



INFRASTRUCTURE BILL ENDORSEMENTS

The [New Democrat Coalition](#) (NDC) is focused on modernizing our infrastructure, growing the economy, creating good jobs, and ensuring every American has the opportunity to earn a good living. Building on the Coalition's [100 Day Agenda](#), the NDC and its [Infrastructure Task Force](#) are working to advance policy solutions that embrace innovation and resilience and combat climate change; develop more affordable housing and promote equity and inclusion; prioritize smart planning, zoning, and development; invest in our long-term infrastructure needs and fiscal health; establish a national infrastructure bank; and create good jobs and widely-shared economic growth and opportunity. The NDC will work with the Biden administration, Congressional Leadership, and Committees to include the following endorsed priorities to build back better:

Build Funding and Financing to Last

1. [H.R. 2634](#), the **Local Infrastructure Financing Tools (LIFT) Act**, Rep. Terri Sewell
 - This bill would expand bond financing opportunities for local governments and nonprofits by providing several flexible financing tools to meet the unique needs of communities across the country, including transportation, public health facilities, schools, and other infrastructure and economic development projects.
2. [H.R. 451](#), the **Building United States Infrastructure and Leveraging Development (BUILD) Act**, Rep. Earl Blumenauer
 - This bill would increase the national limitation amount for qualified highway or surface freight transfer facility bonds from \$15 billion to \$30 billion allowing state and local governments to enter into public-private partnerships and improve their ability to finance additional surface transportation projects.
3. [H.R. 2683](#), the **Helping Communities Invest in Infrastructure Act**, Rep. Sharice Davids
 - This bill increases funding for the Rural Project Initiative to provide loans well below market interest rate and waive funding application fees for local governments, which can amount to hundreds of thousands of dollars. The bill also increases outreach to rural communities to share information about funding opportunities and inform them of best practices for applying for funding.
4. [H.R. 3651](#), **The Revitalizing American Priorities for Infrastructure Development (RAPID) Act**, Rep. Colin Allred
 - This bill revises the transportation infrastructure finance and innovation (TIFIA) program to (1) require program applicants to obtain investment grade ratings from at least two credit rating agencies, unless the federal credit instrument is less than \$150 million (currently, less than \$75 million), in which case one rating will suffice; (2) require the Department of Transportation (DOT) to implement an expedited decision timeline for public agency borrowers seeking secured loans; and (3) require DOT to publish status reports on program applications on the TIFIA website.

5. [H.R. 2474](#), the **Invest in American Railroads Act**, Reps. Annie Kuster and Chris Pappas
 - This bill revises and expands the Railroad Rehabilitation and Improvement Financing program of the Department of Transportation (DOT). The bill makes important reforms to the Railroad Rehabilitation Improvement Financing program to unlock \$25 billion in funding for rail projects and supports the expansion of passenger and commuter rail projects.

