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BUSINESS MEETING

MEETING

BEFORE THE

COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS

UNITED STATES SENATE

ONE HUNDRED SIXTEENTH CONGRESS

FIRST SESSION

JULY 30, 2019

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COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS

ONE HUNDRED SIXTEENTH CONGRESS

FIRST SESSION

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BUSINESS MEETING

TUESDAY, JULY 30, 2019

U.S. SENATE,
COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS,
Washington, DC.

The Committee met, pursuant to notice, at 9:09 a.m. in room 406, Dirksen Senate Building, Hon. John Barrasso (Chairman of the Committee) presiding.

Present: Senators Barrasso, Carper, Inhofe, Capito, Cramer, Braun, Rounds, Boozman, Wicker, Shelby, Ernst, Cardin, Whitehouse, Merkley, Duckworth, and Van Hollen.

OPENING STATEMENT OF HON. JOHN BARRASSO, U.S. SENATOR FROM THE STATE OF WYOMING

Senator BARRASSO. Good morning. I call this business meeting to order.

Today we are going to consider two bills and six General Services Administration resolutions. Senator Carper and I have agreed that we will actually begin voting at 9:45. At that time I will call up the items on the agenda.

So we are not going to debate the items on the agenda while we are voting. Instead, we will debate the items on the agenda before we begin voting.

I would also be happy to recognize any members who still wish to speak after the voting concludes.

This morning, we will consider two pieces of legislation. The first is a Barrasso-Carper-Capito-Cardin substitute amendment to S. 2302, which is America's Transportation Infrastructure Act.

We will also take up S. 1992, which is a bill that I have introduced along with Ranking Member Carper to repeal a $7.6 billion rescission in the Federal Aid Highway Program contract authority. I introduced America's Transportation Infrastructure Act along with our fellow leaders on the Environment and Public Works Committee, Ranking Member Carper, as well as Senators Capito and Cardin, who chair and rank on the Transportation Subcommittee. The legislation, as modified by the substitute amendment by the four of us, will make a historic investment in our roads, will cut Washington red tape, it will keep communities safe, and will help continue to grow America's economy.

The bill authorizes $287 billion from the Highway Trust Fund over the next 5 years. This is the most substantial highway infrastructure legislation in history. Of that money, $259 billion, or 90 percent of the money, will go directly to our roads and bridges

through the Highway Formula Funding, a program that has successfully worked in our States across the country.

Formula funding gives each State the flexibility to address their specific surface transportation needs. By distributing the funding through this formula, the legislation will help every State in the Nation and keep projects moving ahead. It is good for rural areas, it is good for urban communities, it is good across the country.

So between new authorizations, loan leveraging programs, State match requirements, and likely additions from the Commerce and Banking Committees, our bill's total impact on infrastructure will be nearly half a trillion dollars, which is a historic total. The bill will speed up project delivery, will cut Washington red tape so projects can be done faster and better and cheaper and smarter. It codifies key elements of President Trump's One Federal Decision policy, so the approval process for States is simplified.

It also gives States increased flexibility and reduces their paperwork burdens. Important safety road projects, which take months to build, shouldn't take a decade to permit.

The legislation will promote innovation and incorporate new technologies into road construction and management to expedite project delivery. Increasing safety is a top priority throughout the entire legislation.

The legislation includes grant programs to incentivize States to lower the total number of driver and pedestrian deaths from car accidents. It also establishes a pilot program to build highways wildlife crossings to help mitigate the dangers created when animals cross major roads.

America's Transportation Infrastructure Act establishes a competitive grant program to address the backlog of bridges in poor condition. Our bill will help build more durable roads that can withstand extreme weather events like floods, natural disasters such as wildfires and earthquakes and rockslides.

The bill will also expedite the permitting of gathering lines on Federal land, and with tribal consent, Indian land as well. Gathering lines are small pipelines that help capture methane and reduce the venting and flaring of natural gas. They also help reduce heavy duty truck traffic servicing oil and gas wells. This provision is good for the environment and for American energy production and for public safety.

This bill will also help reduce emissions from our transportation infrastructure by creating voluntary programs for States and reauthorizing successful programs like the Diesel Emissions Reduction Act. It also includes the USE IT Act, standing for Utilizing Significant Emissions with Innovative Technologies, something that has already passed through this Committee.

Ranking Member Carper and I agree, this legislation must be paid for. We will work with Senate Finance Committee Chairman Grassley and Ranking Member Wyden to pay for the bill.

One way to help pay for it is to ensure every driver using the roads is contributing to maintaining them. Right now, drivers of electrical vehicles don't contribute to the Highway Trust Fund.

An electric car puts as much wear and tear on the roads as any other vehicle. They need to be paying their fair share in terms of a user fee for electric vehicles. Everyone who drives on our roads

should continue to contribute, and if they are not contributing now, should contribute to the maintenance.

The legislation will grow our economy, will create jobs, and will improve the quality of life for the American people. I want to thank Ranking Member Carper and Subcommittee Chairman Capito, Subcommittee Ranking Member Cardin, and all the members of this Committee for their partnership in writing this bill. America's Transportation Infrastructure Act is bipartisan, it is substantial, and it will help the entire country.

Introduced yesterday, the bill already has support from a number of organizations: the American Association of State Highway and Transportation Officials; the U.S. Chamber of Commerce; the National Association of Manufacturers; the American Highway Users Alliance; the American Road and Transportation Builders Association; the American Council of Engineering Companies; the National Stone, Sand and Gravel Association; the National American Concrete Alliance; the American Trucking Association; and many more.

Today, we are also going to consider legislation to repeal Section 1438 of the FAST Act, which rescinds $7.6 billion in Federal aid highway program contract authority on July 1st of 2020. Ranking Member Carper and I agree that if this rescission isn't repealed, it will harm States, it will slow the economy, and it will cost jobs. We can't let that happen.

Last, we will consider six resolutions to approve prospectuses providing for General Services Administration leases.

I now would like to turn to Ranking Member Carper for his opening statement.

Thank you, Senator Carper.

OPENING STATEMENT OF HON. THOMAS R. CARPER, U.S. SENATOR FROM THE STATE OF DELAWARE

Senator CARPER. Thanks, Mr. Chairman.

To our colleagues and everyone in the audience, welcome, and good morning.

I want to begin today just by saying, Mr. Chairman, that under your leadership the members of this Committee and our staffs have been hard at work on this bill, as you know, for much of this year. I am enormously proud of the commitment and the unrelenting spirit of bipartisanship that have made today's business meeting possible.

America's Transportation Infrastructure Act will reauthorize our Nation's surface transportation laws, and pave the way for an historic $287 billion investment in our Nation's roads, our highways, and our bridges in years to come.

The fact that a bill as significant as this one also happens to be bipartisan really should not come as a great surprise to anyone. Because in a greater sense, our Nation's transportation infrastructure helps bring all Americans together, both literally and figuratively. Our roads, our highways, our bridges, connect us to one another.

What we sought to do in this bill before us today is to address in a meaningful way a number of serious challenges across our transportation infrastructure, challenges that include but go well beyond filling potholes.

For example, we know that the cars, trucks, and vans that we drive have now become our Nation's largest source of global warming pollution. These emissions accelerate and exacerbate the effect of climate change, contributing to the increasingly extreme weather events that contribute significantly to the degradation of our roadways and our bridges.

Our legislation includes the first ever climate title in a transportation bill. It calls for an investment of $10 billion over the next 5 years to combat climate change by reducing emissions, by improving the resiliency of our transportation networks, and supporting the growing market for alternative fuel vehicles.

Additionally, we need to do more to improve the safety of our roads. In 2017, there were more than 37,000 fatalities—37,000 fatalities—on our Nation's roadways. That included pedestrians and people on bicycles. That is a number of people greater than the population of either Dover, Delaware—our State's capital—or Laramie, Wyoming.

Our legislation addresses this carnage by investing more than $3 billion per year in safety improvements through existing programs. Our bill creates and funds a new program that will compel States and cities with very high rates of pedestrian and bicycle fatalities to make needed safety improvements.

We have also included funding to better facilitate wildlife crossings, as the Chairman has mentioned, and reduce the risk of collision with animals.

Finally, perhaps, the greatest challenge of all is that our Nation's Highway Trust Fund is operating on the brink of bankruptcy. The highway account is running an $11 billion annual deficit, and that deficit is growing. The truth is, not only is our Highway Trust Fund going broke, our way of paying for it is broken as well.

Although this Committee does not have the jurisdiction over the revenues to pay for this bill, in the spirit of identifying a long term fix to the solvency of the Highway Trust Fund, our legislation will continue to fund the State level vehicle miles traveled pilot programs established in 2015. Notably, our legislation also includes a national vehicle miles traveled pilot program, the first of its kind.

The last 5 year reauthorization bill, the FAST Act, was largely paid for by a series of largely irresponsible budget gimmicks. One of these gimmicks was the rescission of $7.6 billion worth of contract authority set to take effect this time next year. This resolution is causing tremendous uncertainty for States, for cities, and for businesses. We need to fix it.

Today, we have the opportunity to do that. And we are considering a separate bill today, in addition to our reauthorization bill, to repeal this rescission. I hope that we will be able to pass this important fix before the start of the next fiscal year and to remove the cloud of uncertainty shrouding States as they try to plan projects for the coming year.

I want to conclude this opening statement by reiterating my thanks to our Chairman, John Barrasso, to Senators Capito and Cardin, and to each member of this Committee, and to the members of our staff. We don't this stuff ourselves, as you know. And a lot of good work has been done by the people sitting behind me, and out in the audience watching as well.

I look forward to working closely in the months ahead with our colleagues on other committees of jurisdiction in order to bring a comprehensive transportation bill to the floor next year, and to ensure that this bill is paid for in a responsible way.

America's Transportation Infrastructure Act will help make real the vision of a safer, better connected, efficient, and climate friendly transportation system, one that will endure the test of time and enable America to keep with the evolving demands of the world's biggest economy.

When the voters Great Britain unceremoniously sent former Prime Minister Winston Churchill packing at 10 Downing Street, following the end of World War II, he was asked as he left 10 Downing Street by a reporter, he said, Mr. Churchill, for you, is this the end. That is what he said, Mr. Churchill, for you, is this the end. Churchill famously responded; he said, "This is not the end, this is not the beginning of the end, this is the end of the beginning." And so it is for us today, the end of the beginning. This business meeting marks the beginning of what is likely to be a journey with more than a few twists and turns, but it is a good beginning, and one that we can be proud of.

I look forward to working in the months ahead with all of our colleagues on this Committee and over in the House, in the Senate, the Administration, and a multitude of stakeholders to make it even better, to make a good start even better.

I don't know a lot of Latin, but two of the words I do know are carpe diem, seize the day. Or as they say in Delaware, Carper Diem.

[Laughter.]

Senator CARPER. Let's go get them. Thanks very much.

Senator BARRASSO. Senator Capito.

OPENING STATEMENT OF HON. SHELLEY MOORE CAPITO, U.S. SENATOR FROM THE STATE OF WEST VIRGINIA

Senator CAPITO. Thank you, Mr. Chairman.

I want to thank everybody here. When I was on the House side, for 14 years, I served on the Transportation and Infrastructure Committee. The reauthorization of this bill and the way that we have changed it over the years is always an exciting time, I think, and it certainly is that way in this Committee today.

I was going to say to Senator Carper, in West Virginia, it is Capito Diem, but it didn't have the right ring to it.

[Laughter.]

Senator BARRASSO. Cardin Diem is coming.

[Laughter.]

Senator CAPITO. It is Cardin Diem in Maryland, yes.

Anyway, I want to thank both Senators Barrasso and Carper and also Senator Cardin for the good, hard work to get this legislation where we see it today. It authorizes our Nation's surface transportation infrastructure $287 billion over 5 years. The scale and duration of this bill is essential to improving the roads.

Americans count on it to safely and efficiently get to work, get to school, to the store, to drive on the family vacation, and to enable commerce on our freight corridors. Every member of this Committee has heard loud and clear from our States' departments of

transportation that a long term bill is needed to prevent a return to the stop and start, short term bills that preceded the FAST Act and undermined their construction planning.

I will say anecdotally, I had a telephone town hall meeting. Of the 13 questions that I took, 4 of them had to do with transportation. So this hits to every home.

Ninety percent of the bill's funding will be allocated via formula, and every State's share is protected. Meaning all boats will rise with this funding increase. Our States will have maximum flexibility which they request, and we tried to provide, to direct their investments where they know they are needed, rather than at the direction of Washington.

America's Transportation Infrastructure Act also includes important procedural reforms to the permitting process. We hear repeatedly how lengthy and timely and expensive it is, such as the One Federal Decision, to reduce costs and the seemingly endless delays that accompany transportation infrastructure package. I think our project stakeholders will be as excited about these provisions as they are about the additional funding.

The legislation's bridge investment program will facilitate investment in our Nation's crumbling and increasingly dangerous bridges, an infrastructure need that is often overlooked in favor of higher profile projects, like new or expanded stretches of highway.

I can say in my home State of West Virginia, 19 percent of our bridges are rated as structurally deficient. A dedicated source of bridge funding will help States like mine address bridge maintenance and replacement, keeping the public safe and preventing emergency closures from creating needless and long lasting congestion.

I am also pleased that this legislation carries several provisions important to Appalachia. A balanced exchange program for States within the Appalachian Development Highway System will make more funding available to States working to complete their ADHS corridors, such as mine in Corridor H, through the heart of West Virginia.

States with unobligated ADHS balances that have shifted their transportation priorities will enjoy additional flexibility to invest in other Federal highway system projects made whole by an existing funding source. This is truly a win-win for our part of the country and all the Appalachian States involved.

America's Transportation Infrastructure Act also follows the FAST Act with another 5 year reauthorization of the Appalachian Regional Commission, which by the way, my entire State is part of this. This language, which I wrote with the support of Ranking Member Cardin, Senator Wicker, and Leader McConnell, aligns the ARC's reauthorization with its recent appropriation history and doubles the set aside for another passion of mine, rural broadband deployment in our region.

Another provision that I led with Leader McConnell authorizes the ARC to support the development of a petrochemical storage hub and its related downstream manufacturing, a potential game changer in terms of capital investment and job creation in central Appalachia.

I could go on and on, but I won't. America's Transportation Infrastructure Act has many more programs that I think will appeal to members on both sides of the aisle and from around the country, not to mention all the States, families, and individuals that will benefit.

So I would like to thank my colleagues and their staffs. I would like to particularly thank my staff member, Travis Cone, for his dedicated service and his ability to really work all of our other staff members to create a great product.

I would particularly like to thank, too, from Chairman Barrasso's staff, Richard Russell, Brian Clifford, Carl Barrick, Juli Huynh, James Wilson, Steven Barnett, and Elizabeth Horner. We all know, here, sitting at the dais, that the strength of this bill and the compromises that have been achieved have been achieved with their good, hard work. So I want to thank your staffs as well.

This is a bipartisan solution to address key transportation infrastructure needs and opportunities, and I urge all members of the Committee to support this bill.

Thank you, Mr. Chairman.

Senator BARRASSO. Thank you very much, Senator Capito.

Senator Cardin.

OPENING STATEMENT OF HON. BENJAMIN L. CARDIN, U.S. SENATOR FROM THE STATE OF MARYLAND

Senator CARDIN. Thank you, Mr. Chairman.

I really do want to thank you and Senator Carper for establishing the climate where we could get to a bipartisan transportation reauthorization bill, and to Senator Capito, it has been a pleasure to work with you as the Chair of our subcommittee.

It is natural that a Senator from West Virginia and Maryland would work together, because in the western part of our State, the transportation is critically important for economic reasons. It is appropriate that I be working very closely with the Senator from Delaware, because we understand DelMarVa, and the needs for transportation, so the two border States.

I don't want the Chairman to be left out. The last time I was in Wyoming, I appreciated the fact that you put a safety into this bill. Because as I was rounding a bend, there was an American Bison buffalo right in front of me. So I hope we can get better warning signs out in Wyoming to deal with the dangers.

Anyway, this bill is an incredibly important bill, and it does represent the bipartisan work, not just of the four people that I have mentioned, the Chair and Ranking Member of the full Committee and subcommittee, the staff; I am so happy that Senator Capito mentioned the staff. They are the ones who stay up late at night; they are the ones who have to deal with our extra requests that we put in at the last moment to make sure it is dealt with.

But also, every member of this Committee, and their input into this process, we thank you for that. Because this has truly been a collaborative effort. And it is a product that we can proudly support.

As Senator Carper mentioned, this is the first surface transportation reauthorization bill that includes a climate title. I am glad

that it does. It is the realities of more severe weather. We have to deal with resiliency and adaptation. That is our responsibility.

Just this last month, we saw a record amount of rainfall in this region that caused the flooding of major highways during rush hour. We have to be able to deal with the realities of more severe weather.

This bill recognizes that transportation is the leading source for greenhouse gas emissions, and we have a responsibility in the reauthorization to try to reduce the amount of greenhouse gases that are emitted.

I think the infrastructure, particularly for electric and alternative fueled vehicles, represents not only our commitment to deal with the greenhouse gas emissions, but also to deal with the realities of consumer preference. These are vehicles that they want, and we have to make sure the infrastructure that we do for tomorrow meets the needs of the consumers in these types of vehicles. We give lots of discretion to local officials to come up with initiatives to deal with these issues, from using natural infrastructure to promoting walking and bicycling.

The bill also deals with congestion. Now, if you are a Senator from Maryland who happens to live in Baltimore that commutes every day to Washington, believe me, congestion is on my mind twice a day. I recognize that we have severe problems, not just here in this region, but throughout the country.

The delays and lost fuel have been estimated on an annual basis to be as high as $300 billion a year in lost productivity in this country. The fact that we are devoting resources to dealing with congestion makes a great deal of sense.

There is a provision in here that I particularly want to acknowledge. It identifies and removes highway facilities that divide and isolate communities. We have to recognize that some highways that were built no longer function, and we should do things to make sure that our system is efficient and represents the needs of the community.

I am particularly pleased, Mr. Chairman, that we have increased the funds that go to the Transportation Alternative Program. Senator Wicker has been my partner on this. I appreciate his help, so that local communities can have more input into their own needs as far as safety and tourism and walking and trails and biking and things like that.

There is a section that deals with freight. Freight is an extremely important part of our objectives on an infrastructure reauthorization bill. Just this past week, Secretary Chao announced an INFRA grant to Baltimore for replacing a train tunnel that is about 120 years old to allow for double stacking, which is the way that freight moves through the coast.

Yes, it is important to Maryland; it will mean jobs. But it is important for our entire region, for a more efficient freight system.

It also helps, by the way, the truck traffic, because of the delays we have in the Port of Baltimore, wasting fuel and wasting truckers' time. So all that will be helped, and this section provides additional resources for the freight traffic here in the country.

I already mentioned the safety issues, which I am very pleased we are giving initiatives for safety.

And I want to just second the comment of Senator Capito in regard to the Appalachian Regional Commission and the work that is done here in the reauthorization. It was a pleasure to work with her. I also want to acknowledge Senator Wicker's work on that.

As Senator Carper said, this bill is a bill that I am proud to support. I want to make sure it moves forward. We know we still have more work to do, not necessarily under the jurisdiction of this Committee, but we have more work to do. So many of us serve on other committees that are involved in the transportation reauthorization, including the Finance Committee, which is going to have to come up with the financing. I am glad that Senator Carper is on that committee, and can figure out all those problems.

But we also have several other members who serve on the Finance Committee and serve on the Banking Committee and serve on the other committees that are involved. Let's get this bill not only out of this Committee, but let's get this bill through the Congress and to the President. It is desperately needed, and I am proud to be part of it.

