



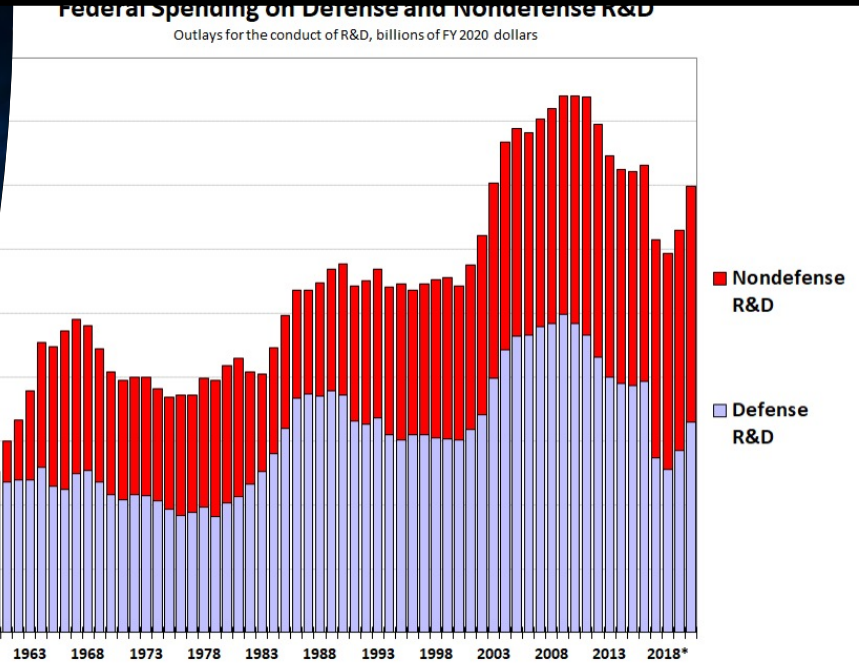
Briefing on Infrastructure, Reconciliation & FY 22 Appropriations

Three Major Public Policy Trains on Three Separate Tracks Carrying Different Cargo All Moving at Different Rates of Speed at the Same Time Headed for the Same Destination

NAML Biennial Meeting
University of Texas Marine Science Institute

October 2021

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Federal Science Partners



*Beginning in FY 2017, federal agencies have revised what they consider R&D. Late-stage development, testing, and evaluation programs, primarily within the Defense Department, are no longer counted as R&D.

Parallel but Separate Legislative “Trains” for Major Policy Initiatives Impacting Federal Support for Research and Education

- **Train #1:** “Bipartisan Infrastructure Investment and Jobs Act” – the infrastructure bill.
- **Train #2:** “Build Back Better Act” – the reconciliation bill – climate, resilience, science, clean energy, childcare, education, etc.
- **Train #3:** FY 2022 Appropriations Bills/Continuing Resolution





Train #1

Infrastructure Investment and Jobs Act

- Advanced Research Projects Agency – Infrastructure (ARPA-I) within DOT – such sums
- Earth MRI -- \$320M
- FEMA BRIC program -- \$1B
- NOAA Charting and Mapping -\$492M
- NOAA Ecosystem Habitat Restoration - \$491M
- EPA National Estuary Program - \$132M
- Sea Grant – Marine Debris - \$50M
- Other NOAA Marine Debris -\$150M
- Coastal Resiliency Grants -- \$492M
- Nat’l Estuarine Research Reserve System - \$77M
- Ocean & Coastal Observations - \$150M
- Regional Ocean Partnerships - \$56M
- University Transportation Centers - \$95M
- Carbon Capture Research at DOE --\$100M
- EPA Gulf Hypoxia -- \$60M

Funding listed for programs is over five years

Proposed Spending in the Bipartisan Infrastructure Investment and Jobs Act

Spending Area	Cost
Roads, bridges, and major projects	\$110 billion
Passenger and freight rail	\$66 billion
Public transit	\$39 billion
Airports	\$25 billion
Ports and waterways	\$17 billion
Electric vehicles	\$15 billion
Road safety	\$11 billion
Reconnecting communities	\$1 billion
Subtotal, Transportation Infrastructure	\$284 billion
Power infrastructure	\$73 billion
Broadband	\$65 billion
Water infrastructure (including lead pipes)	\$55 billion
Resiliency and western water storage	\$50 billion
Environmental remediation	\$21 billion
Subtotal, Other Core Infrastructure	\$264 billion
Total, Spending Provisions	\$548 billion

Source: Bipartisan Infrastructure Investment and Jobs Act summary.

