Other plans include upgrading the roadway to the Virginia/Maryland state line at the Potomac River through spot improvements, roundabouts, turn lanes, shoulder widening, and other safety-related improvements.
- *Improvements to U.S. Route 11—North and South of Winchester*
 - Route 11 serves as a major north-south interstate highway and is part of the National Highway System. Route 11 is a major alternative route for local commuters and residents in the I-81 corridor.
- *U.S. Route 50—Northern Collector Road (Estimated Cost—\$182 million)*
 - This project, segmented into two projects, will provide an alternative to Route 50 drivers traveling east and west into and out of Fairfax County. The project includes funding for planning, design, right-of-way acquisition, and construction of a four-lane median divided roadway.
- *Expand Shellhorn Road (Estimated Cost—\$175 million)*
 - This project provides for the planning, design, right-of-way, and construction of Shellhorn Road from Loudoun County Parkway to Randolph Drive. This project will create new east/west connectivity in the suburbanized eastern section of the County and will support nearby Metro stations.
- *Construct Railroad Overpass on Route 15 (Approximately \$50 million)*
 - Recently submitted to USDOT as part of the second round of Infrastructure for Rebuilding America (INFRA) Grant Program this spring. This would be a major project consisting of widening US Route 15 and constructing a railroad overpass, which would improve the network for commuters, regional commercial traffic, interstate freight traffic, and bicyclists/pedestrians.
- *Broad Run Commuter Lot Project (Approximately \$25 million)*
 - 600 space commuter lot part of the Virginia Railway Express's Broad Run Expansion Project. This project was submitted in 2018 under USDOT's Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program. Prince William County will be re-submitting this project in the 2019 round of BUILD funding in partnership with the Virginia Railway Express (and potentially the Potomac and Rappahannock Transportation Commission).
- *Support freight and passenger rail*
 - Support capacity enhancements for Virginia Railway Express;
 - Expand freight rail and terminal capacity at the Port of Virginia; and
 - Improve/expand the Long Bridge from VA to DC for both freight and passenger rail.
- *Support primary road projects in Prince William County*
 - Construct new interchange at Route 1 and Route 123;
 - Widen Route 1 from Neabsco Road/Cardinal Drive to Route 234;
 - Route 234 at Clover Hill Road* Intersection/Interchange Improvements; and
 - Route 234 at Sudley Manor Drive (including Wellington Rd) Interchange.

I appreciate the Committee for holding today's hearing. I look forward to working with the Committee this Congress on passing legislation that will properly address the infrastructure needs of my constituents, northern Virginia, and our nation.

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Letter of April 30, 2019, from Hon. Maxine Waters, Chairwoman, Committee on Financial Services, Submitted for the Record by Hon. Maxine Waters, a Representative in Congress from the State of California

APRIL 30, 2019.

The Honorable NANCY PELOSI,
Speaker,
House of Representatives, H-204, US Capitol, Washington, DC.

The Honorable PETER DEFAZIO,
Chair,
House Committee on Transportation and Infrastructure, 2165 Rayburn House Office Building, Washington, DC.

The Honorable RICHARD NEAL,
Chairman,
Ways and Means Committee, 1102 Longworth House Office Building, Washington, DC.

DEAR SPEAKER PELOSI, CHAIRMAN DEFAZIO, AND CHAIRMAN NEAL:

Affordable housing is a vital component of our nation's infrastructure and is therefore a critical component of any infrastructure spending package. Like roads and bridges, affordable housing is a long-term asset that helps communities and families thrive by connecting them to resources and opportunities.¹ Similar to investments into other infrastructure projects, investments into affordable housing infrastructure generate construction activity and jobs that stimulate the economy.² For example, according to the National Association of Home Builders, building 100 affordable rental homes generates 297 jobs, \$28 million in wages and business income, and \$11 million in taxes and revenue for state, local, and federal governments.³ According to the Council of Large Public Housing Authorities (CLPHA), every \$1 million spent on capital investments into public housing generates \$1.89 million in economic activity and supports 11 full-time jobs.⁴ Further, similar to disinvestment in other infrastructure, disinvestment in affordable housing infrastructure can hamper economic growth.⁵ For example, one study found that the shortage of affordable housing in major metropolitan areas costs the American economy about \$2 trillion a year in lower wages and productivity.⁶ Another study estimated that the growth in GDP between 1964 and 2009 would have been 13.5 percent higher if families had better access to affordable housing, and⁷ would have led to a \$1.7 trillion increase in total income, or \$8,775 in additional wages per worker.⁸ When we invest in housing as infrastructure, we are investing in American families, jobs, and in our future as a nation.

