

## S 1535

### REPAIR Act

**Congress:** 116 (2019–2021, Ended)

**Chamber:** Senate

**Policy Area:** Transportation and Public Works

**Introduced:** May 16, 2019

**Current Status:** Read twice and referred to the Committee on Finance.

**Latest Action:** Read twice and referred to the Committee on Finance. (May 16, 2019)

**Official Text:** <https://www.congress.gov/bill/116th-congress/senate-bill/1535>

### Sponsor

**Name:** Sen. Warner, Mark R. [D-VA]

**Party:** Democratic • **State:** VA • **Chamber:** Senate

### Cosponsors (7 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Blumenthal, Richard [D-CT]	D · CT		May 16, 2019
Sen. Blunt, Roy [R-MO]	R · MO		May 16, 2019
Sen. Braun, Mike [R-IN]	R · IN		May 16, 2019
Sen. Coons, Christopher A. [D-DE]	D · DE		May 16, 2019
Sen. Cornyn, John [R-TX]	R · TX		May 16, 2019
Sen. Graham, Lindsey [R-SC]	R · SC		May 16, 2019
Sen. Klobuchar, Amy [D-MN]	D · MN		May 16, 2019

### Committee Activity

Committee	Chamber	Activity	Date
Finance Committee	Senate	Referred To	May 16, 2019

### Subjects & Policy Tags

#### Policy Area:

Transportation and Public Works

### Related Bills

No related bills are listed.

## **Reinventing Economic Partnerships And Infrastructure Redevelopment Act or the REPAIR Act**

This bill addresses the financing of infrastructure projects through the establishment of the Infrastructure Financing Authority (IFA) and increases the national limitation on the amount of tax-exempt highway or surface freight transfer facility bonds.

Specifically, the bill

- directs the IFA to provide direct loans and loan guarantees to facilitate certain infrastructure projects that are economically viable, in the public interest, and of regional or national significance, including the construction, consolidation, alteration, or repair of airports and air traffic control systems, highway facilities, and transmission or distribution pipelines;
- sets forth terms and limitations on direct loans and loan guarantees;
- establishes a funding mechanism to make the IFA a self-sustaining entity, including through fees and risk premiums on loans and loan guarantees; and
- increases from \$15 billion to \$16 billion the national limitation on the amount of tax-exempt highway or surface freight transfer facility bonds.

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## **Actions Timeline**

- **May 16, 2019:** Introduced in Senate
- **May 16, 2019:** Read twice and referred to the Committee on Finance.