Mr. Chairman, on an unrelated matter, we are going to be considering resolutions today. You were kind enough to hold back resolutions that I asked for to get clarification from GSA, dealing with the 2018 and 2019 consolidation activities program. I did hear from GSA that assured me that none of these funds are for the FBI new headquarters. I would ask consent that that letter be made part of the record, and I intend to support those resolutions.

Senator BARRASSO. Without objection.

[The referenced information follows:]

Copy to Annual

Office of Congressional and Intergovernmental Affairs

July 8, 2019

The Honorable Benjamin L. Cardin
United States Senate
Washington, DC 20510

Dear Senator Cardin:

This letter is in response to an email from a member of your staff dated June 18, 2019, requesting a letter from the U.S. General Services Administration (GSA) confirming that no funds identified in the fiscal year (FY) 2018 and FY 2019 Consolidation Activities Program prospectus submissions would be used for the U.S. Department of Justice, Federal Bureau of Investigation's (FBI) new headquarters project. GSA confirms that no such funds would be used for the FBI's new headquarters project. Further, as noted on the proposed spend plans for the Consolidation Activities that were previously submitted on August 27, 2018, and May 16, 2019, no money is allocated for the FBI headquarters project.

Given this information, I respectfully request that the Committee on Environment and Public Works approve the FY 2018 and FY 2019 prospectuses at the Committee's next business meeting. These prospectuses will support efforts to reduce real estate costs for Federal tenant agencies with an annual rent savings of $9,110,775.

If you have any additional questions or concerns, please contact me at (202) 501-0563.

Sincerely,

Jeffrey A. Post
Associate Administrator

1800 F Street, NW
Washington, DC 20405-0002
www.gsa.gov

Senator CARDIN. Thank you.

Senator BARRASSO. First, I am going to call on Senator Boozman, since he was the first one here today and asked to speak generically on the bill. Then we will head to other members with regard to amendments.

Yes, Senator.

OPENING STATEMENT OF HON. JOHN BOOZMAN, U.S. SENATOR FROM THE STATE OF ARKANSAS

Senator BOOZMAN. Thank you, Mr. Chairman.

I want to thank the big four for making this possible. Chairman Barrasso, Ranking Member Carper, Senator Capito, and Senator Cardin, I know how hard you have worked on this.

Again, thanks to your staff on both sides that have worked in a very collaborative fashion. If it weren't for the bipartisanship that has been shown, we simply wouldn't have gotten this done. I think it is a great example for the rest of Congress.

Our national economy thrives in part because of how interconnected the United States has been throughout its history. The ability to efficiently move goods and services across the country is a critical factor as to why the U.S. has been able to compete and thrive within the global marketplace.

America's Transportation Infrastructure Act of 2019 is certainly a vital investment in our country. A safe, efficient surface transportation network is fundamentally necessary to our quality of life and our economy. This legislation provides long term certainty for States, local governments, along with good reforms and improvements to the programs that sustain our roads and bridges. Further, American's Transportation Infrastructure Act will improve upon safety, resiliency, while still ensuring the economy can grow and thrive for years to come.

Our infrastructure needs can't be a partisan issue. Now is the time to push ahead and make sensible, productive investments in our Nation's infrastructure. We can no longer kick the can down the road and ignore infrastructure problems. It is time for the United States to be realistic about its infrastructure investment shortfall and start investing in infrastructure improvements today.

One thing I also want to thank the big four for is that we have been concerned about the Sport Fish Restoration and Boating Trust Fund. This is something that actually will be in the Commerce Committee. There were some concern as to what the jurisdiction was. But I look forward to us working with the Commerce Committee to make sure this is done.

This fund has been part of the highway reauthorization since 1984. It is the single largest fund for fisheries, conservation, and boating safety.

So again, thank you all very, very much for your hard work. It is greatly appreciated.

Senator BARRASSO. Thank you very much, Senator Boozman.

We have reached agreement on five amendments that we will consider by voice vote en bloc. Authors of those amendments will have the opportunity to discuss their amendments after we conclude our voting.

I would now like to recognize members who filed amendments that they have agreed not to offer at this time, but we want to hear from as many as possible before we vote, and then return to others after we vote. So again, I want to thank all of you for agreeing to discuss your amendments before and after voting.

Would any of the members like to be heard on any of the amendments you filed?

Senator Ernst.

OPENING STATEMENT OF HON. JONI ERNST, U.S. SENATOR FROM THE STATE OF IOWA

Senator ERNST. Thank you, Mr. Chair.

Before I speak about the amendment I filed, I would like to thank you and Senator Carper as well for your leadership on this bill, and of course, the rest of my colleagues that have provided valuable input. This is a really great bill. So thank you very much for doing this.

My amendment, Ernst No. 1, strikes from the substitute amendment Section 1401, which authorizes $1 billion in grants for charging and fueling infrastructure for electric, hydrogen, and natural gas vehicles. Bottom line, folks, I want to make clear that I do support an all of the above energy approach. I don't have any issue with these fuels or technologies.

But what I do have an issue with is the fact that this section neglects to include biofuels. Namely, the blends of E15 and E85 and other advanced biofuel fueling technologies.

I encouraged my colleagues on the Committee to include biofuels in the program, but there wasn't enough support to get this provision in the bill we are considering today. If all emissions reducing fuels aren't going to be treated equally by this program, then my preference is to do away with the program entirely.

Under current law, folks can claim a Federal tax credit of up to $7,500 when they purchase an electric car. More than 80 percent of these tax credits are utilized by individuals with an adjusted gross income of $100,000 or more. Now we are going to have the Federal Government subsidize charging infrastructure for electric vehicles, which are owned in large part by high earners in coastal States, while at the same time leaving our corn and soybean farmers and biofuel producers on the sidelines.

I am not pushing for a vote on my amendment today, but I do plan to work with my colleagues to iron this out before the bill hits the floor. I think this program can be more effective if a broader range of fuels are eligible for this program.

Thank you, Mr. Chair.

Senator BARRASSO. Thank you very much, Senator Ernst.

Would any other Senators like to be recognized?

Senator Rounds.

OPENING STATEMENT OF HON. MIKE ROUNDS, U.S. SENATOR FROM THE STATE OF SOUTH DAKOTA

Senator ROUNDS. Thank you, Mr. Chairman.

Rounds 2 is my amendment to Section 1401 of this legislation. This section creates the competitive grant program for strategic development of vehicle charging and refueling infrastructure along al-

ternative fuel corridors. The goal of this grant program is to allow drivers of electric, hydrogen, and natural gas vehicles to travel along these corridors.

My amendment keeps this program in place, while allowing additional alternative fuel vehicles to take part in these corridors by opening up the grant program to biofuel and propane powered vehicles. I think Senator Ernst and I are kind of on the same wavelength in this particular issue.

Section 1401 authorizes a total of $1 billion over 5 years for this grant program. If we are going to invest in alternative fueling infrastructure, we should take an all of the above approach by opening this grant program up to popular alternative fuels that will help reduce our dependence on foreign oil.

The United States Energy Information Administration's 2019 Energy Outlook said, "Alternative and electric vehicles gained market share in the referenced case, but gasoline vehicles remain the dominant vehicle type through the year 2050, with the combined share of sales attributable to gasoline and flex fuel vehicles at 75 percent in 2050."

Biofuels are already lowering carbon emissions in gasoline powered vehicles. An example, first generation ethanol reduces greenhouse gas emissions by between 34 and 39 percent. If we want to transition to a lower carbon transportation system, we cannot afford to leave any greenhouse emission reductions on the table.

While I filed this amendment to include biofuels and propane infrastructure into this grant program, I understand that some members of this Committee have raised concerns about their inclusion at this time. For this reason, I will not be asking for a vote on my amendment at this time. But I hope to work with my colleagues to improve this grant program and to include additional alternative fuels in the future.

Thank you, Mr. Chairman.

Senator BARRASSO. Thank you, Senator.

Senator Duckworth.

OPENING STATEMENT OF HON. TAMMY DUCKWORTH, U.S. SENATOR FROM THE STATE OF ILLINOIS

Senator DUCKWORTH. Thank you, Mr. Chairman.

I want to thank you, both you and your staff, for working with me to include my autonomous vehicle impact study amendment. I look forward to continuing a dialogue on this and other issues as we head to the floor.

My amendment simply requires relevant Federal agencies to study the policy implications of autonomous vehicles on our transportation infrastructure. I think we all agree that AVs will transform our transportation system in the years to come, and it really makes sense to have the Department of Transportation begin contemplating smart implementation strategies.

In its present form, my amendment requires the Federal Highway Administration to coordinate a study to better understand impacts of AV technologies on our existing and future transportation systems, and assess the steps that should be taken to ensure that we alleviate congestion, improve safety, mobility, and protect the environment. Federal agencies should engage in this analysis now

to anticipate and to avoid future problems before autonomous vehicles operate throughout our Nation.

We need to answer simple questions like, what does the proliferation of AVs mean for the number of vehicles on our roadways and congestion in our cities and suburbs, what changes to public infrastructure may be needed once these vehicles are mass deployed, what actions should Federal agencies take to avoid and mitigate negative impacts.

This common sense effort can also inform our transportation planning and should account for self-driving vehicles. Addressing these questions sooner rather than later ensures that better and smarter deployment of AVs and a better plan to mitigate future stresses on our transportation system.

Finally, Mr. Chairman, I would like to raise one issue that this bill does not address and should be included as we head it to the floor. As you know, many people remain unaware that low income communities and communities of color bear the brunt of the environmental burdens associated with our transportation networks. The Department of Transportation and State departments of transportation must work for everyone. And the Federal Highway Administration and other Federal agencies should employ an environmental justice strategy across all programs, policies, and activities.

I look forward to discussing further environmental justice issues with you as this bill advances in the Senate. Again, I thank you for working with me on my amendment to address the impacts of AVs on our transportation infrastructure. I really appreciate your dedication to finding workable solutions on this and other important issues.

Senator BARRASSO. Thank you so very much, Senator Duckworth.

Senator Carper.

Senator CARPER. Thanks, Mr. Chairman.

I want to applaud Senator Duckworth's leadership in including this amendment to study autonomous vehicles as part of our highway reauthorization. Like Senator Duckworth, and I know others on this Committee, too, I believe that EPW should play a leading role in ensuring the safety and environmental benefits of autonomous vehicles when they are deployed on our Nation's roadways, as they will be.

I hope to be able to continue to work with you, Senator Duckworth, and our Chairman and everyone on this Committee who shares concern and interest in this issue.

Thank you.

Senator BARRASSO. Thank you very much, Senator Carper.

Senator Braun, you wanted to make a comment.

We do have a quorum, so we will then be moving to the vote.

OPENING STATEMENT OF HON. MIKE BRAUN, U.S. SENATOR FROM THE STATE OF INDIANA

Senator BRAUN. Yes, I will make it brief.

I was involved in infrastructure at the State House in Indiana. We passed a long term road funding bill in 2017. Also involved our cities and counties to be part of the process, and was glad to see—we called it community crossings back there. The Crossroads of

America Act tries to do the same thing, get States to be involved, have skin in the game; thank you for weaving that into the bill.

Senator Baldwin and I have also had an idea that incorporates resiliency into transportation projects to where you actually learn from your mistakes, and you don't make them again.

I have three amendments; one, Buy American. In the midst of the President's trade actions to bring China toward a more market based system, Congress must not undermine President Trump by weakening the very protections that ensure the steel in our roads is not made in China.

Without a strong Buy America provision, the increased funding in this bill would merely incentivize China to continue its non-economic steel practices. This is similar to Senators Portman and Brown; Senator Baldwin is also supportive of the idea.

My amendment tightens the requirements in three ways. It codifies the executive order from President Trump; it eliminates the use of blanket waivers, which agencies like Federal Highways have long used to avoid Congress's intent; and third, it instructs the Secretary of Transportation to review federally funded infrastructure programs and look for areas where Buy American can be strengthened.

Each of these provisions lessens the ability of the Chinese government to access the American procurement market. For many workers, it can mean the difference between going to work on Monday morning and facing a furlough because of a closure or not adhering to the guidelines.

Two other ideas; Indiana was disappointed to see that the State was not included in the DOT's most recent round of INFRA grants. The State put together a proposal that paid for 81 percent of the project. When States are willing to step forward to do that, it is hard to imagine why you wouldn't take it up on it.

So I have two amendments that seek to reward States that are willing to put skin in the game, not deny them a grant simply because they have been doing something that makes them self-sufficient in their home State.

To me, with the balance sheet that we have as a Federal Government, we should be welcoming enterprising States that are willing to pay for a greater share of infrastructure. We won't get it done here if we keep running our fiscal house like we currently are.

Thank you.

Senator BARRASSO. Thank you very much, Senator Braun.

Well, we do have a quorum, so I would like to move to a vote on the items on today's agenda.

The Ranking Member and I have agreed to vote on S. 1992, a Bill to Repeal a $7.6 billion Rescission in the Federal Aid Highway Program Contract Authority, and six General Services Administration resolutions en bloc, by voice vote.

Members may choose to have their votes recorded for a specific item in that block after the voice vote.

Now I would like to first call up the Barrasso-Carper-Capito-Cardin Substitute Amendment to S. 2302, America's Transportation Infrastructure Act, that was circulated last Friday. The Ranking Member and I have agreed that this substitute shall be considered the original text for purposes of amendments.

Members have filed amendments to the substitute. The Ranking Member and I have agreed to vote on five amendments en bloc by voice vote, but members may choose to have their votes recorded for a specific item in that block, after the voice vote.

We have agreed to consider Carper No. 1, Inhofe-Boozman No. 1, as filed. We have also agreed to consider Revised Duckworth No. 2, Revised Merkley No. 2, and Revised Van Hollen No. 3. We have agreed to revise the filed versions of these amendments to reflect necessary modification. I am pleased to accept these revised amendments.

So I would like to first call up Carper No. 1, Inhofe-Boozman No. 1, Revised Duckworth No. 2, Revised Merkley No. 3, and Revised Van Hollen No. 3 en bloc. I would ask that members withhold discussion of their agreed upon amendments until after we complete voting.

Move to approve Carper 1, Inhofe-Boozman 1, Revised Duckworth 2, Revised Merkley 3, Revised Van Hollen 3 en bloc.

Is there a second?

Senator CARPER. Second.

Senator BARRASSO. All those in favor, say aye.

[Chorus of ayes.]

Senator BARRASSO. Opposed, say no.

[No audible response.]

Senator BARRASSO. In the opinion of the Chair, the ayes have it, and Carper 1, Inhofe-Boozman 1, Revised Duckworth 2, Revised Merkley 3, and Revised Van Hollen 3 are agreed to.

Does any Senator seek recognition to offer an amendment?

Seeing none, I move to approve the substitute amendment to S. 2302 as amended and report 2302 as amended favorably to the Senate.

We will hold a roll call vote.

Is there a second?

Senator CARPER. Second.

Senator BARRASSO. The Clerk will call the roll.

The CLERK. Mr. Booker.

Senator CARPER. Yes by proxy.

The CLERK. Mr. Boozman.

Senator BOOZMAN. Aye.

The CLERK. Mr. Braun.

Senator BRAUN. Aye.

The CLERK. Mrs. Capito.

Senator CAPITO. Aye.

The CLERK. Mr. Cardin.

Senator CARDIN. Aye.

The CLERK. Mr. Carper.

Senator CARPER. Aye.

The CLERK. Mr. Cramer.

Senator CRAMER. Aye.

The CLERK. Ms. Duckworth.

Senator DUCKWORTH. Aye.

The CLERK. Ms. Ernst.

Senator ERNST. Aye.

The CLERK. Mrs. Gillibrand.

Senator CARPER. Yes by proxy.

The CLERK. Mr. Inhofe.
Senator INHOFE. Aye.
The CLERK. Mr. Markey.
Senator CARPER. Aye by proxy.
The CLERK. Mr. Merkley.
Senator MERKLEY. Aye.
The CLERK. Mr. Rounds.
Senator ROUNDS. Aye.
The CLERK. Mr. Sanders.
Senator CARPER. Yes by proxy.
The CLERK. Mr. Shelby.
Senator SHELBY. Aye.
The CLERK. Mr. Sullivan.
Senator BARRASSO. Aye by proxy.
The CLERK. Mr. Van Hollen.
Senator VAN HOLLEN. Aye.
The CLERK. Mr. Whitehouse.
Senator CARPER. Yes by proxy.
The CLERK. Mr. Wicker.
Senator WICKER. Aye.
The CLERK. Mr. Chairman.
Senator BARRASSO. Aye.

The CLERK. Mr. Chairman, the ayes are 21, the nays are zero.

Senator BARRASSO. We have approved S. 2302, as amended, by a vote of 21 to zero. This will now be reported favorably to the Senate.

I ask unanimous consent to enter into the record 87 letters and statements of support.

Without objection, so ordered.

[The referenced information follows:]

ELECTRIC VEHICLES

Association supports EV charging station legislation

April 22, 2019

Paul Ciampoli (/people/paul-ciampoli)

The American Public Power Association is supporting legislation introduced by Sen. Tom Carper, D-Del., that would provide grant funding for the installation of electric vehicle charging stations and hydrogen fueling infrastructure along designated corridors across the National Highway System.

Carper, the top Democrat on the Senate Environment and Public Works Committee, introduced the Clean Corridors Act of 2019, in early March. The bill would update a provision in the Fixing America's Surface Transportation Act passed in 2015.

The bill would secure $300 million in funding each year over 10 years to support the installation of EV charging and hydrogen fueling stations across the National Highway System, including in rural areas that may not currently have fueling stations.

The bill includes language that would allow public power distribution utilities, as well as joint action agencies and other types of public power entities, to be grant recipients.

In an April 11 news release, Carper's office noted a broad coalition of stakeholders support the measure, including the Association.

"Public power utilities are uniquely situated to facilitate the deployment of electric vehicle charging infrastructure in the communities they serve," said Desmarie Waterhouse, Vice President of Government Relations and Counsel at the Association.

She said the Association supports Carper's bill "because it would promote the build-out of EV infrastructure needed to support electrification of the transportation sector."

Topics Electric Vehicles (/Topic/Electric-Vehicles)

0 Comments publicpower Login

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Name

Be the first to comment.

ALSO ON PUBLICPOWER

Sterling storage units result in more than $1 mil in avoided costs

— How much did the two projects cost the City and how much was subsidized by the State or Federal government?

Report outlines climate change risks, energy system impacts

— No one doubts that the climate has changed over the earth's history and it will continue to change no matter what humans do. What people doubt are whether or not humans have any significant impact on climate change. We can't even get the whether forecast right for the next day in some parts of the country. Do we really know what is going to happen in the future? Do we know what changing this or that could possibly impact the climate? It is troubling that there are climate experts that don't agree with the prevailing narrative that some people want to push. It is troubling that we have email evidence that climatologists who are not sold on the climate change narrative are given hard times and their input is not being heard. If the climate change narrative is factual, there would be no need to

HIGHWAY USERS ALLIANCE ENDORSES FEDERAL HIGHWAY ADMINISTRATION NOMINEE

Thursday, January 24, 2019

For Immediate Release

Press Release

Contact: Daisy Singh, 202-857-1200, daisysingh@highways.org

Highway Users Alliance Endorses Federal Highway Administration Nominee

WASHINGTON, DC – The American Highway Users Alliance strongly supports the nomination of former National Highway Traffic Safety Administrator Nicole Nason as the next Administrator of the Federal Highway Administration (FHWA).

