

## HR 2895

### REPAIR Act

**Congress:** 117 (2021–2023, Ended)

**Chamber:** House

**Policy Area:** Transportation and Public Works

**Introduced:** Apr 28, 2021

**Current Status:** Referred to the Subcommittee on Water Resources and Environment.

**Latest Action:** Referred to the Subcommittee on Water Resources and Environment. (Apr 29, 2021)

**Official Text:** <https://www.congress.gov/bill/117th-congress/house-bill/2895>

### Sponsor

**Name:** Rep. Peters, Scott H. [D-CA-52]

**Party:** Democratic • **State:** CA • **Chamber:** House

### Cosponsors (1 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Gonzalez, Anthony [R-OH-16]	R · OH		Apr 28, 2021

### Committee Activity

Committee	Chamber	Activity	Date
Budget Committee	House	Referred To	Apr 28, 2021
Transportation and Infrastructure Committee	House	Referred to	Apr 29, 2021
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Transportation and Infrastructure Committee	House	Referred to	Apr 29, 2021
Ways and Means Committee	House	Referred To	Apr 28, 2021

### Subjects & Policy Tags

#### Policy Area:

Transportation and Public Works

### Related Bills

Bill	Relationship	Last Action
117 S 1499	Identical bill	Apr 29, 2021: Read twice and referred to the Committee on Finance.

## **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**

- **Apr 29, 2021:** Referred to the Subcommittee on Coast Guard and Maritime Transportation.
- **Apr 29, 2021:** Referred to the Subcommittee on Highways and Transit.
- **Apr 29, 2021:** Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.
- **Apr 29, 2021:** Referred to the Subcommittee on Water Resources and Environment.
- **Apr 28, 2021:** Introduced in House
- **Apr 28, 2021:** Referred to the Committee on Transportation and Infrastructure, and in addition to the Committees on Ways and Means, and the Budget, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.