Build Resilient, Innovative Infrastructure for the Future

6. [H.R. 512](#), the **Green Bus Act**, Rep. Julia Brownley
 - This bill establishes a national goal for transit agencies to transition to zero-emission buses. Requires all new buses purchased using federal funds to be zero-emission buses beginning in 2029 and increases the federal cost share for zero-emission buses from 80% to 90% to help transit agencies transition fleets. It requires the U.S. Department of Transportation (DOT) to issue a best-practices report on zero-emission bus programs to help states and transit operators share lessons learned. It also gives preference to zero-emission bus grant applications under the Federal Transit Administration's (FTA) grant programs for transit agencies that have completed full fleet transition plans, as these plans help transit agencies with long-term planning for this infrastructure investment.
7. [H.R. 1845](#), the **American High-Speed Rail Act**, Reps. Seth Moulton, Suzan DelBene, and Brendan Boyle
 - The American High-Speed Rail Act seeks to create a national high-speed rail network by investing in high-speed and higher-speed rail corridor planning, development, and technology improvements over 5 years. The bill also reforms the High-Speed Intercity Passenger Rail (HSIPR) program to improve project delivery, level the playing field between rail and other modes, and ensure states and localities can invest in the systems that meet the needs of communities and corridors.
8. [H.R. 867](#), the **High Speed Rail Corridor Development Act**, Rep. Jim Costa,
 - This bill reauthorizes the High-Speed Rail Corridor Development Program at \$32 billion through 2025 for High-Speed Rail Corridor Investment program grants, and also authorizes the Secretary of Transportation to award grants for projects that are part of a state rail plan, encourage intermodal connectivity, and which have environmental benefits.
9. [H.R. 3334](#), the **Building Up the Suburbs (BUS) Act**, Reps. Carolyn Bourdeaux and Lucy McBath
 - The bill would create more robust funding options for flexible transit options such as Bus Rapid Transit (BRT) and Express Lane Transit (ELT). The bill Expands New Starts eligibility to include express lane transit projects by creating a new category for express lane transit; increases the total project cost cap and the federal share for projects funded through the small starts program to make more transit projects eligible for funding; and alters the nationally significant freight and highway projects program to allow the Secretary of Transportation to give priority to projects that include multimodal public transportation components.

10. [H.R. 3566](#), **the National and Regional Greenways Act**, Rep. Carolyn Bourdeaux
 - The bill would create a grant program to fund active transportation projects, including the construction and connection of national and regional greenways. The grants will focus on closing gaps in partially connected areas and establish new path systems in underserved regions. Grants would be provided on a competitive basis to eligible organizations to construct eligible projects to provide safe and connected greenways, trails, or multi-use paths that form regionally significant active transportation corridors between communities.

11. [H.R. 2991](#), **the Connecting America’s Active Transportation System Act**, Rep. Chris Pappas
 - The legislation creates a \$500M/year grant program for active transportation infrastructure that is focused on connecting bike and pedestrian infrastructure with where people live, work, and shop.

12. [H.R. 382](#), **the Bikeshare Transit Act**, Rep. Earl Blumenauer
 - The number of rides taken through bikeshare systems in the U.S. has grown every year since 2010. While some of those programs receive federal funding, the lack of an established source of government support has been an impediment to many other projects. This bill would codify “bikeshare” as an official form of transit, making bikeshare systems eligible for federal funding, which could be used to construct and maintain bikeshare facilities.

13. [H.R. 3386](#), **the Smart Cities and Communities Act**, Rep. Suzan DelBene
 - This bill would authorize \$1.1 billion in federal support over five years for local technology initiatives. The legislation would allocate funding to coordinate federal “smart city” programs, provide assistance to local programs, support workforce development and foster collaboration and security measures within smart cities. The bill also calls for the creation of a group of federal agencies to form an “Interagency Council on Smart Cities”.

14. [H.R. 2053](#), **the Resiliency Enhancement Act**, Del. Stacey Plaskett
 - The Bipartisan Budget Act of 2018 gave FEMA flexibility to make repairs, replace, and incorporate resilience for certain critical infrastructure in Puerto Rico and the U.S. Virgin Islands. This proposal expands eligibility to include additional infrastructure, including roads, bridges, ports, airports, affordable housing, and stormwater infrastructure, and extends the assistance for major disasters declared through FY2022.

15. [H.R. 611](#), **the Rebuilding Our Communities by Keeping Aggregates Sustainable (ROCKS) Act**, Rep. Gregory Stanton
 - Aggregates are the building blocks of our infrastructure, used in nearly all residential, commercial, and industrial construction. The ROCKS Act would require the Secretary of Transportation to establish a working group of state, tribal, and local officials, and industry stakeholders to examine the use of aggregates in federally-funded transportation projects and how the proximity of these resources impacts cost and the environment. The working group will make recommendations on how to preserve access to and reduce the impacts of these resources for infrastructure projects.