Highway Users President & CEO Greg Cohen commented, "The Federal Highway Administration needs a leader who will work diligently to drive down the traffic fatality rate and focus on road safety. Ms. Nason is an excellent choice to lead the agency in its safety efforts. Her background at NHTSA and MADD gives her an incredible depth of knowledge on these pressing issues.

"Additionally, Nason's extensive expertise in vehicle safety is extremely helpful as the burgeoning autonomous vehicle era begins. If confirmed as the new Federal Highway Administrator, she will lead the agency as it sets minimum safety standards for such vehicles, making her a great fit for the job.

"The Highway Users fully supports Nicole Nason to become the next FHWA Administrator and urges a speedy confirmation."

###

The American Highway Users Alliance represents motorists, RV enthusiasts, truckers, bus companies, motorcyclists, and a broad cross-section of businesses that depend on safe and efficient highways to transport their families, customers, employees, and products. Highway Users members pay the taxes that finance the federal highway program and advocate public policies that dedicate those taxes to improved highway safety and mobility.

https://www.uschamber.com/press-release/us-chamber-applauds-bipartisan-step-towards-infrastructure-modernization-and-urges

U.S. Chamber of Commerce

U.S. Chamber Applauds Bipartisan Step towards Infrastructure Modernization and Urges Further Congressional Action

Tuesday, July 30, 2019 - 10:00am

WASHINGTON, D.C. - U.S. Chamber of Commerce Vice President of Transportation and Infrastructure Ed Mortimer released the following statement today after the Senate EPW Committee passed America's Transportation Infrastructure Act of 2019.

"The U.S. Chamber applauds Senator Barrasso and Senator Carper for taking an important first step to modernize America's infrastructure by passing the largest highway investment authorization in history. This five-year, $287 billion legislation is a twenty-five percent increase over current funding levels, and will also importantly create a new bridge program to address the structurally deficient bridges in America. This is a great first step to keep Americans safe by modernizing our nation's crumbling roads and bridges, and we look forward to continuing to work with Congress to get a long-term infrastructure bill enacted into law."

© The U.S. Chamber of Commerce

NACA commends Senate EPW Committee on passage of surface transportation reauthorization

by NACA | Jul 29, 2019 | Breaking News, Infrastructure |

The 12 member associations that together are the North American Concrete Alliance (NACA) wish to thank members of the Senate Environment and Public Works Committee for delivering a surface reauthorization bill ahead of schedule and with provisions important to our transportation networks.

We strongly support included language calling for increased investment and resilient construction methods. NACA leadership also understands that votes scheduled tomorrow are the first of many that will be needed to advance a plan to the President. Our organizations, and their 600,000+ employees assigned throughout all 50 states, are fully committed to working with the Committee and with Congress to produce and pass a robust and effective final reauthorization before the expiration of the FAST Act.

NACA is a coalition of 12 concrete-related national trade associations, including the American Concrete Pavement Association, the American Concrete Pipe Association, the American Concrete Pressure Pipe Association, the American Concrete Pumping Association, the Concrete Reinforcing Steel Institute, the Concrete Foundations Association, the National Concrete Masonry Association, the National Precast Concrete Association, the National Ready Mixed Concrete Association, the Portland Cement Association, the Precast/Pre-stressed Concrete Institute and the Tilt-Up Concrete Association. Our members are involved in the construction of highways, airports, bridges, ports, and underground infrastructure

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NACA commends Senate EPW Committee on passage of surface transportation reauthorization

NACA Encourages Workforce Development as Part of Infrastructure Package

Hard Facts Podcast Episode featuring NACA Members

NACA supports the introduction of the Water Quality Protection and Job Creation Act of 2019

NACA Submits Testimony to House Transportation and Infrastructure Committee

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Newsroom

PCA NEWS

July 29, 2019

PCA Statement on Surface Transportation Reauthorization Bill

Washington, D.C., July 29, 2019 – With the first votes scheduled tomorrow, the Senate Environment and Public Works Committee has delivered on its promise to give Americans, by August, a surface reauthorization framework that increases investment in roads, bridges, and other transportation infrastructure.

Members of the Portland Cement Association are encouraged by the dollar amounts included in the bill, but also by the recognition that how we build is just as important as what we build. We will monitor progress of the proposal's resiliency provisions, and do our part, in congressional districts across America, to help move this language from markup to the President's desk.

###

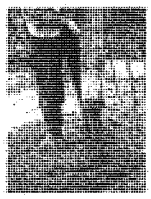
JOIN THE CONVERSATION

Join now »

The Portland Cement Association (PCA), founded in 1916, is the premier policy research, education, and market intelligence organization serving America's cement manufacturers. PCA members represent 93 percent of U.S. cement production capacity and have facilities in all 50 states. The association promotes safety, sustainability, and innovation in all aspects of construction, fosters continuous improvement in cement manufacturing and distribution and generally promotes economic growth and sound infrastructure investment.

For media inquires please contact Mike Zande mzande@cement.org

PCA SOCIAL



Infrastructure is key to economic growth

Lately, Americans are barraged with news stories about exciting developments in transportation technology or personal mobility that match our on-demand, life-at-our-fingertips society. Smart cities that monitor vehicle traffic congestion, or driverless cars and trucks that will convey people and goods to their destination on time — these are very compelling.

Yet these stories are missing a major fact: the underlying infrastructure needed to make such advancements in modernization possible is not getting congressional support needed to connect rubber and road, so to speak. More »

Tweets by @PCA_Daily

Portland Cement Association Retweeted

U.S. Chamber
@USChamber

Ed Mortimer's (@ChamberMoves) statement after Senate EPW passed America's Transportation Infrastructure Act of 2019: "This is a great first step to keep Americans safe by modernizing our nation's crumbling roads and bridges." uschamber.com/press-release/... #infrastructureNOW https://twitter.com/USChamber/status/1155854320245587969

U.S. Chamber Applauds B
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uschamber.com

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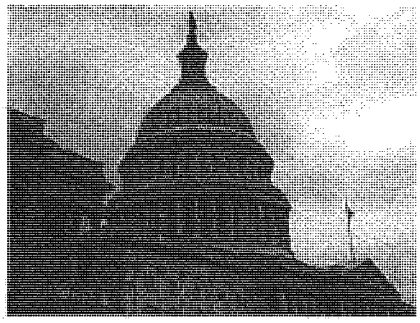
Portland Cement Asso
@PCA_Daily

Safe, strong and resilient communities are made possible by building codes that require durable, resilient and non-combustible

AASHTO Supports Senate EPW's Five Year Transportation Bill

editor 07/29/2019 0 COMMENTS



WASHINGTON – The American Association of State Highway and Transportation Officials today lauded the U.S. Senate Committee on Environment and Public Works for their release of the America's Transportation Infrastructure Act of 2019, which provides $287 billion for highways over five years as part of the federal surface transportation package.

"We thank the Senate EPW Committee for officially beginning the reauthorization process today," said Jim Tymon, AASHTO's Executive Director. "Getting this important legislation enacted by next fall is something every state DOT strongly supports."

The bipartisan legislation led by Chairman John Barrasso (R-WY) and Ranking Member Tom Carper (D-DE) provides a 27 percent increase in highway funding from the Highway Trust Fund, compared to the current law which expires on September 30, 2020. "In addition to focusing on safety and resiliency of our highway infrastructure, 90 percent of the funding in EPW's bill is provided directly to states by formula which ensures flexibility to best meet each state's unique highway investment needs," said Tymon. "For state DOTs, it is absolutely crucial to get the next federal transportation bill done on time, without resorting to a series of short-term program extensions. When federal funds are predictable and stable, state DOTs are able to fully focus attention on delivering critical projects that improve safety, quality of life, and economic opportunities for everyone."

ITS AMERICA

For Immediate Release
July 29, 2019

Contact: Cathy St. Denis
cstdenis@itsa.org

ITS America President & CEO Shailen Bhatt's Statement on Senate EPW Surface Transportation Reauthorization Bill

Washington – The Intelligent Transportation Society of America (ITS America) supports FAST Act reauthorization that recognizes the added value of integrating technology into transportation infrastructure and provides funding for the rapid deployment of technologies to transportation agencies and providers across the country.

The America's Transportation Infrastructure Act (ATIA) represents a step in the right direction.

ITS America is encouraged by the creation of a new alternative fuel vehicle program that will reduce greenhouse gases; a congestion relief program that provides funding for mobility on demand; a cybersecurity provision to safeguard critical infrastructure; and a new grant program to ensure our infrastructure can withstand the destructive effects of climate change, extreme weather and natural disasters.

Our biggest challenge in transportation continues to be reducing fatalities on U.S. roadways. This bill creates a new program to expand investment in safety programs, including critical vehicle-to-infrastructure (V2I) technology, which protects vulnerable roadway users by helping drivers avoid crashes.

Finally, the bill provides certainty for transportation agencies to continue rebuilding and modernizing our infrastructure.

The 20th century was about moving cars. ATIA will help create the smart infrastructure we need to support our technology-driven 21st century economy, which is all about moving people, data and freight. We appreciate the committee's leadership in moving this reauthorization bill and look forward to working with the other relevant committees as the process continues.

# # #

About ITS America

The Intelligent Transportation Society of America advances the research and deployment of intelligent transportation technologies to save lives, improve mobility, promote sustainability, and increase efficiency and productivity. Our vision is a better future transformed by intelligent mobility: safer, greener, smarter. For more information, please visit www.itsa.org

Manufacturers

Robyn Boerstling
Vice President
Infrastructure, Innovation, and Human Resources Policy

July 10, 2019

The Honorable John Barrasso
Chairman
Committee on Environment and Public Works
U.S. Senate
Washington, DC 20510

The Honorable Tom Carper
Ranking Member
Committee on Environment and Public Works
U.S. Senate
Washington, DC 20510

Dear Chairman Barrasso and Ranking Member Carper:

On behalf of the National Association of Manufacturers, the largest manufacturing association in the United States representing 14,000 manufacturers in every industrial sector and in all 50 states, we request continued bipartisan leadership to advance legislation that modernizes our nation's infrastructure. Specifically, manufacturers urge a five-year, robustly funded reauthorization of the expiring Fixing America's Surface Transportation Act of 2015 to be completed by or ahead of the September 2020 deadline.

Unfortunately, our transportation infrastructure is not keeping up to support growing freight projections and a modern manufacturing economy. In fact, manufacturers' concerns about our nation's crumbling infrastructure continue to rise, with 75 percent believing the state of infrastructure threatens their competitiveness. Investing in highway networks, structurally deficient bridges and transit systems will advance the American economy, our free enterprise system and our standing on the world stage. In the NAM's infrastructure blueprint Building to Win, manufacturers outline bold solutions, including a matrix of user-fee-based funding options, to reverse chronic underfunding and achieve transformational upgrades to our nation's infrastructure systems.

Broad consensus supporting infrastructure modernization has emerged not only in Congress, but also in manufacturing, labor, agriculture, retail, finance and other industry sectors. This unity has overcome years of delays and missed deadlines in order to pass long-term transportation legislation such as the five-year FAST Act in 2015, the five-year FAA bill in 2018 and two on-time waterway infrastructure bills in 2016 and 2018. Congress must continue this progress and avoid short-term extensions that further exacerbate our infrastructure deficiencies and project backlogs.

The Environment and Public Works Committee has a vital role in developing the next surface transportation bill and should move forward with legislative action as quickly as possible to ensure on-time passage of the FAST Act reauthorization. Manufacturers urge you to seize this unique opportunity to provide reliable, long-term funding that delivers a path forward for 21st century infrastructure systems that fuel modern manufacturing, enhance safety and improve lives across the country.

Sincerely,

Robyn M. Boerstling

Dirk Elsperman, President
Robert C. Lanham, Jr, Senior Vice President
Dan K. Fordice, III, Vice President
Jorge Fuentes, Treasurer
Stephen E. Sandherr, Chief Executive Officer
Jeffrey D. Shoaf, Chief Operating Officer

July 30, 2019

The Honorable John Barrasso
Chairman
Committee on Environment & Public Works
United States Senate
Washington, DC 20510

The Honorable Tom Carper
Ranking Member
Committee on Environment & Public Works
United States Senate
Washington, DC 20510

RE: AGC Support for America's Transportation Infrastructure Act (ATIA)

Chairman Barrasso and Ranking Member Carper:

On behalf of the Associated General Contractors of America (AGC), thank you for your bipartisan leadership on federal highway and transit infrastructure policy, culminating in the introduction of America's Transportation Infrastructure Act (ATIA). AGC supports ATIA, as it is a great first step to ensure a timely reauthorization of our federal surface transportation programs.

ATIA has many elements that AGC believes are necessary to continue the progress made in the two previous federal surface transportation infrastructure authorizations. Most importantly, the bill provides a five-year authorization funded at $287 billion. This level of funding commitment will help allow states to plan needed transportation infrastructure projects and give the construction industry the assurances necessary to hire and train new employees and make capital investments in new equipment and technology. AGC is also pleased that ATIA recognizes the importance of addressing the transportation construction industry's workforce needs.

Additionally, we are pleased to see further improvements to project streamlining and permitting reform as well as critical improvements to project financing through the Transportation Infrastructure Finance and Innovation Act (TIFIA). AGC applauds the committee for continuing the distribution of the Highway Trust Fund dollars to states via formula and maintaining each state's share of those dollars, while also providing the states some flexibility in the use of those funds.

AGC looks forward to working with you and the other Senate committees of jurisdiction to ensure swift passage of ATIA.

Sincerely,

Sean O'Neill
Vice President, Congressional Relations & Infrastructure Advancement

July 29, 2019

Linda Bauer Darr
President & CEO

The Honorable John Barrasso
Chairman
Committee on Environment & Public Works
U.S. Senate
Washington, DC 20510

The Honorable Tom Carper
Ranking Member
Committee on Environment & Public Works
U.S. Senate
Washington, DC 20510

Chairman Barrasso and Ranking Member Carper:

The American Council of Engineering Companies – the voice of the nation's engineering industry – strongly supports the committee's efforts to pass a timely reauthorization of federal transportation programs. *America's Transportation Infrastructure Act* provides critical resources necessary to upgrade our roads and bridges to address years of deferred maintenance and modernize our transportation networks. The programs in the bill will equip our public sector partners to accommodate growth in population and freight movement, incorporate new technologies, improve safety, and enhance resilience and sustainability.

A stable, long-term federal highway program is essential to economic growth and public safety. State departments of transportation and local transportation agencies rely on consistent, multi-year funding commitments to plan and implement vital improvement projects. Without reliable, dedicated federal funding, they can only undertake the most basic maintenance and short-term fixes and cannot effectively implement a long-range improvement plan that will bring existing facilities to a state of good repair and modernize our transportation networks for the 21st century. We applaud the committee for advancing a bill that will ensure five years of stable federal funding and growth in core infrastructure programs.

In addition to the robust funding increases, ACEC appreciates the inclusion of provisions in the bill to facilitate more efficient project delivery, including the codification of the One Federal Decision policy. Our firms are engaged across the country in conducting environmental reviews, advising on mitigation measures, and helping public agencies navigate other federal and state regulatory requirements. The provisions in your bill, combined with continued implementation of the reforms included in MAP-21 and the FAST Act, will allow project sponsors to avoid unnecessary delays while still ensuring robust environmental protections and public involvement.

ACEC also supports the measures in the bill to promote a more resilient transportation system. America's engineering industry is helping our clients confront the challenges of a changing climate, working with public and private sector partners to reduce their carbon footprint and adapt to the effects of sea level rise and extreme weather events. Partnering with our firms, transportation agencies are tasked with responding to and recovering from hazards such as

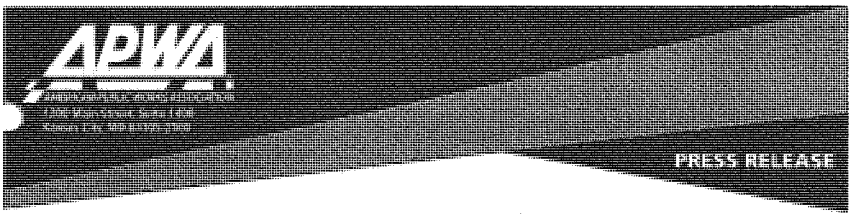
T 202-347-7474 F 202-898-0068 ldarr@acec.org
1015 15th Street, NW, 8th Floor Washington, DC 20005-2605 www.acec.org

floods, hurricanes, landslides, and wildfires that threaten human lives and disrupt critical services across communities and states. Your surface transportation reauthorization bill provides the resources necessary to improve resiliency and durability so that structures can better resist damage, infrastructure can be assessed more accurately following a disaster, and systems can return to service more quickly.

U.S. engineering firms are innovative problem solvers, and the funding and programs in your bill will unlock their potential to modernize our highway and bridge networks. We strongly support committee passage, and we look forward to working with your colleagues on other committees of jurisdiction to advance a full surface transportation bill through the Senate.

Sincerely,

Linda Bauer Darr
President & CEO



FOR IMMEDIATE RELEASE:

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APWA Supports Senate Surface Transportation Reauthorization Legislation

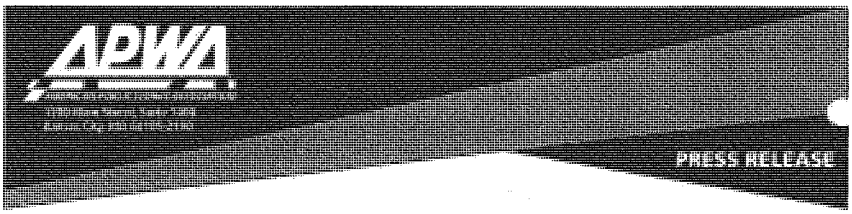
WASHINGTON, DC – July 30, 2019 – On July 29, the Senate Committee on Environment and Public Works (EPW) introduced its surface transportation reauthorization bill, S. 2302, the America's Transportation Infrastructure Act (ATIA), of which the American Public Works Association (APWA) is supportive. EPW Chairman John Barrasso (R-WY) has called ATIA, "the largest transportation highway infrastructure bill in history".

Focusing heavily on funding, safety, and resiliency, ATIA calls for $287 billion to address the Nation's surface transportation needs over five years. This funding amount is 27% over the current law, the Fixing America's Surface Transportation (FAST) Act (Public Law 114-94) levels, set to expire September 30, 2020.

"APWA is supportive of ATIA and the proposed increased investment within. We are incredibly appreciative of the bipartisan effort of the EPW Committee in seeking to secure reauthorization ahead of schedule, or on time," said APWA Executive Director Scott D. Grayson, CAE. "We are committed to working with EPW, the full Senate, and the House to ensure passage of a robust surface transportation reauthorization bill in the coming months."

Also included in ATIA, is a solution to avoid the rescission of $7.68 billion in highway funding contract authority scheduled to occur in July 2020 as part of the FAST Act. Additionally, ATIA is codifying streamlining measures in One Federal Decision, Executive Order 13807, which aims to eliminate duplication in federal permitting processes and sets a two-year goal to complete all environmental reviews and authorization decisions regarding major infrastructure projects.

"On behalf of APWA's more than 30,000 members, I would like to express thanks to the hard-working members of the Committee for moving in a swift bipartisan fashion to not only increase funding levels, but to also ensure that the measure will codify tenants in One Federal Decision," says APWA President David L. Lawry, PE. "Our members are responsible for building and maintaining our nation's surface transportation systems, and they rely on robust multi-year reauthorization, and streamlined permitting processes to be able to plan ahead, and seamlessly do their jobs vital to keeping America moving."



APWA will continue to update our membership about the status of the legislation on Advocacy News and Twitter @APWAGOVAFFAIRS as more information becomes available.

