

S 1499

REPAIR Act

Congress: 117 (2021–2023, Ended)

Chamber: Senate

Policy Area: Transportation and Public Works

Introduced: Apr 29, 2021

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

Latest Action: Read twice and referred to the Committee on Finance. (Apr 29, 2021)

Official Text: <https://www.congress.gov/bill/117th-congress/senate-bill/1499>

Sponsor

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

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

Cosponsors (6 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Blumenthal, Richard [D-CT]	D · CT		Apr 29, 2021
Sen. Blunt, Roy [R-MO]	R · MO		Apr 29, 2021
Sen. Coons, Christopher A. [D-DE]	D · DE		Apr 29, 2021
Sen. Cornyn, John [R-TX]	R · TX		Apr 29, 2021
Sen. Graham, Lindsey [R-SC]	R · SC		Apr 29, 2021
Sen. Klobuchar, Amy [D-MN]	D · MN		Apr 29, 2021

Committee Activity

Committee	Chamber	Activity	Date
Finance Committee	Senate	Referred To	Apr 29, 2021

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
117 HR 2895	Identical bill	Apr 29, 2021: Referred to the Subcommittee on Water Resources and Environment.

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 financing for highway or surface freight transfer facilities.

Actions Timeline

- **Apr 29, 2021:** Introduced in Senate
- **Apr 29, 2021:** Read twice and referred to the Committee on Finance.