Build with Smart and Inclusive Planning, Zoning, and Development

16. [H.R. 2483](#), the **Build More Housing Near Transit Act**, Reps. Scott Peters and Marilyn Strickland
 - This bipartisan legislation would provide optional incentives for the Federal Transit Administration's Capital Investment Grants program, such that project sponsors may submit a housing feasibility assessment along with their application to receive fast-track consideration. The bill also provides a ratings boost if the project sponsor can demonstrate a local commitment to change land use policies along the project corridor to accommodate market-rate and affordable housing. The bill also allows federal affordable housing money to be counted as part of the local match requirement.
17. **The Sustainable Communities Act**, Rep. Norma Torres (pending reintroduction, 116th [H.R. 927](#))
 - This bill would authorize the Secretaries of HUD and DoT to carry out a Sustainable Communities Initiative to improve regional planning efforts that integrate housing and transportation decisions, and increase the capacity to improve land use and zoning; creates Regional Integrated Planning Grants (\$100MM) to support improvements in and coordination of metropolitan-wide housing, transportation, energy, and land use planning activities; creates Community Challenge Planning Grants (\$40MM) to foster reform and reduce barriers, including through the reform of existing building codes and zoning ordinances, to achieve affordable, economically vital, and sustainable communities and discourage inefficient land use patterns. Also includes funding for research and evaluation (\$10MM) of the program.
18. [H.R. 3198](#), the **Yes in My Backyard (YIMBY) Act**, Rep. Derek Kilmer
 - This bipartisan bill would require local governments applying for federal housing development funds through the Community Development Block Grant (CDBG) program to report whether they have enacted policies to reduce counterproductive regulations that may affect housing affordability
19. [H.R. 2177](#), the **Fair Transportation Act**, Rep. Norma Torres
 - Reinstates the DOT Transportation Equity Research Program, authorizes \$8MM per year over five years for research, and includes pilot and demonstration programs. Requires the GAO to review the extent to which DOT currently considers the diverse needs of people of color and other underserved populations when distributing discretionary federal funds for surface transportation projects, including a review of current equity metrics used, and report findings and recommendations. Requires GAO to review if State DOTs have implemented best practices and protocols to ensure equitable distribution of federal funds and provide recommendations on how to improve equity considerations. Mandates DOT produce guidance on equity consideration metrics and best practices for disbursing federal funds.
20. [H.R. 1615](#), the **More TOD Act**, Rep. Anthony Brown
 - This bill provides that existing transit stations servicing a fixed guideway capital system project are eligible for funding under the pilot program for transit-oriented development planning. Today, localities that want to use their existing transit systems for this kind of development cannot access these funds. Under the legislation, communities can apply for

these government grants and utilize the funds to promote economic development around existing stations.

21. [H.R. 2833](#), **the Reconnecting Communities Act**, Reps. Anthony Brown and Lisa Blunt Rochester
 - The Reconnecting Communities act aims to address the long-standing legacy of highway construction built through communities, especially through low-income communities and communities of color, that divided neighborhoods and erected barriers to mobility and opportunity. This bill establishes a grant program at DOT to help communities identify and remove or remediate infrastructural barriers that create obstacles to mobility or economic development. The three categories of grants in this bill are Community Engagement, Education, and Capacity Building Grants, Planning and Feasibility Grants, and Capital Construction Grants.

22. [H.R. 2573](#), **the Affordable Housing Credit Improvement Act**, Rep. Suzan DelBene
 - A bipartisan bill to expand and strengthen the Affordable Housing Tax Credit (i.e. Low Income Housing Tax Credit) by increasing the amount of credits allocated to each state by 50% over current levels; stabilizing the value of the 4% Affordable Housing Tax Credit; and expanding and reforming “recycling” of multifamily housing bonds. It also includes several provisions that reform the tax credit to target specific populations, including veterans, extremely low-income populations, tribe/Native American communities, rural communities, low-income students, and victims of domestic violence and stalking.