About APWA:
The American Public Works Association (www.apwa.net) is a not-for-profit, international organization of more than 30,000 members involved in the field of public works. APWA serves its members by promoting professional excellence and public awareness through education, advocacy and the exchange of knowledge. APWA is headquartered in Kansas City, Missouri, has an office in Washington, D.C., along with 63 chapters across North America.

NEWS from
THE LEAGUE

July 29, 2019

THE SENATE'S TRANSPORTATION BILL: GREAT FOR BIKES

ADVOCACY

by Caron Whitaker

The Senate Environment & Public Works Committee released the text of the roads portion of the transportation reauthorization bill this morning and it is great for biking and walking.

The new bill makes key improvements to funding programs while also including a new set of climate-related programs and bicycle-friendly policy. Not only did we get much of what the League asked for on safety and infrastructure, bicyclists will benefit from new programs regarding emission and congestion reductions.

It's because of those who attended the National Bike Summit, our League members, and our legislative action alert responders that the League has been able to build support for these issues on Capitol Hill.

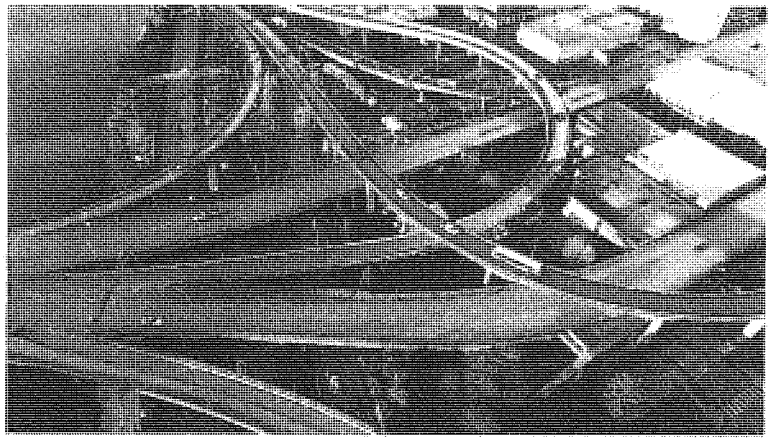
Tomorrow, the committee will discuss amendments and vote on the bill so there may be a few changes, but we don't expect much impact on our issues.

What about the rest of the bill?

The bill is a bipartisan effort that will result in a $287 billion bill over five years. Chairman Barrasso went into the bill with the goal of ensuring that rural areas benefited at the same rate as urban areas, that public lands were stewarded, and that the permitting process was streamlined. Ranking Member Carper went in with the goal of improving safety, creating a climate title, and addressing innovation.

For advocates who were hoping for a complete revision of the transportation program, this bill is not that. The vast majority of the funding still goes to states through the existing formula programs. However, the addition of the climate title, the safety incentive programs and other new additions are a significant step forward to encouraging states and municipalities to plan and build differently.

BR Business Roundtable



INFRASTRUCTURE

Business Roundtable Commends Bipartisan Senate Leadership on Improving America's Surface Transportation

JUL 30, 2019

Washington – Ahead of today's markup of the America's Transportation Infrastructure Act by the U.S. Senate Committee on Environment and Public Works, Business Roundtable released the following statement from

Mike Burke, Chairman and CEO of AECOM and Chair of the Business Roundtable Infrastructure Committee:

> "Business Roundtable applauds Chairman John Barrasso (R-Wyo.) and Ranking Member Tom Carper (D-Del.) of the U.S. Senate Committee on Environment and Public Works for their bipartisan leadership to renew and rebuild America's roads and highways, investments that will benefit American workers, families and communities. The America's Transportation Infrastructure Act is an important step toward reauthorization of the FAST Act, seeking to address our nation's critical surface transportation needs and improve the federal permitting process for infrastructure projects. Leaders of America's largest employers look forward to working with members of Congress and the Administration to modernize America's infrastructure by providing long-term certainty for public trust funds, unlocking and incentivizing private investment, and streamlining regulations."

AED Alert: Senate EPW Committee Leaders Unveil Five-Year Highway Bill

On July 29, the Senate Environment & Public Works (EPW) Committee's leadership released a five-year, bipartisan highway reauthorization bill. The America's Transportation Infrastructure Act authorizes $287 billion over five years, including $259 billion to maintain and repair America's roads and bridges. The investment levels represent an increase of over 27 percent from the FAST Act, the current highway bill that expires on Sept. 30, 2020. The proposal was introduced by EPW Committee Chairman John Barrasso (R-Wyo.) and EPW Committee Ranking Member Tom Carper (D-Del.) along with Transportation & Infrastructure Subcommittee Chairman Shelley Moore Capito (R-W.Va.) and Transportation & Infrastructure Subcommittee Ranking Member Ben Cardin (D-Md.).

"AED commends the Environment & Public Works Committee's leadership for working in a bipartisan manner to provide a framework for essential investments in our nation's surface transportation infrastructure," said AED's President & CEO Brian P. McGuire. "The America's Transportation Infrastructure Act is a great step to modernizing the United States' decaying roads and bridges while creating sustained economic growth and job creation, improving our nation's safety and security, and enhancing quality of life for all Americans. Construction equipment dealers are eager to provide the machinery to rebuild the country and AED urges support for the legislation."

The EPW Committee is scheduled to consider the America's Transportation Infrastructure Act on July 30. If approved, it will go to the Senate floor. However, other committees of jurisdiction must still consider components that will be combined to form a final surface transportation reauthorization package before full Senate action, including the Senate Finance Committee, which must identify the revenue to fund the proposed investment levels.

In addition to road and bridge funding, the America's Transportation Infrastructure Act also codifies key pieces of the administration's "One Federal Decision" policy to streamline project delivery.

The text of the legislation is available **here** (http://AED.informz.net/z/cjUucD9taT04NzA5MTk5JnA9MSZ1PTEwODcxOTI3OTQmbGk9NjgyODA3MDc/index.html).

A summary of the legislation is accessible **here** (http://AED.informz.net/z/cjUucD9taT04NzA5MTk5JnA9MSZ1PTEwODcxOTI3OTQmbGk9NjgyODA3MDg/index.html).

A section-by-section analysis of the legislation is available to read **here** (http://AED.informz.net/z/cjUucD9taT04NzA5MTk5JnA9MSZ1PTEwODcxOTI3OTQmbGk9NjgyODA3MDk/index.html).

For questions or comments, please contact AED's Vice President of Government Affairs Daniel B. Fisher at **dfisher@aednet.org** (mailto:dfisher@aednet.org) or 202-897-8799.

ABOUT AED

Associated Equipment Distributors (AED) is an international trade association representing companies involved in the distribution, rental and support of equipment used in construction, mining, forestry, power generation, agriculture and industrial applications. **[READ MORE] (HTTP://WWW.AEDNET.ORG/ABOUT-AED/)**

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W artba.org
Transportation Makes America Work
TMAW

July 30, 2019

Senator John Barrasso
Chairman
Environment & Public Works Committee
307 Dirksen Senate Office Building
Washington, DC 20510

Senator Tom Carper
Ranking Member
Environment & Public Works Committee
513 Hart Senate Office Building
Washington, DC 20515

Senator Shelley Moore Capito
Chairman
Transportation & Infrastructure Subcommittee
172 Russell Senate Office Building
Washington, DC 20510

Senator Ben Cardin
Ranking Member
Transportation & Infrastructure Subcommittee
509 Hart Senate Office Building
Washington, DC 20510

Dear Senators,

The American Road & Transportation Builders Association (ARTBA) congratulates you on the introduction of the *America's Transportation Infrastructure Act* (ATIA). The legislation you drafted would improve both public safety and economic competitiveness, while defying the convenient narrative that the two parties cannot deliver results for the American people.

Your commitment to stabilize and grow Highway Trust Fund-supported investment through user fees and early enactment of a comprehensive, multi-year reauthorization is a welcome and refreshing enhancement. The efficacy of the federal highway program has been hampered by repeated revenue shortfalls and all too frequent temporary program extensions.

By authorizing $287 billion in highway and bridge improvements, which includes a 17 percent investment boost in year one, your legislation would enable states to deliver a broad mix of transportation solutions. Your proposal to codify "One Federal Decision" would further accelerate project delivery timelines to maximize the benefit of limited federal resources.

Since the 2016 election, infrastructure investment has become a familiar talking point on both sides of the aisle, but the Senate Environment and Public Works Committee can turn talk into action with the passage of ATIA. We urge all members of the committee to vote 'YES' on final passage, and we look forward to working with the committee and other committees of jurisdiction to ensure a well-funded and adequately paid for bill is signed in to law, well in advance of September 30, 2020.

Sincerely,

David C. Bauer
President & CEO
American Road and Transportation Builders Association

International Union of Operating Engineers

AFFILIATED WITH THE AMERICAN FEDERATION OF LABOR AND CONGRESS OF INDUSTRIAL ORGANIZATIONS

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BARTON FLORENCE

GENERAL COUNSEL
MATTHEW G. MCGUIRE

July 29, 2019

The Honorable John Barrasso
307 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Thomas R. Carper
513 Hart Senate Office Building
Washington, DC 20510

Dear Chairman Barrasso and Ranking Member Carper:

The International Union of Operating Engineers sincerely appreciates the leadership you have demonstrated to bring the Environment and Public Works Committee to where it is today, to the markup of America's Transportation Infrastructure Act. We respectfully encourage Senators on the committee to support the legislation.

The International Union of Operating Engineers (IUOE) represents nearly 400,000 workers in the United States and Canada, tens of thousands of whom are building North America's transportation network every day. The IUOE is one of this country's largest construction unions. We are heavy equipment operators, mechanics, surveyors, and other occupations in the sector. Building transportation infrastructure provides more work opportunities for the skilled, proud members of the Operating Engineers union than any other area of private or public construction investment.

The Operating Engineers value the kind of certainty and growth that your "mark" in the committee brings to the infrastructure debate. With $287 billion in investment over five years and nearly 28% growth in the highway program, including a major, first-year spending boost, your reauthorization will be the biggest surface transportation bill in American history. Given the state of the Highway Trust Fund, it is a major achievement.

America's Transportation Infrastructure Act builds on improvements from past authorizations and includes several critical new policy initiatives. The IUOE is pleased to see the following measures included in the legislation:

- Enhancement of the national freight program
- Creation of a new competitive grant program for bridges
- Advancement of project-delivery and environmental-streamlining reforms
- Establishment of a program to fortify the transportation system against extreme weather
- Initiation of a program to reduce emissions and transition to alternative fuels

1125 SEVENTEENTH STREET, NW • WASHINGTON, DC 20036-4707 • 202-429-9100 • WWW.IUOE.ORG

The passage of this five-year bill will place the highway program – the federal government's biggest and most important investment in our nation's infrastructure – on a sound footing to create jobs, enhance safety, fortify national assets, and move America. If enacted into law, this surface transportation bill will be a seminal accomplishment of the 116th Congress.

You deserve a lot of credit for the stewardship of this legislation. The nation needs more examples of this type of governance from Capitol Hill. The International Union of Operating Engineers encourages members of the Environment and Public Works Committee to support America's Transportation Infrastructure Act, and we look forward to working with you to grow and improve the bill as it makes its way through the legislative process.

Thank you for your leadership.

Sincerely,

James T. Callahan
General President

We're Building A Better America!

American Road & Transportation Builders Association (co-chair) ■ Associated General Contractors of America (co-chair) ■ American Coal Ash Association ■ American Concrete Pavement Association ■ American Concrete Pipe Association ■ American Council of Engineering Companies ■ American Subcontractors Association ■ American Iron and Steel Institute ■ American Society of Civil Engineers ■ American Traffic Safety Services Association ■ Asphalt Emulsion Manufacturers Association ■ Asphalt Recycling & Reclaiming Association ■ Associated Equipment Distributors ■ Association of Equipment Manufacturers ■ Concrete Reinforcing Steel Institute ■ International Slurry Surfacing Association ■ International Association of Bridge, Structural, Ornamental and Reinforcing Iron Workers ■ International Union of Operating Engineers ■ Laborers-Employers Cooperation and Education Trust ■ Laborers' International Union of North America ■ National Asphalt Pavement Association ■ National Association of Surety Bond Producers ■ National Electrical Contractors Association ■ National Ready Mixed Concrete Association ■ National Steel Bridge Alliance ■ National Stone, Sand and Gravel Association ■ National Utility Contractors Association ■ Portland Cement Association ■ Precast/Prestressed Concrete Institute ■ The Road Information Program ■ United Brotherhood of Carpenters and Joiners of America

For More Information:
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703/548-3118 (AGC)

July 29, 2019

Senator John Barrasso
Chairman
Environment & Public Works Committee
307 Dirksen Senate Office Building
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Senator Tom Carper
Ranking Member
Environment & Public Works Committee
513 Hart Senate Office Building
Washington, DC 20515

Senator Shelley Moore Capito
Chairman
Transportation & Infrastructure Subcommittee
172 Russell Senate Office Building
Washington, DC 20515

Senator Ben Cardin
Ranking Member
Transportation & Infrastructure Subcommittee
509 Hart Senate Office Building
Washington, DC 20515

Dear Senators:

The 31 national associations and trade unions of the Transportation Construction Coalition (TCC) write in support of the *America's Transportation Infrastructure Act* (ATIA). We urge all Environment and Public Works Committee members to support ATIA during the full-committee mark-up July 30.

The TCC commends the effort made by the Senate Committee on Environment and Public Works (EPW) to introduce ATIA as a bipartisan measure, reinforcing the critical role surface transportation programs play across all 50 states. By investing $287 billion over five years, ATIA will address much-needed improvements to our nation's roads and bridges and provide funding certainty for long-term planning.

By including a 17 percent increase in funding during year one, ATIA will help states address backlogs in maintenance, make investments in freight corridors and improve safety and congestion. At the same time, improvements to project streamlining and innovative financing programs will help federal and state Departments of Transportation work more efficiently over the subsequent years of authorization.

The TCC also applauds the committee's commitment to working quickly to move the process forward, well in advance of the FAST act's expiration. Too often short-term extensions plague the reauthorization process, leading to uncertainty within state DOTs and resulting in project delays. Working in advance of a deadline will also provide ample time to secure funding to stabilize the Highway Trust Fund over the long-term.

The members of the TCC look forward to working with the EPW committee and other committees of jurisdiction to ensure timely enaction of ATIA, in advance of the FAST Act's expiration next year.

Sincerely,

The Transportation Construction Coalition

cc: Members of the Senate Committee on Environment and Public Works

American Iron and Steel Institute

Press Release

FOR IMMEDIATE RELEASE
July 30, 2019

CONTACT: LISA HARRISON
202.452.7115/lharrison@steel.org

AISI COMMENTS ON SENATE COMMITTEE PASSAGE OF HIGHWAY LEGISLATION

WASHINGTON, DC – Thomas J. Gibson, president and CEO of the American Iron and Steel Institute (AISI), today issued a statement in reaction to the U.S. Senate Committee on Environment and Public Works' (EPW) passage of the America's Transportation Infrastructure Act of 2019:

"The bill makes sorely needed investments in the nation's infrastructure and is a significant step to rebuilding America's surface transportation system. It provides for a five year authorization of funding from the Highway Trust Fund for federal-aid highways and includes provisions to cut red tape that can prevent the timely completion of infrastructure projects. An efficient and robust transportation network is essential to the competitiveness of the domestic steel industry, its customers and suppliers, and American manufacturing as a whole. AISI commends Chairman Barrasso, Ranking Member Carper and members of the EPW committee for their bipartisan efforts in advancing this legislation. We urge the full Senate to take up and pass long-term surface transportation legislation in coming months."

AISI serves as the voice of the North American steel industry in the public policy arena and advances the case for steel in the marketplace as the preferred material of choice. AISI also plays a lead role in the development and application of new steels and steelmaking technology. AISI is comprised of 18 member companies, including integrated and electric furnace steelmakers, and approximately 120 associate members who are suppliers to or customers of the steel industry. For more news about steel and its applications, view AISI's website at www.steel.org. Follow AISI on Facebook or Twitter (@AISISteel).

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PRESIDENT AND CEO
Paul P. Skoutelas

July 29, 2019

The Honorable John Barrasso
Chairman
Committee on Environment and Public Works
United States Senate
Washington, DC 20510

The Honorable Thomas R. Carper
Ranking Member
Committee on Environment and Public Works
United States Senate
Washington, DC 20510

The Honorable Shelley Moore Capito
Chairwoman
Subcommittee on Transportation and Infrastructure
Committee on Environment and Public Works
United States Senate
Washington, DC 20510

The Honorable Ben Cardin
Ranking Member
Subcommittee on Transportation and Infrastructure
Committee on Environment and Public Works
United States Senate
Washington, DC 20510

Dear Chairman Barrasso, Ranking Member Carper, Chairwoman Capito, and Ranking Member Cardin:

On behalf of America's public transportation industry, which contributes $71 billion to the U.S. economy, directly employs 430,000 workers, and supports millions of private-sector jobs, I write to strongly support your leadership in moving forward with S. ____, the "America's Transportation Infrastructure Act of 2019" (ATIA).

ATIA provides $287 billion over five years for highway infrastructure investment. This effort is a great first step to achieving a surface transportation authorization act that addresses the pending shortfall in the Highway Trust Fund (including the Mass Transit Account), provides the necessary resources to bring highway and public transit systems to a state of good repair, and meets growing community demands for increased mobility choices.

We strongly support your efforts to repeal the highway contract authority rescission of the Fixing America's Surface Transportation Act (FAST Act) (P.L. 114-94) and we urge Congress to address both this rescission and the public transit Rostenkowski Test rescission as soon as possible. Congress needs to increase investment in all of our nation's surface transportation infrastructure, not cut it.

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<< Back

FOR IMMEDIATE RELEASE
July 29, 2019

Contact: Sean McNally
703-838-1995

ATA Statement on Highway Reauthorization Bill Release

Trucking industry calls for long-term funding to shore up America's eroding infrastructure

Arlington, Virginia—American Trucking Associations President and CEO Chris Spear made this statement today after the Senate Environment and Public Works Committee released text of its surface transportation reauthorization bill:

"We thank Chairman Barrasso and Ranking Member Carper for taking this important first step toward reauthorizing our nation's surface transportation systems.

"The strength of our economy relies on sound roads and bridges, as more than 70% of our nation's goods travel by highway on the back of trucks. With the right investment, we can stem America's deepening infrastructure crisis and instead achieve a 21st century infrastructure worthy of the world's leading economy.

"We look forward to working closely with this committee and the other relevant committees on a legislative package that includes the long-term, sustainable funding that our highway programs critically need."

TRUCKING ISSUES

Agriculture & Food

National Society of Professional Surveyors
5119 Pegasus Court, Suite Q, Frederick, MD 21704
Phone: 240-439-4615 * Fax: 240-439-4952
www.nsps.us.com

July 30, 2019

The Honorable John Barrasso, Chairman
The Honorable Tom Carper, Ranking Member
Committee on Environment and Public Works
SD-410 Dirksen Senate Office Building
Washington, DC 20510

Chairman Barrasso and Ranking Member Carper:

The National Society of Professional Surveyors (NSPS) commends your bipartisan leadership in the introduction of the "America's Transportation Infrastructure Act of 2019."

NSPS particularly commends you for your recognition of the importance of the surveying profession in the planning, design, construction, operation, and maintenance of America's infrastructure, including provisions enabling the utilization of surveying and mapping technologies and applications. Section 1304 for Intelligent Transportation Systems, Section 1308 for Geomatic Data, Section 1522 for a Permeable Pavements Study, and Section 3005 for research and technology development and deployment will require the collection of surveying data and leverage the expertise of the surveying profession.