Despite the clear research showing the lost economic potential that results from a lack of investment into affordable housing infrastructure, funding for federal housing programs have remained relatively flat over the past several years (see Table 1). It is time that we harness the potential for greater economic growth by significantly increasing investments into affordable housing infrastructure.

There are 1.1 million public housing units across the country that are home to 2.6 million residents.⁹ The most recent study commissioned by HUD on the public housing capital backlog was published in 2010 and found that that the national average estimate of capital needs was \$19,029 per unit, with a median of \$15,374 per

¹ See e.g. the Campaign for Housing and Community Development Funding (CHCDF) 1-pager entitled "Affordable Housing Infrastructure"

² National Association of Home Builders, "Housing Fuels the Economy," <http://www.nahbhousingportal.org/>

³ *Id.*

⁴ CLPHA. "The Economic Impact of Public Housing," October 2018.

⁵ Chicago Policy Review, "All Growth is Local: Housing Supply and the Economics of Mobility," February 2, 2016.

⁶ *Id.*

⁷ Chang-Tai Hsieh & Enrico Moretti, "Housing Constraints and Spatial Misallocation," American Economic Journal: Macroeconomics, 2019.

⁸ *Id.*

⁹ HUD data on subsidized households available at: https://www.huduser.gov/portal/datasets/assths.html#2009-2018_data

unit.¹⁰ The key drivers of the capital public housing backlog were improvements to dwelling units' kitchens, baths, and interior doors, and other renovations to units' building architecture systems such as windows, exterior doors, roofs. The Public Housing Authorities Directors Association (PHADA) estimates that the public housing capital backlog has accrued to \$70 billion today.¹¹ Failure to invest in our public housing stock will result in the permanent loss of these units, which are already being lost at a rate of about 10,000 units each year.¹²

In rural America, including tribal areas, the housing needs of residents are just as concerning. The U.S. Department of Agriculture's multifamily housing portfolio, which provides much needed affordable rental housing for low income rural residents, has an estimated reserves deficit of \$5.6 billion over the next 20 years.¹³ According to a report from the National Congress of American Indians, of the 60,000 homes being maintained by federal housing assistance programs serving Native Americans, it is estimated that 70 percent, or 42,000 homes are in need of retrofitting (including windows, insulation, efficient furnaces/air, elder/handicap conversion, etc.).¹⁴

As a direct result of the lack of investment into the affordable housing infrastructure, far too many families are being forced to pay unaffordable rents or live in substandard conditions. Nearly 50 percent of all U.S. renters are cost burdened and spend 30 percent or more of their income on housing.¹⁵ The share of renter households that were severely rent burdened—spending 50 percent or more of monthly income on rent—increased by 42 percent between 2001 and 2015.¹⁶ 71 percent, or 7.8 million of the nation's extremely low-income renter households are now severely housing cost-burdened and spend more than half of their incomes on rent and utilities.¹⁷ Additionally, only one in four households who qualify for federal housing assistance receive it.¹⁸ According to HUD's most recent report to Congress on “worst case housing needs”—which are defined as households that are very low-income renter households who receive no housing assistance and pay more than 50 percent of their income for rent or live in severely inadequate units—the number of households in the United States experiencing worst case needs was 8.3 million in 2015, up from 7.7 million in 2013 and nearly as many as the record high of 8.5 million in 2011.¹⁹ Low income American Indians and Alaska Natives face some of the worst housing conditions in the United States with disproportionately high rates of overcrowding and substandard housing conditions.²⁰

For these reasons, I will be advocating for the following funding levels in my forthcoming infrastructure bill:

- \$70 billion for the Public Housing Capital Fund, which is estimated to fully address the public housing capital backlog;
- \$1 billion for the Multi-family Preservation and Revitalization Demonstration program of the Rural Housing Service, which is estimated to fully address the backlog of capital needs for the Section 515 and 514 rural housing stock;
- \$5 billion for the Predisaster Hazard Mitigation Program under section 203 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act to support

¹⁰Meryl Finkel, Ken Lam, et al., “Capital Needs in the Public Housing Program” Cambridge, Mass., Nov. 24, 2011, available at: https://www.hud.gov/sites/documents/PH_CAPITAL_NEEDS.PDF. The report also found that additions needed for lead paint abatement was \$306,788,000 in 2010; additions for improving energy and water efficiency \$4,149,439,000; and necessary accommodations for persons with disabilities is \$25,000 per unit, for a total national cost of \$264,473,000.