Surveying, mapping and geospatial data and their applications provide valuable productivity, safety, and cost-saving benefits to all infrastructure projects. We look forward to working with you to strengthen and enact this legislation as it moves through the Senate and House of Representatives.

Please do not hesitate to contact John "JB" Byrd (jbyrd@jimpa.us or 703-787-6665), our Federal Lobbyist, if we can be of assistance.

Respectfully,

Curtis W. Sumner

Curtis Sumner, LS
Executive Director
National Society of Professional Surveyors

COALITION FOR RECREATIONAL TRAILS

Co-Chairs:
Marianne Fowler
marianne@railstotrails.org
Derrick Crandall
derrick@parkpartners.org

July 29, 2019

Honorable John Barrasso, Chairman
Honorable Tom Carper, Ranking Member
Honorable Shelley Moore Capito
Honorable Ben Cardin
Committee on Environment and Public Works
United States Senate
Washington, DC 20510

Dear Senators:

The nation's recreational trails community strongly supports Section 1514 of America's Transportation Infrastructure Act of 2019, mandating a Nonhighway Recreational Fuel Study. This study is needed to allow Congress to assess the contributions of the Recreational Trails Program to our nation and strategies to continue and expand this contribution. Since its creation by ISTEA in 1991, the Recreational Trails Program has enabled more than 24,000 projects and programs to be completed under federal/state/local/private partnerships leveraging the available funding and contributing to our economy, to the nation's health and safety, and to greater access to our public lands and waters.

We deeply appreciate the Committee's support for trails and its response to the request for inclusion of this provision by a bipartisan group of U.S. Senators.

Adventure Cycling Association
American Council of Snowmobile Associations
American Hiking Society
American Horse Council
American Motorcyclist Association
American Trails
Americans for Responsible Recreational Access
Back Country Horsemen of America
Bikes Belong
BlueRibbon Coalition
The Corps Network
Equine Land Conservation Resource
International Association of Snowmobile Administrators
International Mountain Bicycling Association
International Snowmobile Manufacturers Association
The League of American Bicyclists
Motorcycle Industry Council
National Association of Recreation Resource Planners
National Association of State Trail Administrators
National Bicycle Greenway
National Off-Highway Vehicle Conservation Council
National Recreation and Park Association
Outdoor Recreation Roundtable
Partnership for the National Trails System
People for Bikes
Professional Trail Builders Association
Rails-to-Trails Conservancy
Recreation Vehicle Dealers Association
Recreational Off-Highway Vehicle Association
SnowSports Industries America
Specialty Vehicle Institute of America
Sporting Goods Manufacturers Association
Student Conservation Association
Tread Lightly!
United Four Wheel Drive Associations

Support Letter ATSSA

ATSSA applauds the work undertaken by the Senate Environment and Public Works Committee on writing a robustly-funded surface transportation authorization. This important step continues the momentum to enact a new authorization before the current law expires on Oct. 1, 2020. ATSSA looks forward to working with the Committee in the coming months to ensure that the bill is as strongly focused on saving lives and reducing serious injuries as possible. Roadway safety is a cornerstone of this legislation; however we are eager to ensure that federal roadway safety funds are being deployed with as high a return on investment as possible. We have concerns that the possibility of states diverting significant investments away from roadway safety infrastructure projects will negatively impact a state's ability to have the necessary resources to meet the Committee's goal of reducing the more than 37,000 fatalities that occur annually on US roads. ATSSA commends the leadership of Chairman Barrasso, Ranking Member Carper, Chair Capito and Ranking Member Cardin, and the Committee staff, on crafting a safety-focused package.

SENATE DROPS $287B TRANSPORTATION REAUTHORIZATION PROPOSAL BEFORE RECESS *Brittney Kohler, 202.626.3164*

On July 29, the Senate Environment and Public Works Committee (EPW) led by Chairman Barrasso (R-WY) and Ranking Member Carper (D-DE) released their draft $287 billion five-year, surface transportation bill, *America's Transportation Infrastructure Act of 2019*, kicking off the multi-step legislative process to reauthorize surface transportation funding. With a 27 percent increase over the FAST Act, the bipartisan bill is expected to move through EPW in less than 24 hours on July 30, barely before the Senate's August recess. Staff indicated they released the bill quickly to provide a fix for looming recessions to the Highway Trust Fund, which will begin for the states in July 2020.

For cities, the Highway Trust Fund suballocation that provides for regional transportation priorities remains at 55 percent. Unlike the prior FAST Act, however, it will not rise over the life of the bill. Nonetheless, this $57 billion per year transportation bill has a few new distinct additions that cities will recognize from our *Rebuild With Us* advocacy and benefit from:

- Safety: In addition to increases to the existing Highway Safety Improvement Program, $500 million per year in new supplemental safety funding will be available, and there will be a 65 percent suballocation for urbanized areas that could boost safety projects through a city's Vision Zero plan to address the uptick in deaths on the nation's roads. To incentivize joint regional and state planning, the bill includes a $100 million bonus "race to the top" funding that will baseline against the prior three years of fatalities and reward strides toward safer streets.
- Bridges: Bridges receive additional attention with $6 billion over 5 years, including $3.3 billion from the Highway Trust Fund. Cities and their

Metropolitan Planning Organizations (MPO) can both apply for new competitive bridge grants to fund repair of existing bridges, which is based on the Bridge Investment Act from Senators Whitehouse (D-RI), Brown (D-OH) and Wyden (D-OR), which NLC supported. In a nod to large bridge projects that are difficult for any one entity to finance, no less than 50 percent of the program will support bridges with a total project cost larger than $100 million.

- Resilience: A new resiliency program will see $4.9 billion over 5 years to protect roads and bridges from natural disasters such as wildfires, hurricanes, flooding, and mudslides. The new program will include both $800 million dispersed by formula and $200 million dispersed by discretionary grants named Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grants. These grants will have flexibility for coastal and natural environmental work as well as evacuation route improvement, and there will be an amount set aside for rural areas.
- Multimodal: The includes tenants of the *Transportation Alternatives Program* (TAP) *Enhancements Act* (S. 1098), a bipartisan bill from Senators Wicker (R-MS) and Cardin (D-MD). TAP funding is increased by 40 percent to $1.2 billion and indexed to inflation; additionally, the suballocation increases from 50 percent to 57.5 percent with policy changes that will improve the program's outcomes.
- Climate: A $10 billion climate title that has a 65 percent suballocation to localities and includes $1 billion for grants for electric vehicle charging infrastructure, which NLC supported under Senator Carper's (D-MD) bill, S. 674. It includes an incentive program for carbon reduction as well as a "race to the top" $100 million program annually to show declines in CO2 emissions.
- Targeted pilots: New pilot programs also move forward including one for Urban Congestion at $40 million per year at 80 percent federal and 20 percent local cost share and a Port Electrification program at $60 million in the first year and up to $90 million by the fifth year. Also, a $250 million wildlife-collision program over five years would increase both structural work and detection systems to decrease these crashes.

- Federal coordination: Aligned with the administration's federal "One Federal Decision" policy, the bill codifies this theme for highway projects. Notably, this includes a 2-year goal for completion of environmental reviews, a 90-day timeline for related project authorizations, a single environmental document and record of decision to be signed by all participating agencies and an accountability and tracking system managed by the Secretary of Transportation.

NLC is glad to see the Senate start the reauthorization process and to see many of our infrastructure priorities reflected in the bill. We look forward to these productive negotiations and to work with the Commerce, Banking and Finance committees to ensure that a bill is prioritized in the Senate.

Senator John Barrasso
Chairman
Senate Committee on Environment
and Public Works
410 Dirksen Senate Office Building
Washington, DC 20510

Senator Tom Carper
Ranking Member
Senate Committee on Environment
and Public Works
456 Dirksen Senate Office Building
Washington, DC 20510

Dear Chairman Barrasso and Ranking Member Carper,

On behalf of Trimble, I am writing to commend you for your leadership represented by the introduction of America's Transportation Infrastructure Act of 2019 (ATIA). ATIA will provide a great boost to our Nation's economy and help to make our communities safer, cleaner and more manageable.

I have particular appreciation for your creation of a new program to accelerate market adoption of advanced digital construction management systems through Section 3005 of America's Transportation Infrastructure Act of 2019. This provision, which will drive adoption of precision GPS technologies and applications to manage transportation projects, will deliver efficiencies that ensure infrastructure projects are completed on-time and on-budget.

Trimble has seen firsthand how these systems are transforming the construction industry's work through sophisticated planning and design, precision machine control, site positioning, mobile technologies and real time connectivity. Using these advanced technology solutions, engineers can optimize the design process and easily collaborate with both owners and contractors, delivering a construction-ready design, built with confidence.

Under previous highway authorizations, the Department of Transportation and the Federal Highway Administration have tested and demonstrated the benefits of utilizing advanced technologies in infrastructure projects to boost productivity, manage complexity, reduce project delays, reduce cost overruns, eliminate unnecessary rework, and enhance safety and quality. Despite the clear cost and time savings delivered by Advanced Digital Construction Management Systems, the construction industry has been slow to embrace a digital transformation, continuing to rely instead on "manual, disaggregated and redundant processes" (KPMG 2016). The result is that productivity in construction has been flat for the last twenty years, while it has increased dramatically in other industries, and the cost of this flat productivity is being born by the US taxpayer. Section 3005 will provide an important incentive at the State level to dramatically accelerate adoption of these innovations.

Thank you for your work in developing America's Transportation Infrastructure Act of 2019 which makes important investments in our nation's infrastructure. The bill, which includes many provisions like Section 3005 that will deliver projects faster, better, cheaper, and smarter, will benefit highway users, project owners, and the American taxpayer. We look forward to working with you as the Committee continues its important work on this legislation.

Sincerely,

Steven W. Berglund
President and CEO

We commend you for the work you have done to move this process forward in a bipartisan way. We look forward to working with you and your companion committees as the bill moves forward in the Senate to achieve our goal of enacting a long-term surface transportation act that significantly increases investment in public transportation.

Thank you for your consideration.

Sincerely,

Paul P. Skoutelas

Paul P. Skoutelas
President and CEO

National Waste & Recycling Association

PRESS RELEASE

FOR IMMEDIATE RELEASE
July 29, 2019

NWRA COMMENDS SENATE ENVIRONMENT & PUBLIC WORKS LEADERSHIP FOR INTRODUCTION OF TRANSPORTATION INFRASTRUCTURE LEGISLATION

Arlington, VA – The National Waste & Recycling Association (NWRA) applauds Senate Environment & Public Works (EPW) Committee Chairman John Barrasso (R-Wyo.), Ranking Member Tom Carper (D-Del.), Transportation and Infrastructure Subcommittee Chairman Shelley Moore-Capito (R-W.Va.) and Subcommittee Ranking Member Ben Cardin (D-Md.) for their introduction of "America's Transportation Infrastructure Act" (ATIA), a five-year (FY '21-'25), $287 billion bipartisan surface transportation bill reauthorizing EPW's portion of the FAST Act that is set to expire in September 2020. Committee markup is scheduled for July 30.

"Apart from the waste and recycling industry and the U.S. Postal Service, one would be hard pressed to name another industry that travels every road in America at least once a week every week," said NWRA President and CEO Darrell Smith. "Nearly 200,000 miles of major highways require repairs and more than 47,000 bridges are deemed 'structurally deficient,' all of which impacts our industry's ability to deliver its services that are essential to maintaining the quality of American life efficiently and in a timely manner. Introduction of this legislation is an important first step in addressing our nation's transportation infrastructure needs."

The bill also will authorize new programs to incentivize key priorities including safety, resiliency, and emission reductions. ATIA increases funding to the existing Highway Safety Improvement Program and supports state-led initiatives to lower driver and pedestrian fatalities.

"NWRA will advocate for safety provisions in the bill to support state 'Move Over' laws covering the waste and recycling industry," Jim Riley, NWRA Vice President for Federal Affairs, said. "Members of Congress are increasingly aware of the danger our industry's roadside workers face every day from careless and distracted drivers. This is a prime opportunity for Congress to make a statement and do something significant to help protect these hardworking men and women."

The House of Representatives has yet to unveil reauthorization legislation and is in recess until Sept. 9. It is important to note that the previous two transportation infrastructure laws (MAP 21 and the FAST Act) both were initiated by the EPW Committee passing their portion of the bills first with other Senate and House committees following their lead.

###

ABOUT NWRA
The National Waste and Recycling Association represents the private sector waste and recycling services industry. Association members conduct business in all 50 states, and include companies that manage waste, recycling and medical waste, equipment manufacturers and distributors, and a variety of other service providers. For more information about NWRA, please visit www.wasterecycling.org.

Contact:
Brandon Wright

LiUNA!

July 30, 2019

TERRY O'SULLIVAN
General President

LEWIS R. SARTORNI
General Secretary-Treasurer

Vice Presidents:
TERRENCE M. HEALY
RAYMOND M. POCINO
JOSEPH S. MANCINELLI
ROCCO DAVIS
Special Assistant to the General President
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The Honorable John Barrasso
Chairman
Committee on Environment and Public Works
United States Senate
410 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Thomas R. Carper
Ranking Minority Member
Committee on Environment and Public Works
United States Senate
456 Dirksen Senate Office Building
Washington, DC 20510

Dear Chairman Barasso and Ranking Member Carper:

On behalf of the more than 500,000 members of the Laborers International Union of North America (LIUNA), I want to commend you on the bipartisanship and cooperation you have demonstrated in the crafting of America's Transportation Infrastructure Act (ATIA) of 2019. This legislation provides more than a 27% increase in funding for transportation projects supported by the Highway Trust Fund over five years. These investments are crucial to maintaining our transportation networks and keeping the American economy moving. LIUNA supports this legislation, and urges all members of the Senate to do the same.

In addition to the $287 billion investment from the Highway Trust Fund, the bill provides increased funding for the Nationally Significant Freight and Highway Projects program and prioritizes certain critical interstate projects. Additionally, it also authorizes over $6 billion to address the poor state of repair of our Nation's bridges.

I am pleased to see that the ATIA also helps cut the "red tape" that unfortunately stalls so many infrastructure projects. By codifying elements of the "One Federal Decision" policy for highway projects including: establishing: a 2-year goal for completion of environmental reviews; a 90-day timeline for related project authorizations; and other efficiencies, projects should be able to commence in a more rational process than has been the case in the past.

LIUNA also wishes to express our support for the thoughtfulness and commitment that you have demonstrated to improving the resiliency of our transportation systems and improving the environment. By investing nearly $5 billion, to protect roads and bridges from natural disasters the ATIA will make the recovery from these unfortunate events faster and less costly. While the investments for emissions reductions from the transportation sectors and

support for alternative fuels infrastructure will help move the nation toward a more sustainable future.

The poor state of the United States' infrastructure is well documented, and it imposes a very real cost on our residents, communities, and business. The bipartisan leadership that you have shown in the crafting of the ATIA is an example of how Washington, DC should work on the pressing issues facing this great country. LIUNA supports your bill and looks forward to working with you to see it enacted into law.

With kind regards, I am

Sincerely yours,

TERRY O'SULLIVAN
General President

ypo

AAR Statement on Senate EPW Vote on Surface Transportation Bill

WASHINGTON, D.C. – July 30, 2019 – Ian Jefferies, President and CEO of the Association of American Railroads (AAR), issued the following statement in response to the Senate Environment and Public Works Committee unanimously approving its surface transportation bill (S. 2302):

"The rail industry commends Chairman Barrasso, Ranking Member Carper and the rest of the Senate EPW Committee for their leadership in beginning to address the U.S. surface transportation system. We particularly welcome efforts by lawmakers to further streamline project permitting by codifying the 'one federal decision' model, avoid measures that would exacerbate modal inequities and support the Section 130 program to improve safety at highway-rail grade crossings. We look forward to working with the rest of Congress as this proposal moves forward, including most critically to ensure that any final legislation is supported by real user fees."

###

For more information contact: AAR Media Relations at media@aar.org or 202-639-2345.

About AAR: The Association of American Railroads (AAR) is the world's leading railroad policy, research and technology organization focusing on the safety and productivity of rail carriers. AAR members include the major freight railroads of the U.S., Canada and Mexico, as well as Amtrak. Learn more at www.aar.org.

Follow us on Twitter: @AAR_FreightRail or Facebook: www.facebook.com/freightrail.

For Immediate Release

Contact: Jason Pavluchuk
(Jason@SmarterTransportation.org)
202-285-6414

July 30, 2019

The Coalition for Smarter Transportation Expresses Support for the Bi-Partisan 'America's Transportation Infrastructure Act'

The Bipartisan Reauthorization of the Highway Title Increases Funding for Highway Provisions by 27% and includes numerous provisions that will make our transportation system smarter and more resilient.

(Washington, DC) The Coalition for Smarter Transportation (CoaST) issued the following statement of support for the Bi-Partisan 'America's Transportation Infrastructure Act'. This important legislation will reauthorize the highway portions of the FAST Act and will increase funding by 27%. This bi-partisan legislation authored by Chairman Barrasso (R-WY) as well as Ranking Member Carper (D-DE), Senator Capito (R-WV), and Senator Cardin (D-MD) includes numerous provisions that will make our transportation system smarter and more resilient including:

- **Creation of a Congestion Relief** program that will provide municipal governments with funding to address the crippling impact that congestion has on our economy. The funding will be used to develop regional solutions to congestion.
- **Creation of a Carbon Emission Reduction Program** that will provide State and local governments funding to reduce carbon emissions from the transportation sector, including reducing single occupancy vehicles and vehicle miles travelled.
- **Establishment of Performance Incentive** programs that will support safety projects and carbon emission reduction programs.
- **Increase investment in innovation and research** including growing the University Transportation Center program and creation of an open research initiative that will increase opportunities for parties to submit research ideas to USDOT.

The legislation includes the input of many Members of the Committee. CoaST would like to thank the bi-partisan efforts of all Members of the Committee and would like to especially thank Senator Duckworth (D-IL) for her efforts to establish a congestion reduction program.

CoaST's Policy Director Jason Pavluchuk had the following to say:

> "The challenge facing Congress is not just writing a smarter transportation bill, but funding one. However, this legislation includes something for everyone and is an excellent demonstration of bipartisanship. In reviewing this bill, I believe that stakeholders representing a wide spectrum of the industry will not just follow the bill, rather they will work to find a way to fund the bill and that is what will eventually bring this legislation over the finish line."

While this is a great start, this legislation is not perfect. We look forward to working with the Committee to strengthen and grow the congestion section including the creation of a formula program.

CoaST has developed a reauthorization resource page that includes a variety of information and tools on the infrastructure: http://www.smartertransportation.org/fast-act-re-authorization-resource-center/

Coalition for
SMARTER TRANSPORTATION
Website: www.smartertransportation.org
Phone: 202-285-6414
Email: Jason@SmarterTransportation.org

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AEM
Association of
Equipment Manufacturers

AEM SUPPORTS LEGISLATION TO IMPROVE OUR NATION'S INFRASTRUCTURE

July 30, 2019

Washington, D.C. - Association of Equipment Manufacturers (AEM) president Dennis Slater issued the following statement on the introduction and unanimous Committee approval of the America's Transportation Infrastructure Act (ATIA):

"We applaud the work of the U.S. Senate Committee on Environment and Public Works in introducing a bipartisan surface transportation reauthorization bill and moving that bill through Committee with unanimous approval," said Dennis Slater, president of AEM. "The America's Transportation Infrastructure Act (ATIA) will provide the resources necessary to maintain and improve our nation's surface transportation assets. That is good for equipment manufacturers and communities across the country. Our industry depends on the strength of our nation's infrastructure to transport the equipment we make across the country and around the world. That same equipment is also critical in the construction and maintenance of nearly all aspects of our nation's infrastructure network. While this is a step in the right direction, we will continue to work with members of Congress on both sides of the aisle to secure a comprehensive infrastructure package that provides adequate, sustainable, long-term funding to modernize and improve our nation's entire infrastructure portfolio."

S. 2302, The America's Transportation Infrastructure Act (ATIA) provides $287 billion over five years, representing a 27 percent increase over FAST act levels. Some other highlights of the bill include codifying the One Federal Decision Executive Order which will reduce regulatory project delays, increased investment in the Technology and Innovation Deployment Program, and expansion of the National Highway Freight Program all of which are among AEM's infrastructure priorities.

###

AEM is the North American-based international trade group representing off-road equipment manufacturers and suppliers, with more than 1,000 companies and more than 200 product lines in the agriculture and construction-related industry sectors worldwide. The equipment manufacturing industry in the United States supports 1.3 million jobs and contributes roughly $159 billion to the economy every year.

Media Contact:
Katrina Bishop

Backcountry Hunters & Anglers

On behalf of Backcountry Hunters & Anglers (BHA), the fastest growing organization representing sportsmen and women in North America, I want to thank Sens. Barrasso, Carper, Capito and Cardin and you and your colleagues for helping introduce America's Transportation Infrastructure Act. It includes positive provisions that benefit hunters, anglers, outdoor recreationists and fish and wildlife.

Best,

Julia

Julia G. Peebles | Government Relations Manager
Backcountry Hunters & Anglers
Phone: 765-760-1584
www.backcountryhunters.org

EDF
ENVIRONMENTAL DEFENSE FUND
Finding the ways that work

NEWS RELEASE
Contact:
Keith Gaby, (202) 572-3336, kgaby@edf.org

EDF Commends Barrasso and Carper for Strong, Bipartisan Climate Provisions in Surface Transportation Bill
Statement from EDF Senior Vice President Elizabeth Gore

(WASHINGTON, DC –July 30, 2019)—The Environmental Defense Fund (EDF) today commends Senate Committee on Environment and Public Works Chairman John Barrasso (R-WY) and Ranking Member Tom Caper (D-DE) as well as Senators Shelley Moore Capito (R-WV) and Ben Cardin (D-MD) for successfully marking up America's Transportation Infrastructure Act (ATIA).

For the first time, the transportation infrastructure bill would include a climate and resilience title. Given that the transportation sector is the largest source of greenhouse gas emissions, this title is critical to not only reduce emissions across America and at our ports, but to invest in our infrastructure in ways that make our communities more resilient and safe. The bill will fund specific climate change investments such as electric vehicle infrastructure and carbon capture and sequestration technology. The bill also reauthorizes the highly successful Diesel Emissions Reduction Act; provides resources to reduce wildlife-vehicle collisions; and includes safety programs to lower driver and pedestrian fatalities.

ATIA was unanimously passed on a 21-0 vote.

"Chairman Barrasso, Ranking Member Carper, Senators Capito and Cardin worked together to craft a bill that bolsters America's infrastructure while protecting the environment and reducing carbon pollution. As a result of their bipartisan leadership, for the first time, we have a surface transportation bill that includes critical emissions reduction provisions and direct investments in climate resilience. By boosting natural infrastructure, strengthening electric vehicle and alternative fuel corridors, and improving carbon capture and sequestration technology, this bill is the right investment for a changing world and helps to put us on a path towards a 100% clean future."

- Elizabeth Gore, EDF Senior Vice President, Political Affairs

Environmental Defense Fund *(edf.org), a leading international nonprofit organization, creates transformational solutions to the most serious environmental problems. EDF links science, economics, law and innovative private-sector partnerships. Connect with us on our Voices blog, Twitter and Facebook.*
https://www.edf.org/media/edf-commends-barrasso-and-carper-strong-bipartisan-climate-provisions-surface-transportation

July 29, 2019

The Honorable Senator John Barrasso
Chairman, Environment and Public Works Committee
United States Senate
410 Dirksen Senate Office Building
Washington, D.C. 20510

Dear Mr. Chairman;

We the undersigned Wyoming based organizations and those with Wyoming members or offices write to convey our support for investments to address wildlife crossing in any transportation or infrastructure bill being drafted or influenced by the Environment and Public Works Committee.

Across the nation, the number of wildlife-vehicle collisions continues to increase, impacting economically important big game species and resulting in economic damage, physical harm and even loss-of-life to travelers throughout the country. The number of *reported* wildlife-vehicle collisions nationally reached 1,000,000 a decade ago according to a 2009 report by the Western Transportation Institute based in part on data collected by the National Highway Traffic Safety Administration; the same organization now estimates that this number has risen to close to 2,000,000 wildlife-vehicle collisions per year.

In Wyoming, wildlife and roadways are both important resources to the state's economy and heritage, yet they often come into conflict. Fifteen percent of all reported vehicle collisions in Wyoming involve big game animals. These collisions are dangerous to motorists and result in loss of economically valuable big game. Wildlife-vehicle collisions in Wyoming cost nearly $50 million annually in damages to vehicles, human injury expenses, and loss of wildlife. Roads are also a major obstacle for animals to cross, hindering their ability to access critical habitat. Recent work by the Wyoming Wildlife and Roadways Initiative – WWRI – (a collaborative partnership of the Wyoming Department of Transportation, the Wyoming Game and Fish Department, the Bureau of Land Management, the Wyoming Migration Initiative, the Wyoming Wildlife Federation and The Nature Conservancy) has focused on identifying opportunities to reduce the conflict between roads and wildlife. This work, as well as the 16 wildlife crossing structures (highway underpasses and overpasses) WYDOT has already installed, have made Wyoming a national leader in understanding where big game crossing needs are most urgent and in designing and deploying safe crossing infrastructure along our roadways.

Solutions such as crossing structures activated warning signs and animal detection systems can produce dramatic reductions in place-based wildlife–vehicle collisions. Here in Wyoming, the 16 wildlife crossing structures near Pinedale, Kemmerer, and Baggs have been examples of success: they have reduced collisions by 80-90% and created more connected habitat for the animals.

Wyoming has illustrated the success of these investments in reducing collisions without interference to ranching or other private or commercial operations along our roadways. However, there is more to do to build on the past successes of existing crossing structures and address problems in other places. Through a thorough and collaborative process, the WWRI identified 240 priority areas where more investment in crossing infrastructure is needed, with 40

sites highlighted for most immediate action (see enclosed). Taking action to make roads safer at these locations would be a significant win for the public and wildlife of Wyoming, alike.

To address this, we the undersigned support efforts by the Committee to increase wildlife crossing investments in any forthcoming transportation or infrastructure bill or appropriate legislative effort.

Thankfully,

David Willms
National Wildlife Federation

Pete Obermueller
Petroleum Association of Wyoming

Jessica Crowder
Western Landowners Alliance

Nick Dobric
Theodore Roosevelt Conservation Partnership

Paul Ulrich
Jonah Energy

John Gale
Backcountry Hunters and Anglers

Katie Legerski
Wyoming Contractors Association

Shawn Blajszczak
Mule Deer Foundation – WY Chapter

Dr. Troy Thompson
Wyoming County Commissioners Association

Milward Simpson
Wyoming Chapter, The Nature Conservancy

Dwayne Meadows
Wyoming Wildlife Federation

Jim Magagna
Wyoming Stock Growers Association

Josh Coursey
Muley Fanatics Foundation

Kurt Eisenach
Wyoming Wild Sheep Foundation

Siva Sundaresan
Greater Yellowstone Coalition

Sara Broadnax
Environmental Defense Fund – WY Office

Laurie Marcovitz
Wyoming Outfitters & Guides Association

The Nature Conservancy
Wyoming

July 30, 2019

For the first time ever, Congress has crafted a transportation bill that considers how natural solutions can be used to protect the nation's infrastructure from the impacts of climate change such as severe storms and wildfire. It also make provisions for wildlife crossings on highways to prevent damage, death and injury due to collisions.

Today, the U.S. Senate Environment and Public Works committee passed a new transportation bill and sent it on to the full Senate.

The bill includes a definition of 'natural infrastructure' and allows for natural features such as wetlands or culvert enlargements to help protect vulnerable areas along with other 'built' infrastructure. And, it also contains a first-ever "climate title, which supports the development of much-needed infrastructure, such as charging stations, to advance the use of alternative fuel vehicles and help reduce this now dominant source of harmful climate emissions.

This use of the term "natural infrastructure" in Congressional legislation is truly historic, as is the acknowledgement of the threat that is posed by climate change. The bill is also a smart investment that recognizes that balancing the needs of the natural and built environments is a wise investment for future generations," according to Richard Garrett, External Affairs Director for The Nature Conservancy in Wyoming.

One provision of the bill with particular importance to Wyoming is support for building wildlife crossings on highways to reduce the costs to people and wildlife from collisions with animals.

"We also want to thank Senator John Barrasso for his leadership in bringing this bill to completion in the committee, with the expectation that he will be a strong advocate for it's passage by the full Senate," added Garrett.

This bill also had the support of a broad spectrum of organizations representing not only conservation groups, but ranchers, hunters and anglers, energy producers and builders and contractors.

TNC urges a full Senate vote soon and that the House will begin advancing a bill quickly as well.

FOR IMMEDIATE RELEASE
July 30, 2019
Media contact: James Nash, 202-624-3658 or jnash@nga.org

Governors Applaud Bipartisan Surface Transportation Deal

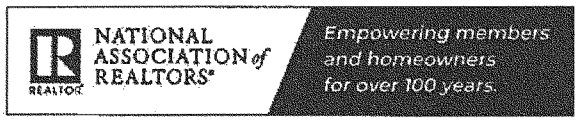
Congress Encouraged to Pass Long-Term Reauthorization of Federal Surface Transportation Programs

WASHINGTON – Today the National Governors Association (NGA) released the following statement on the five-year federal surface transportation reauthorization, titled America's Transportation Infrastructure Act, after the bipartisan agreement between Senate Environment and Public Works Chairman John Barrasso and Ranking Member Tom Carper:

"On behalf of the nation's governors, we applaud the Senate Environment and Public Works Committee for taking this first step in advancing a bipartisan five-year reauthorization of federal surface transportation programs. The bill's emphasis on formula funding, safety and resiliency comes at a critical time for states. The looming insolvency of the federal Highway Trust Fund (HTF) and expiration of federal highway and transit laws and programs on Sept. 30, 2020 creates uncertainty for states and threatens jobs across the country.

"We hope the committee's work encourages other congressional committees with jurisdiction to take action, creating momentum in Congress to pass a long-term reauthorization that resolves the HTF shortfall without delay. Strengthening our nation's infrastructure is vital for governors to advance economic growth and global competitiveness, create jobs, and improve overall quality of life. Federal HTF reimbursements to states cover the federal share of contracted work already completed. Delaying congressional action on a long-term reauthorization and allowing the HTF to become exhausted will not change the fact that states must pay those bills."

In April, NGA released its Principles for National Infrastructure Investment, which spell out the bipartisan priorities of governors. Underscoring the importance of the state-federal partnership to build and maintain infrastructure, governors of both parties stand ready to work with Congress to help pass a long-term reauthorization of federal surface transportation laws and programs.



The NATIONAL ASSOCIATION OF REALTORS® is an unrivaled advocate and resource in the real estate market for its members and their clients, and only members of NAR can call themselves REALTORS®.

FOR IMMEDIATE RELEASE -

Please distribute on the PR Newswire top public interest markets wire, send to Inside the Beltway reporters in Cision and post to NAR.realtor.

NAR Applauds Senate EPW Committee for Advancing Surface Transportation Reauthorization

WASHINGTON (July 30, 2019) – National Association of Realtors® President John Smaby issued the following statement after the Senate Environment and Public Works Committee unanimously approved S. 2302, America's Transportation Infrastructure Act of 2019.

"The National Association of Realtors® thanks Senate Environment and Public Works Committee Chairman John Barrasso and Ranking Member Tom Carper for unanimously advancing this bipartisan legislation, which makes significant, much-needed investments in our nation's surface transportation infrastructure," Smaby, a second generation Realtor® and broker at Edina Realty in Edina, Minnesota, said.

"NAR is particularly pleased to see provisions included that provide funding – and flexibility – to states; that ensure our infrastructure is more resilient and better equipped to handle extreme weather events; and that maximize affordability and efficiency by streamlining project permitting. As the work to secure surface transportation funding continues over the next year, NAR's 1.3 million members maintain their call for infrastructure investments that make our neighborhoods safer and the dream of achieving homeownership more accessible."

The National Association of Realtors® is America's largest trade association, representing more than 1.3 million members involved in all aspects of the residential and commercial real estate industries.

U.S. TRAVEL ASSOCIATION

NEWS RELEASE

U.S. Travel Applauds Unanimous Senate Committee Passage of Infrastructure Improvement Bill

WASHINGTON (July 30, 2019) — U.S. Travel Association Executive Vice President of Public Affairs and Policy Tori Barnes issued the following statement on the Senate Committee on Environment and Public Works' unanimous passage of America's Transportation Infrastructure Act of 2019 (S. 2302):

"America's roads are more congested than ever, with avoided auto trips costing the economy $30 billion in travel spending last year. This bill includes vital funding and policy changes that align with U.S. Travel's own infrastructure platform, and is a step in the right direction toward modernizing our nation's travel infrastructure and improving travel mobility.

"We applaud Senators John Barrasso, Tom Carper, Shelley Moore Capito, Ben Cardin and the rest of the committee for their efforts to improve America's highways, and stand ready to assist Congress to ensure the passage of this important piece of legislation."

Contacts

Cathy Reynolds:	(O) 202.408.2183	(C) 703.899.7031
Tim Alford:	(O) 202.218.3625	(C) 740.215.1290

###

U.S. Travel Association is the national, non-profit organization representing all components of the travel industry that generates $2.5 trillion in economic output and supports 15.7 million jobs. U.S. Travel's mission is to increase travel to and within the United States. Visit www.ustravel.org.

U.S. TRAVEL ASSOCIATION

CONNECT WITH US

Official Card

Statement by the Association of Global Automakers on America's Transportation Infrastructure Act

"*America's Transportation Infrastructure Act* makes important investments in upgrading and modernizing our nation's infrastructure for the 21st Century. Specifically, Global Automakers applauds the grant program established by the bill, which will help build out refueling and recharging infrastructure for plug-in battery electric and fuel cell electric vehicles along alternative fuel corridors. This program complements the significant investment that automakers are making in these technologies, while also supporting industry goals of greater fleet electrification and reducing vehicle emissions. We thank Chairman Barrasso, Ranking Member Carper, and the Members of the Senate Environment and Public Works Committee for advancing this important legislation, and we look forward to continuing to work with both the Senate and the House as they move towards a reauthorization of the *FAST Act*."

GPA Midstream commends Senate EPW Committee on Highway Bill passage

TULSA, Okla. (July 30,2019) – The GPA Midstream Association applauds the U.S. Senate Committee on Environment and Public Works for passing the Americans for Transportation Infrastructure Act of 2019. This bipartisan bill passed by a unanimous vote.

This legislation will allow the Secretary of the Interior to expediate the permitting of gathering lines for oil and natural gas wells on federal land, and, with tribal consent, on Indian land, which will reduce venting and flaring of natural gas. The construction of these gathering lines would also reduce heavy duty truck traffic on local and state roads, which would further reduce emissions of methane.

"This legislation is a common sense, win-win approach that improves the environment and boosts revenues for taxpayers by capturing natural gas that would otherwise be vented or flared," said GPA Midstream President and CEO Joel Moxley. "It also serves to boost revenues for the federal government and states, all while making our roads safer."

###

GPA Midstream Association represents more than 80 corporate members of all sizes; most are U.S.-based companies, but the organization does have members across the globe as well. GPA Midstream members are engaged in the gathering and processing of natural gas into saleable pipeline gas, which are commonly referred to as "midstream" activities in the energy industry. As the primary advocates for the midstream industry, the association enhances the viability of natural gas, natural gas liquids and crude oil through research, technical, environmental, safety and advocacy activities. For more information, visit GPAmidstream.org.

FOR IMMEDIATE RELEASE
July 30, 2019
Contact: Bruce Thompson, 202-347-7529

AXPC Applauds Committee Passage of "America's Transportation Infrastructure Act"

Legislation will expedite permitting for critical oil and natural gas infrastructure needed to lower emissions

Washington, D.C. – Today, the Senate Committee on Environment and Public Works unanimously approved S. 2302, "America's Transportation Infrastructure Act". The American Exploration & Production Council (AXPC) applauds the approval of this bipartisan legislation, which includes a provision (section 1524) to expedite the construction of gathering lines for oil and natural gas wells on federal lands. AXPC President Bruce Thompson released the following statement today in response the Committee's approval:

"Enactment of America's Transportation Infrastructure Act will fast track the build out of critical infrastructure, allowing our members further minimize emissions, improve public safety, and provide even more benefits to local economies," said **AXPC President Bruce Thompson**. "Section 1524 will allow the Secretary of the Interior to prioritize construction of gathering lines, leading to lower methane emissions, and reducing the need for heavy duty trucks near oil and natural gas production sites. The provision is a common-sense fix that improves the environment and public safety of the communities where we operate, while also eliminating unnecessary regulatory burdens for U.S. oil and natural gas producers."

Finally, the bill will codify key parts of the "One Federal Decision" policy, streamlining the permitting process for certain infrastructure projects.

###

Audubon

National Audubon Society
225 Varick Street, 7th Floor
New York, NY 10014

212.979.3196
www.audubon.org

July 30, 2019

Dear Senator:

Thank you for your support of the proposed PROTECT grant program (Section 1407) in the America's Transportation Infrastructure Act of 2019. The National Audubon Society supports the PROTECT program – Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation – which would help communities and states take steps to make transportation infrastructure more resilient in the face of floods, sea level rise, and changing weather conditions. More resilient infrastructure would help improve community safety while offering financial and environmental benefits to birds, wildlife, and their habitats. We thank you for your support in establishing this cost-effective and beneficial program.

Coastal transportation infrastructure faces significant challenges from sea level rise and more intense storms. The National Oceanic and Atmospheric Administration (NOAA) estimates that nearly 40 percent of the U.S. population lives in developed coastal areas threatened by rising seas, erosion and storm hazards. NOAA notes that sea level rise threatens infrastructure that is necessary for local jobs and regional economies. Many coastal towns and cities are also experiencing a significant increase in flooding that accompanies routine high tides. NOAA has found that high-tide flooding has increased in the United States by 100 percent since 30 years ago, further exposing infrastructure to repetitive damage.

Inland communities also face risks from riverine flooding and storms that threaten vitally important infrastructure. As the National Weather Service notes, flooding is a coast-to-coast threat to the United States and its territories in all months of the year.

The PROTECT grant program would provide federal grants for resilience improvement on a state and municipal level. The grants would support community planning and implementation of methods to reduce the exposure of infrastructure to natural hazards. The program would also benefit the environment by supporting the use of natural infrastructure to improve resiliency, including restoring wetlands to absorb flood waters, installing "living shorelines" like oyster reefs to reduce erosion, and creating greenways to provide natural buffers between infrastructure and waterways. Natural infrastructure, such as coastal wetlands, are estimated by NOAA to provide more than $23 billion in storm protection services every year.