¹¹Public Housing Authority Directors Association. *The Advocate*. Spring 2019.

¹²See e.g. HUD press release, “Rental Assistance Demonstration generates \$4 billion in public-private investment in distressed public housing,” May 11, 2017, available at: <https://archives.hud.gov/news/2017/pr17-033.cfm>

¹³USDA Rural Development, “Multi-family Housing Comprehensive Property Assessment,” March 1, 2016.

¹⁴National Congress of American Indians, Policy Research Center, “Investing in Tribal Governments; An Analysis of Impact and Remaining Need under the American Recovery and Reinvestment Act, March 2010.

¹⁵Chris Salvati, “2018 Cost Burden Report: Despite Improvements, Affordability Issues Are Immense,” *Renteconomics*, September 21, 2018.

¹⁶Pew Charitable Trust, “American Families Face a Growing a Rent Burden,” April 2018.

¹⁷National Low Income Housing Coalition, “The Gap, A Shortage of Affordable Homes,” March 2019.

¹⁸See e.g. Urban Institute. “One in four: America’s housing assistance lottery” May 28, 2014.

¹⁹HUD, “Worst Case Housing Needs: 2017 Report to Congress”

²⁰See e.g. HUD Office of Policy Development and Research, “Housing Needs of American Indians and Alaska Natives in Tribal Areas: A Report from the Assessment of American Indian, Alaska Native, and Native Hawaiian Housing Needs,” January 2017, *citing* Urban Institute Household Survey 2013–2015, American Housing Survey 2013.

- mitigation efforts that can protect communities from future disasters and reduce post-disaster federal spending;
- \$5 billion for the Housing Trust Fund to support the creation of hundreds of thousands of new units of housing that would be affordable to the lowest income households;
 - \$100 million for Single Family Housing Repair Loans and Grants to help low income elderly households in rural areas age in place; and,
 - \$1 billion for the Native American Housing Block Grant Program under title I of the Native American Housing Assistance and Self-Determination Act of 1996 to address substandard housing conditions on tribal lands.
 - \$10 billion for a CDBG set-aside that would incentivize grantees to eliminate impact fees and responsibly streamline the process for development of affordable housing

As the House moves forward to consider an infrastructure package, I request that America's housing needs, particularly those of low-income and rural renters, not be left out of this important conversation. Accordingly, robust funding for affordable housing infrastructure must be included as part of any infrastructure package passed by the House and I look forward to working with you on this important effort.

Sincerely,

MAXINE WATERS,
Chairwoman, Committee on Financial Services.

Enclosure

cc: The Honorable Patrick McHenry, Ranking Member

Table 1: Discretionary housing programs and funding levels by fiscal year (2015–2019) †

Discretionary Programs	Funding (in millions) by Fiscal Year									
	FY2015		FY2016		FY2017		FY2018		FY2019	
	Enacted	Adjusted for Inflation	Enacted	Adjusted for Inflation	Enacted	Adjusted for Inflation	Enacted	Adjusted for Inflation	Enacted	Adjusted for Inflation
Public Housing Capital Fund <i>Discretionary Spending</i>	\$1,875	\$2,030	\$1,900	\$2,042	\$1,942	\$2,017	\$2,750	\$2,801	\$2,775	\$2,791
Rural Multifamily Preservation and Revitalization Demonstration Program <i>Discretionary Spending</i>	\$17	\$18	\$22	\$24	\$22	\$23	\$22	\$22	\$25	\$25
Pre-Disaster Mitigation Program <i>Discretionary Spending</i>	\$25	\$27	\$86	\$92	\$100	\$93	\$249	\$254	\$250	\$251
Housing Trust Fund <i>Mandatory Spending</i>	—	—	\$174	\$187	\$219	\$227	\$269	\$274	\$245 Estimated	\$246
Single Family Housing Repair Loans and Grants <i>Discretionary Spending</i>	\$32	\$35	\$32	\$34	\$32	\$33	\$32	\$33	\$33	\$33
Native American Housing Block Grant Program <i>Discretionary Spending</i>	\$650	\$704	\$650	\$699	\$654	\$679	\$755	\$769	\$755	\$763

† Funding levels are rounded to nearest million. Inflation adjustments were made using the Bureau of Labor Statistics CPI Inflation Calculator, March 2019 (https://www.bls.gov/data/inflation_calculator.htm)