Specifically, the PROTECT program would help benefit both resiliency and the environment by:

- Providing planning grants to communities to help them assesses vulnerabilities to current and future weather events, natural disasters and changing conditions, including sea level rise.
- Offering resilience improvement grants to protect existing infrastructure, including by using natural infrastructure to protect and enhance transportation assets while improving ecosystem conditions.
- Ensuring that resilience improvement grants can be used for relocating infrastructure out of the floodplain and acquiring the remaining property as open space, and restoring aquatic ecosystems that are connected to a transportation improvement.

- Incentivizing community and state participation by reducing the non-federal cost share of a project that is developed through a Resilience Improvement Plan and incorporated into an approved city or long-range statewide transportation plan.

The PROTECT program would help reduce the vulnerability of transportation infrastructure to costly and destructive acts of nature. It would also help communities and states plan for future risks, and employ nature-based methods to reduce flood and storm damages. These steps would save federal, state and local disaster-related expenditures while enhancing public safety and providing environmental benefits. On behalf of the National Audubon Society's more than 1.4 million members, we thank you for your support of the PROTECT program within the America's Transportation Infrastructure Act of 2019.

Sincerely,

Karen Hyun, Ph.D.
Vice President, Coastal Conservation
National Audubon Society

For Immediate Release

Contact: Melanie Hinton
Office: 202-218-7220
Mobile: 703-408-4107
mhinton@buses.org

ABA Statement on Highway Reauthorization Bill Release

Washington, DC – The American Bus Association (ABA) – the industry leader advancing North American motorcoach travel and tourism – released a statement by ABA President & CEO Peter Pantuso regarding the Senate Environment and Public Works Committee's introduction and passage of a surface transportation reauthorization bill:

"We commend Chairman John Barrasso (R-Wyo.) and Ranking Member Tom Carper (D-Del.), along with Chairman Shelly Moore Capito (R-W.V.) and Ranking Member Ben Cardin (D-Md.), for their bipartisan efforts in producing S. 2302, which passed out of committee on a 21-0 vote. In light of the coming election year, we are very pleased to see movement on this matter at this time.

"The Senate Environment & Public Works Committee's concrete action to address surface infrastructure, in advance of the expiring authorization in 2020, demonstrates continued focus on the needs of the country and our economic well-being. The stability provided through a 5-year bill, along with the robust funding level of $287 billion for roads and bridges, is a much-needed boost to the motorcoach, tour and travel industry.

"Investment in surface infrastructure is key to our industry, and we appreciate the Senators' understanding of the importance of intercity bus travel to the national network, a vital private component to meeting public transportation needs - and a vital component in addressing climate change. Motorcoach transportation is the greenest form of transportation available. Not only do buses take potentially 50 cars off the road, on average motorcoaches use the least amount of energy and produce the lowest carbon dioxide emissions per passenger mile of nearly all modes of transportation.

"We look forward to working closely with this committee and other committees on a legislative package that includes long-term, sustainable funding for our nation's highways and recognizes the important role private motorcoaches play in moving America."

###

Online release: https://www.buses.org/news/article/aba-statement-on-highway-reauthorization-bill-release

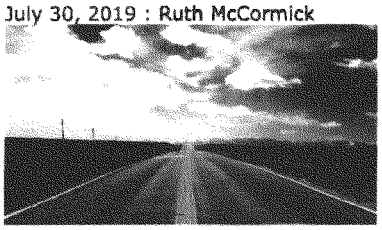
About the American Bus Association

The American Bus Association (ABA) is the trade organization of the intercity bus industry with more than 1,000 motorcoach and tour company members in the United States and Canada. Its members operate charter, tour, regular route, airport express, special operations and contract services. Another 2,800 members are travel and tourism organizations and suppliers of bus products and services who

work in partnership with the North American motorcoach industry. For more information, visit www.buses.org

Congressional Momentum Moves Us Forward on Key Issues

July 30, 2019 : Ruth McCormick



Our infrastructure and climate change challenges will require a range of federal policy tools to reduce emissions and drive investment in resilient infrastructure. The good news is that we can address these problems simultaneously and do not need to wait to take action. By enabling the right policy frameworks and tools, the deployment of readily available, cost-effective technologies in the energy efficiency, natural gas and renewable energy sectors can happen immediately to address critical issues related to infrastructure modernization and climate change. These policy tools - at both the federal and state government levels - can be structured to drive further and faster investment in clean energy resources.

The Business Council for Sustainable Energy is pleased to see that both the House and Senate are taking steps to tackle infrastructure modernization in a way that will begin to address climate change.

The leadership of the House Energy and Commerce Committee is taking a comprehensive approach by introducing the first comprehensive piece of infrastructure legislation in the 116th Congress. The Leading Infrastructure for Tomorrow's America Act or LIFT America Act (H.R. 2741) would authorize funding for the implementation of clean energy infrastructure, including provisions for grid

modernization, efficiency upgrades, energy supply infrastructure, and research and development. Committee leaders have also recently outlined a process to develop bipartisan, market-based and economy-wide legislation to address climate change. Under the leadership of Chairman Lisa Murkowski (R-Alaska) and Ranking Member Joe Manchin (D-West Virginia), the Senate Energy and Natural Resources Committee recently reported several pieces of legislation to promote clean energy, including:

- 1685, the Launching Energy Advancement and Development through Innovations for Natural Gas Act of 2019, introduced by Senator John Cornyn (R-TX), which would establish a carbon capture and storage R&D and demonstration program for natural gas fired generation at the Department of Energy.
- 859, the Reliable Investment in Vital Energy Reauthorization Act or the RIVER Act, introduced by Senator Cory Gardner (R-CO), which would reauthorize and extend the hydropower incentive program of EPAct 2005 for new hydropower development at existing infrastructure and hydro plant efficiency improvements.
- Several energy efficiency bills, including, 1857, The Federal Energy and Water Management Performance Actintroduced by Senators Lisa Murkowski (R-AK) and Joe Manchin (D-WVA); S.1706, The Energy Savings Through Public-Private Partnership Act introduced by Senators Cory Gardner (R-CO) and Chris Coons (D-DE); and S. 983 the Weatherization Enhancement and Local Energy Efficiency Investment and Accountability Act, also introduced by Senator Coons (D-DE).

It is expected that the Senate will package a number of energy storage bills into a larger bill in the fall. Those pieces of legislation could include S. 1593 the Promoting Grid Storage Act, introduced by Senators Smith (D-MN) and Collins (R-ME), which would enable state & local governments, utilities, municipal power, and co-ops to apply for competitive grants from the Department of Energy to support their efforts to incorporate storage into long-term planning and grid operations; S. 1602 the Better

Energy Storage Technology (BEST) Act introduced by Senators Collins (R-ME); and S. 2048 the Joint Long-Term Storage Act introduced by Senator King (D-ME) and McSally (R-AZ), which are complementary to S. 1593.

Bipartisan highway re-authorization legislation, America's Transportation Infrastructure Act, introduced by Senators John Barrasso (R-WY), Tom Carper (D-DE), Shelly Moore Capito (R-WVA) and Ben Cardin (D-MD), was reported by the Senate Environment and Public Works Committee before the August Recess. The bill contains a first-time ever title on climate change which recognizes that climate change can no longer be ignored in decisions about infrastructure. Among other things the legislation would:

- Establish a grant program to strategically deploy electric vehicle charging infrastructure, hydrogen fueling infrastructure, and natural gas fueling infrastructure along designated alternative fuel corridors that will be accessible to all drivers of electric vehicles, hydrogen vehicles, and natural gas vehicles;
- Incorporate the USE IT Act, S.383, which would support carbon utilization and direct air capture research.

There is much to be done and the Council is eager to work with the House and Senate in a bipartisan fashion to enact policies that carry forward the momentum on clean energy. These bipartisan pieces of legislation begin to address the nation's infrastructure and climate challenges.

Ruth McCormick is the Director of Federal and State Affairs for the Business Council for Sustainable Energy.

Senator BARRASSO. I would now like to call up S. 1992, a Bill to Amend the FAST Act to Repeal a Rescission of Funds, and six General Services Administration resolutions en bloc.

I move to approve and report S. 1992 and approve six GSA resolutions en bloc.

Is there a second?

Senator CARPER. Second.

Senator BARRASSO. All those in favor, please say aye.

[Chorus of ayes.]

Senator BARRASSO. Opposed, no.

[No audible response.]

Senator BARRASSO. In the opinion of the Chair, the ayes have it.

We have approved S. 1992, which will be reported favorably to the Senate. We will also approve six GSA resolutions.

The voting part of the business meeting is finished, and I am very grateful that all of the members were able to be here and the proxies from a number of those who were not able to be here as well today.

I agree and join with you and Senator Capito and Senator Cardin in thanking this remarkable staff behind us who has done a wonderful job to bring us all together in a bipartisan way to support legislation that is really going to make a significant difference for the people of this country. Thank you.

Since the voting part of the meeting is concluded, a number of members who have filed amendments are here that they did not offer, others are here that may want to discuss amendments that have been taken up and adopted.

Any members who would like to make a comment at this time?

Senator Van Hollen.

[The referenced information follows:]

Calendar No. _____

116TH CONGRESS
1ST SESSION

S. 1992

[Report No. 116–_____]

To amend the FAST Act to repeal a rescission of funds.

IN THE SENATE OF THE UNITED STATES

JUNE 26, 2019

Mr. BARRASSO (for himself, Mr. CARPER, Mrs. CAPITO, and Mr. CARDIN) introduced the following bill; which was read twice and referred to the Committee on Environment and Public Works

---

Reported by Mr. BARRASSO, without amendment

A BILL

To amend the FAST Act to repeal a rescission of funds.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. REPEAL OF RESCISSION.

(a) IN GENERAL.—Section 1438 of the FAST Act (Public Law 114–94; 129 Stat. 1432) is repealed.

(b) CLERICAL AMENDMENT.—The table of contents in section 1(b) of the FAST Act (Public Law 114–94; 129

1 Stat. 1312) is amended by striking the item relating to
2 section 1438.

Summary of Carper #1

Carper 1 reinstates set-aside categories under the PROTECT Grant Program that were inadvertently removed due to a clerical error.

EDW19874 S.L.C.

2019 JUL 29 AM 10: 05

AMENDMENT NO._____ Calendar No._____

Purpose: To establish set-asides for competitive grants under the PROTECT grant program.

IN THE SENATE OF THE UNITED STATES—116th Cong., 1st Sess.

S. _____

To amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

Referred to the Committee on _____ and ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT intended to be proposed by Mr. CARPER

Viz:

1 Beginning on page 11, strike line 22 and all that fol-
2 lows through page 12, line 2, and insert the following:
3 (ii) $200,000,000 for competitive
4 grants under subsection (d) of that section,
5 of which—
6 (I) $20,000,000 shall be for plan-
7 ning grants under paragraph (3) of
8 that subsection;
9 (II) $140,000,000 shall be for re-
10 silience improvement grants under
11 paragraph (4)(A) of that subsection;

(III) $20,000,000 shall be for community resilience and evacuation route grants under paragraph (4)(B) of that subsection; and

(IV) $20,000,000 shall be for at-risk coastal infrastructure grants under paragraph (4)(C) of that subsection.

S. ____, Inhofe #1

This amendment would expand the current eligibility for the national significant freight and highway projects program (INFRA grants) to include a project for a marine highway corridor as designated by the Secretary of Transportation as long as the project is connected to the National Highway Freight Network and is likely to reduce on-road mobile source emissions.

Investment in our inland waterways designated as marine highways ensures that our already congested highways are not forced to handle more freight and truck traffic. This amendment would enhance the movement of waterborne freight by allowing maritime highway corridor projects to compete for an INFRA grant.

EDW19871 S. ___ S.L.C. Inhofe 1

2019 JUL 29 AM 10: 53

AMENDMENT NO._____ Calendar No._____

Purpose: To make certain marine highway corridor projects eligible projects under the INFRA grant program.

IN THE SENATE OF THE UNITED STATES—116th Cong., 1st Sess.

S._____

To amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

Referred to the Committee on _____ and ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENTS intended to be proposed by Mr. INHOFE (for himself and Mr. BOOZMAN)

Viz:

On page 61, line 7, strike "or".

On page 61, strike lines 23 and 24 and insert the following:

"(cc) other surface transportation improvements; or

"(vii) a project for a marine highway corridor designated by the Secretary under section 55601(c) of title 46 (including an inland waterway corridor), if the Secretary determines that the project—

1 "(I) is functionally connected to
2 the National Highway Freight Net-
3 work; and
4 "(II) is likely to reduce on-road
5 mobile source emissions; and";

Revised Duckworth #2

EDW19892 S.L.C.

AMENDMENT NO._____ Calendar No._____

Purpose: To require a study of impacts on roads from self-driving vehicles.

IN THE SENATE OF THE UNITED STATES—116th Cong., 1st Sess.

S._____

To amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

Referred to the Committee on _____ and ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT intended to be proposed by Ms. DUCKWORTH

Viz:

1 At the end of subtitle E of title I, insert the following:

2 **SEC. 15___. STUDY OF IMPACTS ON ROADS FROM SELF-**

3 **DRIVING VEHICLES.**

4 (a) IN GENERAL.—Not later than 60 days after the

5 date of enactment of this Act, the Administrator of the

6 Federal Highway Administration (referred to in this sec-

7 tion as the "Administrator") shall initiate a study on the

8 existing and future impacts of self-driving vehicles to

9 transportation infrastructure, mobility, the environment,

10 and safety, including impacts on—

1 (1) the Interstate System (as defined in section
2 101(a) of title 23, United States Code);
3 (2) urban roads;
4 (3) rural roads;
5 (4) corridors with heavy traffic congestion;
6 (5) transportation systems optimization; and
7 (6) any other areas or issues relevant to oper-
8 ations of the Federal Highway Administration that
9 the Administrator determines to be appropriate.
10 (b) CONTENTS OF STUDY.—The study under sub-
11 section (a) shall include specific recommendations for both
12 rural and urban communities regarding the impacts of
13 self-driving vehicles on existing transportation system ca-
14 pacity.
15 (c) CONSIDERATIONS.—In carrying out the study
16 under subsection (a), the Administrator shall—
17 (1) consider the need for and recommend any
18 policy changes to be undertaken by the Federal
19 Highway Administration on the impacts of self-driv-
20 ing vehicles as identified under paragraph (2); and
21 (2) for both rural and urban communities, in-
22 clude a discussion of—
23 (A) the impacts that self-driving vehicles
24 will have on existing transportation infrastruc-

1 ture, such as signage and markings, traffic
2 lights, and highway capacity and design;
3 (B) the impact on commercial and private
4 traffic flows;
5 (C) infrastructure improvement needs that
6 may be necessary for transportation infrastruc-
7 ture to accommodate self-driving vehicles;
8 (D) the impact of self-driving vehicles on
9 the environment, congestion, and vehicle miles
10 traveled; and
11 (E) the impact of self-driving vehicles on
12 mobility.
13 (d) COORDINATION.—In carrying out the study under
14 subsection (a), the Administrator shall consider and incor-
15 porate relevant current and ongoing research of the De-
16 partment.
17 (e) CONSULTATION.—In carrying out the study under
18 subsection (a), the Administrator shall convene and con-
19 sult with a panel of national experts in both rural and
20 urban transportation, including—
21 (1) operators and users of the Interstate Sys-
22 tem (as defined in section 101(a) of title 23, United
23 States Code), including private sector stakeholders;
24 (2) States and State departments of transpor-
25 tation;

1 (3) metropolitan planning organizations;
2 (4) the motor carrier industry;
3 (5) representatives of public transportation
4 agencies or organizations;
5 (6) highway safety and academic groups;
6 (7) nonprofit entities with experience in trans-
7 portation policy;
8 (8) National Laboratories (as defined in section
9 2 of the Energy Policy Act of 2005 (42 U.S.C.
10 15801));
11 (9) environmental stakeholders; and
12 (10) self-driving vehicle producers, manufactur-
13 ers, and technology developers.
14 (f) REPORT.—Not later than 1 year after the date
15 on which the study under subsection (a) is initiated, the
16 Administrator shall submit a report on the results of the
17 study to—
18 (1) the Committee on Environment and Public
19 Works of the Senate; and
20 (2) the Committee on Transportation and In-
21 frastructure of the House of Representatives.

Revised Merkley #3

EDW19893 S.L.C.

AMENDMENT NO._____ Calendar No._____

Purpose: To modify the invasive plant elimination program.

IN THE SENATE OF THE UNITED STATES—116th Cong., 1st Sess.

S._____

To amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

Referred to the Committee on _____ and ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENTS intended to be proposed by Mr. MERKLEY

Viz:

On page 429, line 24, insert ", including those that are pollinator-friendly" after "wildflowers".

On page 431, line 23, insert ", including those that are pollinator-friendly" after "wildflowers".

Revised Van Hollen #3

EDW19889 S.L.C.

AMENDMENT NO._____ Calendar No._____

Purpose: To modify provisions relating to funding for surface transportation system funding alternatives.

IN THE SENATE OF THE UNITED STATES—116th Cong., 1st Sess.

S._____

To amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

Referred to the Committee on _____ and ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENTS intended to be proposed by Mr. VAN HOLLEN

Viz:

On page 461, line 11, strike "$12,500,000" and insert "$15,000,000".

On page 461, line 13, strike "$12,500,000" and insert "$10,000,000".

On page 461, strike lines 15 through 18 and insert the following:

(2) EXCESS FUNDS.—

(A) EXCESS STATE PILOT PROJECT FUNDS.—Any excess funds remaining after

1 making grants for State pilot projects under
2 subsection (b) shall be available for the national
3 research program under subsection (c).
4 (B) EXCESS NATIONAL RESEARCH PRO-
5 GRAM FUNDS.—Any excess funds remaining
6 after carrying out the national research pro-
7 gram under subsection (c) shall be available to
8 make grants for State pilot projects under sub-
9 section (b).

Final version of S. 2302, America's Transportation Infrastructure Act, as reported by the Senate Committee on Environment and Public Works, may be found here:

https://www.govinfo.gov/content/pkg/BILLS-116s2302rs/pdf/BILLS-116s2302rs.pdf

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RICHARD M. RUSSELL, *MAJORITY STAFF DIRECTOR*
MARY FRANCES REPKO, *MINORITY STAFF DIRECTOR*

United States Senate
COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS
WASHINGTON, DC 20510-6175

COMMITTEE RESOLUTION

ALTERATION
CONSOLIDATION ACTIVITIES PROGRAM
VARIOUS BUILDINGS
PCA-0001-MU18

RESOLVED BY THE COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS OF THE UNITED STATES SENATE

that pursuant to title 40 U.S.C. § 3307, a prospectus providing for the reconfiguration and renovation of spaces within government-owned and leased buildings to improve space utilization, optimize inventory, and decrease reliance on leased space at a total cost of $100,000,000, a description of which is attached hereto and by reference made part of this resolution, is approved.

Provided, that the Administrator shall provide to the Chairman or Ranking Member of the Committee on Environment and Public Works of the Senate, in a timely manner, requested documents and information regarding this prospectus and resulting contractual materials, without redaction other than redactions to exclude business confidential, proprietary, and/or procurement sensitive information.

Provided further, that the General Services Administration shall not delegate to any other agency the authority granted by this resolution.

Chairman

Ranking Member

Adopted: July 30, 2019

PRINTED ON RECYCLED PAPER

JOHN BARRASSO, WYOMING, CHAIRMAN

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RICHARD M. RUSSELL, MAJORITY STAFF DIRECTOR
MARY FRANCES REPKO, MINORITY STAFF DIRECTOR

United States Senate
COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS
WASHINGTON, DC 20510-6175

COMMITTEE RESOLUTION

ALTERATION
CONSOLIDATION ACTIVITIES PROGRAM
VARIOUS BUILDINGS
PCA-0001-MU19

RESOLVED BY THE COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS OF THE UNITED STATES SENATE

that pursuant to title 40 U.S.C. § 3307, a prospectus providing for the reconfiguration and renovation of spaces within government-owned and leased buildings to improve space utilization, optimize inventory, and decrease reliance on leased space at a total cost of $70,000,000, a description of which is attached hereto and by reference made part of this resolution, is approved.

Provided, that the Administrator shall provide to the Chairman or Ranking Member of the Committee on Environment and Public Works of the Senate, in a timely manner, requested documents and information regarding this prospectus and resulting contractual materials, without redaction other than redactions to exclude business confidential, proprietary, and/or procurement sensitive information.

Provided further, that the General Services Administration shall not delegate to any other agency the authority granted by this resolution.

Chairman

Ranking Member

Adopted: July 30, 2019

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JOHN BARRASSO, WYOMING, CHAIRMAN

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MARY FRANCES REPKO, *MINORITY STAFF DIRECTOR*

United States Senate

COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS

WASHINGTON, DC 20510-6175

COMMITTEE RESOLUTION

ALTERATION
SEISMIC MITIGATION PROGRAM
VARIOUS BUILDINGS
PSE-0001-MU18

RESOLVED BY THE COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS OF THE UNITED STATES SENATE

that pursuant to title 40 U.S.C. § 3307, a prospectus providing for alterations to install, upgrade and improve seismic performance in Government-owned buildings at a total cost of $40,000,000, a description of which is attached hereto and by reference made part of this resolution, is approved.

Provided, that the Administrator shall provide to the Chairman or Ranking Member of the Committee on Environment and Public Works of the Senate, in a timely manner, requested documents and information regarding this prospectus and resulting contractual materials, without redaction other than redactions to exclude business confidential, proprietary, and/or procurement sensitive information.

Provided further, that the General Services Administration shall not delegate to any other agency the authority granted by this resolution.

John Barrasso
Chairman

Tom Carper
Ranking Member

Adopted: July 30, 2019

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JOHN BARRASSO, WYOMING, CHAIRMAN

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BENJAMIN L. CARDIN, MARYLAND
BERNARD SANDERS, VERMONT
SHELDON WHITEHOUSE, RHODE ISLAND
JEFF MERKLEY, OREGON
KIRSTEN GILLIBRAND, NEW YORK
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TAMMY DUCKWORTH, ILLINOIS
CHRIS VAN HOLLEN, MARYLAND

RICHARD M. RUSSELL, MAJORITY STAFF DIRECTOR
MARY FRANCES REPKO, MINORITY STAFF DIRECTOR

United States Senate
COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS
WASHINGTON, DC 20510-6175

COMMITTEE RESOLUTION

LEASE
DEPARTMENT OF AGRICULTURE
WASHINGTON, DC
PDC-02-WA18

RESOLVED BY THE COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS OF THE UNITED STATES SENATE

that pursuant to title 40 U.S.C. § 3307, a prospectus providing for a lease of up to 104,000 rentable square feet of space for the Department of Agriculture, National Institute of Food and Agriculture, currently located at 800 9th Street SW, Washington DC at a proposed annual cost of $5,200,000 for a lease term of up to 20 years, a description of which is attached hereto and by reference made part of this resolution, is approved.

Approval of this prospectus constitutes authority to execute an interim lease for all tenants, if necessary, prior to execution of the new lease.

Provided, that to the maximum extent practicable, the Administrator of General Services shall require that the procurement include energy efficiency requirements as would be required for the construction of a federal building.

Provided further, that the Administrator shall require that the delineated area of the procurement is identical to the delineated area included in the prospectus, *except that*, if the Administrator determines that the delineated area of the procurement should not be identical to the delineated area included in the prospectus, the Administrator shall provide an explanatory statement to the Committee on Environment and Public Works of the United States Senate prior to exercising any lease authority provided in this resolution.

Provided further, that the Administrator shall provide to the Chairman or Ranking Member of the Committee on Environment and Public Works of the Senate, in a timely manner, requested documents and information regarding this prospectus and resulting contractual materials, without redaction other than redactions to exclude business confidential, proprietary, and/or procurement sensitive information.

Provided further, the Administrator of General Services may not enter into this lease if it does not contain a provision barring any individual holding a Federally-elected office, regardless of whether such individual took office before or after execution of this lease, to directly participate in, or benefit from or under this lease or any part thereof and that such provision provide that if this lease is found to have been made in violation of the foregoing prohibition or it is found that this prohibition has been violated during the term of the lease, the lease shall be void, except that the foregoing limitation shall not apply if the

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lease is entered into with a publicly-held corporation or publicly-held entity for the general benefit of such corporation or entity.

Provided further, prior to entering into this lease or approving a novation agreement involving a change of ownership under this lease, the Administrator of General Services shall require the offeror or the parties requesting the novation, as applicable, to identify and disclose whether the owner of the leased space, including an entity involved in the financing thereof, is a foreign person or a foreign-owned entity; provided further, in such an instance, the Administrator of General Services shall notify the occupant agency(ies) in writing, and consult with such occupant agency(ies) regarding security concerns and necessary mitigation measures (if any) prior to award of the lease or approval of the novation agreement.

Provided further, that the Administrator shall not delegate to any other agency the authority granted by this resolution.

Chairman **Ranking Member**

Adopted: July 30, 2019

JOHN BARRASSO, WYOMING, CHAIRMAN

JAMES M. INHOFE, OKLAHOMA
SHELLEY MOORE CAPITO, WEST VIRGINIA
KEVIN CRAMER, NORTH DAKOTA
MIKE BRAUN, INDIANA
MIKE ROUNDS, SOUTH DAKOTA
DAN SULLIVAN, ALASKA
JOHN BOOZMAN, ARKANSAS
ROGER WICKER, MISSISSIPPI
RICHARD SHELBY, ALABAMA
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United States Senate
COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS
WASHINGTON, DC 20510-6175

COMMITTEE RESOLUTION

LEASE
SOCIAL SECURITY ADMINISTRATION
FALLS CHURCH, VA
PVA-03-FC20

RESOLVED BY THE COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS OF THE UNITED STATES SENATE

that pursuant to title 40 U.S.C. § 3307, a prospectus providing for a lease of approximately 334,103 rentable square feet of space, including 24 official parking spaces, for the Social Security Administration's Office of Hearings Operations currently located at 5107 Leesburg Pike in Falls Church, VA at a proposed annual cost of $9,271,358 for a lease term of up to 5 years, a description of which is attached hereto and by reference made part of this resolution, is approved.

Approval of this prospectus constitutes authority to execute an interim lease for all tenants, if necessary, prior to execution of the new lease.

Provided, that to the maximum extent practicable, the Administrator of General Services shall require that the procurement include energy efficiency requirements as would be required for the construction of a federal building.

Provided further, that the Administrator shall require that the delineated area of the procurement is identical to the delineated area included in the prospectus, *except that,* if the Administrator determines that the delineated area of the procurement should not be identical to the delineated area included in the prospectus, the Administrator shall provide an explanatory statement to the Committee on Environment and Public Works of the United States Senate prior to exercising any lease authority provided in this resolution.

Provided further, that the Administrator shall provide to the Chairman or Ranking Member of the Committee on Environment and Public Works of the Senate, in a timely manner, requested documents and information regarding this prospectus and resulting contractual materials, without redaction other than redactions to exclude business confidential, proprietary, and/or procurement sensitive information.

Provided further, the Administrator of General Services may not enter into this lease if it does not contain a provision barring any individual holding a Federally-elected office, regardless of whether such individual took office before or after execution of this lease, to directly participate in, or benefit from or under this lease or any part thereof and that such provision provide that if this lease is found to have been made in violation of the foregoing prohibition or it is found that this prohibition has been violated during the term of the lease, the lease shall be void, except that the foregoing limitation shall not apply if the

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lease is entered into with a publicly-held corporation or publicly-held entity for the general benefit of such corporation or entity.

Provided further, prior to entering into this lease or approving a novation agreement involving a change of ownership under this lease, the Administrator of General Services shall require the offeror or the parties requesting the novation, as applicable, to identify and disclose whether the owner of the leased space, including an entity involved in the financing thereof, is a foreign person or a foreign-owned entity; provided further, in such an instance, the Administrator of General Services shall notify the occupant agency(ies) in writing, and consult with such occupant agency(ies) regarding security concerns and necessary mitigation measures (if any) prior to award of the lease or approval of the novation agreement.

Provided further, that the Administrator shall not delegate to any other agency the authority granted by this resolution.

Chairman **Ranking Member**

Adopted: July 30, 2019

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United States Senate

COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS
WASHINGTON, DC 20510-6175

COMMITTEE RESOLUTION

LEASE
U.S. DEPARTMENT OF THE TREASURY
BUREAU OF THE FISCAL SERVICE
PARKERSBURG, WV
PWV-01-PA19

RESOLVED BY THE COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS OF THE UNITED STATES SENATE

that pursuant to title 40 U.S.C. § 3307, a prospectus providing for a lease of approximately 182,500 rentable square feet of space, including 26 official parking spaces, for the Department of the Treasury, Bureau of the Fiscal Service, currently located at 320 Avery Street in Parkersburg, West Virginia, at an estimated cost of $4,927,500 for a lease term of up to 20 years, a description of which is attached hereto and by reference made part of this resolution, is approved.

Approval of this prospectus constitutes authority to execute an interim lease for all tenants, if necessary, prior to execution of the new lease.

Provided, that to the maximum extent practicable, the Administrator of General Services shall require that the procurement include energy efficiency requirements as would be required for the construction of a federal building.

Provided further, that the Administrator shall require that the delineated area of the procurement is identical to the delineated area included in the prospectus, *except that,* if the Administrator determines that the delineated area of the procurement should not be identical to the delineated area included in the prospectus, the Administrator shall provide an explanatory statement to the Committee on Environment and Public Works of the United States Senate prior to exercising any lease authority provided in this resolution.

Provided further, that the Administrator shall provide to the Chairman or Ranking Member of the Committee on Environment and Public Works of the Senate, in a timely manner, requested documents and information regarding this prospectus and resulting contractual materials, without redaction other than redactions to exclude business confidential, proprietary, and/or procurement sensitive information.

Provided further, the Administrator of General Services may not enter into this lease if it does not contain a provision barring any individual holding a Federally-elected office, regardless of whether such individual took office before or after execution of this lease, to directly participate in, or benefit from or under this lease or any part thereof and that such provision provide that if this lease is found to have been made in violation of the foregoing prohibition or it is found that this prohibition has been violated during

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the term of the lease, the lease shall be void, except that the foregoing limitation shall not apply if the lease is entered into with a publicly-held corporation or publicly-held entity for the general benefit of such corporation or entity.

Provided further, prior to entering into this lease or approving a novation agreement involving a change of ownership under this lease, the Administrator of General Services shall require the offeror or the parties requesting the novation, as applicable, to identify and disclose whether the owner of the leased space, including an entity involved in the financing thereof, is a foreign person or a foreign-owned entity; provided further, in such an instance, the Administrator of General Services shall notify the occupant agency(ies) in writing, and consult with such occupant agency(ies) regarding security concerns and necessary mitigation measures (if any) prior to award of the lease or approval of the novation agreement.

Provided further, that the Administrator shall not delegate to any other agency the authority granted by this resolution.

Chairman

Ranking Member

Adopted: July 30, 2019

OPENING STATEMENT OF HON. CHRIS VAN HOLLEN, U.S. SENATOR FROM THE STATE OF MARYLAND

Senator VAN HOLLEN. Mr. Chairman, I just want to join our colleagues in thanking you and the ranking member, Senator Capito and Senator Cardin, for your good work on this. I think this is a major step forward.

It will also mean considerable additional resources to invest in transportation priorities around the country. I think Maryland will receive about $130 million more, if we, of course, take the next step to get all of this funded.

I just wanted to mention one program I am pleased that we included in the base bill. Senator Cardin and I and others have been pushing for it; it is called Community Connectivity, a pilot program. This is a program to deal with past infrastructure projects that are unnecessary or have become an impediment to development.

In West Baltimore, we have something called the bridge to nowhere, which is a bridge that was started many years ago, and literally, drops off.

[Laughter.]

Senator VAN HOLLEN. So it has made it really difficult to develop that part of that city in a way that would benefit the residents. So I am pleased that this legislation now authorizes and provides funding for both studies and deconstruction in that particular area.

I also just want to salute everybody for including the climate change resiliency and sustainability provisions. I think those are critical parts of the legislation.

Finally, on the GSA leases, I want to second the comments my senior Senator from Maryland made regarding the FBI. I would also note that we are voting to extend the GSA lease for the National Institute of Food and Agriculture by 20 years.

Some members of the Committee may have been following the fact that the USDA has proposed to move the NIFA to another State, which has created a lot of disruptions; many important and well respected scientists in the area of agriculture are going to be leaving their jobs and their service to the country.

But I hope that those who choose to stay will be allowed to telecommute at least until there is a new building, a new permanent building where they can work, in what I think is going to be Kansas City. It makes no sense to tell employees that not only do they have to move a thousand miles but they have to move when there is no permanent location for a future NIFA.

So I am glad that NIFA's lease is continued for another 20 years. I would like to see them stay there another 20 years, and Senator Cardin and I and others are fighting to make sure that we keep them there where their expertise is required. But if they are required to move, I hope this Committee will work to make sure that that is done in a way that addresses the needs and concerns of the employees.

Senator BARRASSO. Thank you, Senator Van Hollen.

Senator Cardin.

Senator CARDIN. Mr. Chairman, if I just might, I concur with Senator Van Hollen's point in regard to the leases. Certainly with regard to the employees. It is very disruptive to move, unless there

is a good reason you shouldn't, and there really is not a good reason.

In regard to these highways, I was just whispering to Senator Carper when we were talking about this road, this road was actually authorized and built in the 1970s, if my memory is correct. So none of us were in the Senate or Congress at the time this was originally constructed.

It divides neighborhoods, and as I mentioned in my opening comments, I am glad that we have the ability to evaluate, identify, and hopefully remove these highways that are serving no purpose other than to divide communities.

Senator BARRASSO. Senator Braun.

Senator BRAUN. Thank you, Mr. Chair. I would be remiss if I didn't mention that infrastructure, in my opinion, should be one of the things the Federal Government does, and does it in a way where we are doing it from a position of strength. I know as a main street entrepreneur and building my own business over 37 years, when you do live within your means, and you have a solid balance sheet, it is amazing the opportunities that can come your way.

Being one of the maybe few finance guys that is actually here in the Senate, I wish we would take note that regardless of which side of the aisle you are on, and for all the folks I see come to the Federal Government, wanting help for things that we have traditionally helped with, infrastructure should be at the top. Everyone benefits from it.

But if you are managing your finances in a way that this place has, where I will never forget Senator Van Hollen's walking out of the door, said in the Budget Committee, political will. We need to get it, because I can tell you that the reconciliation, the way things will get fixed in the long run, will not be pretty. It is going to be a version of 2008, but it is going to impact the Federal Government.

So I think we all need to be—regardless of what you want to do through the Federal Government—aware that running nearly trillion dollar deficits on $22 trillion in debt, it is not going to be good down the road. We have just not paid any consequences for it.

Sadly, infrastructure will be the thing that is so capital intensive, it is somewhere between a $2 trillion and $3 trillion enterprise over 10 to 20 years. It is just hard to see how you are going to do much about it when you are generating trillion dollar deficits.

So I think it is all—it is incumbent upon us to figure out how we get out of the groove that we are currently in, and for the time that I am going to spend here in the Senate, I am going to take every opportunity to mention it.

Thank you.

Senator BARRASSO. Thank you very much, Senator Braun.

I want to thank all members of the Committee.

I do ask unanimous consent that the staff have authority to make technical and conforming changes to each of the matters approved today.

Oh, I am sorry, Senator Whitehouse, thank you.

OPENING STATEMENT OF HON. SHELDON WHITEHOUSE, U.S. SENATOR FROM THE STATE OF RHODE ISLAND

Senator WHITEHOUSE. I just want to congratulate you, Chairman, and the Ranking Member, on the way in which this piece of legislation came together. There is a lot in here, I think, for all of us to be proud of.

I am particularly proud of the Bridge Investment Act. Rhode Island has a lot of old bridges and badly worn bridges. Funding there will be put to very, very good use.

We have a lot of coastal infrastructure that is at risk. There are entire communities where, if the road goes out, you can no longer get emergency vehicles in to help rescue people.

Port electrification is going to be really important to us with our Port of Providence and Quonset Port.

Of course, the carbon reduction incentives program, I don't need to dwell on, but you all know where I am on that issue.

I want to congratulate the Ranking Member for how hard he worked on charging infrastructure for electric vehicles. That is going to be terrifically important.

I think we probably get around a little bit more by bicycle in Rhode Island than you do in Wyoming, Mr. Chairman, because distances are a little closer. We are really pleased with the Bicycle and Transportation Alternatives Program, which will make a big difference.

The INFRA program is one that I designed in this Committee years ago. We just got a very big grant for a very big highway project in our capital city from that, and it is great to see that continue forward. I think you can do good, big things with all of that.

I want to congratulate Representative Cicilline for his support and leadership on the House side of the Scenic Byways provision. We have nine in Rhode Island, and I appreciate that being included.

USE IT is a bill of ours, Mr. Chairman, and I am very grateful to you for continuing to support our direct air capture efforts.

For those of you who weren't with us, we went to Aberdeen, where the university is extracting carbon dioxide out of the air and creating little cubes of calcium carbonate from direct air capture. In fact, in Wyoming this summer, the XPrize is going to be considering that project, along with several others. So carbon capture is really coming along.

And last, the diesel emissions bill is very important, particularly in urban areas where buses idle. So there are a lot of really good, bipartisan wins in here, and I want to thank you both very much, thank all the members very much.

I also ask unanimous consent that I be deemed to have voted in person. I was a bit late coming to the vote, but I would appreciate that.

Senator BARRASSO. Without objection, so ordered.

Senator Carper.

Senator CARPER. Senator Whitehouse is a champion on a lot of the issues he has just mentioned. We value his leadership and appreciate his joining us today.

Senator WHITEHOUSE. We hope to wrap up Innovative Materials by the floor. So thank you very much for your support with that.

Senator CARPER. Mr. Chairman, as you and I know, I don't read all the President's tweets, but I couldn't help but read one today. It said the Senator is working hard on America's Transportation Infrastructure Act. It goes on to say it will have a big impact—all caps, big impact—on our highways and roads all across our Nation. And just drawing from Republicans and Democrats, do I hear the beautiful word bipartisan? Yes, you do. Get it done, I am with you.

Let me just say, those are his words. We welcome the President's words today, and that is supportive of our 5 year bipartisan surface transportation bill. We welcome even more his vocal support of responsible funding to fully pay for it in the years to come. The 800 pound gorilla in the room is always, how do we pay for this important stuff. We will need his vocal, active support.

Thank you.

Senator BARRASSO. Thank you, thank you all for being with us today for this historic mark up. Thank you to all the members of the Committee and for the remarkable staff who has done such a great job.

I do ask unanimous consent that the staff have the authority to make technical and conforming changes to each of the matters approved today.

Without objection, that will be done.

And with that, our business meeting is concluded and adjourned.

[Whereupon, at 10:04 a.m., the Committee was adjourned.]

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