Complete Summary of Infrastructure Investment and Jobs Act is [here](#)

Train #1

Infrastructure Investment and Jobs Act

- Funding in Infrastructure bill is not just authorized but **appropriated** and will be available for obligation once signed into law.
- Senate passed Infrastructure bill in a bipartisan fashion (i.e. with 60 or more votes) before the start of its August recess.
- Infrastructure bill (Train #1) is currently pending in House and hung up until Reconciliation bill (Train #2) is ready for floor action.
- Reconciliation bill is under intense negotiations with Moderate Democrats, Progressive Democrats, and White House.



Train #2 – What Could Be In the Reconciliation Bill

- Invest in Public Housing, Green & Sustainable Housing
- Invest in R&D and strengthen US manufacturing supply chains
- Climate and Clean Energy investments
- Civilian Climate Corps
- Support for coastal and ocean resiliency programs
- Environmental justice and climate resilience
- Clean energy, manufacturing, and transportation tax incentives and grants
- Free universal pre-K
- Tuition free community college
- Increase Pell Grants for low-income students
- Expand support for HBCUs, TCUs, and MSIs
- National comprehensive paid family and medical leave program





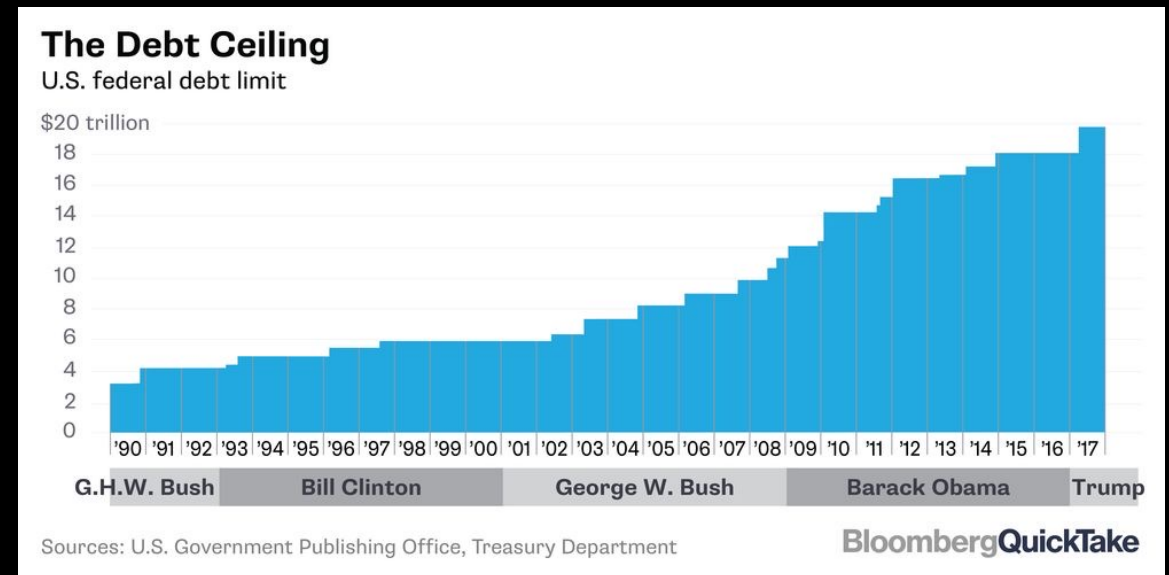
Where are We in the Development of the Reconciliation Bill (Train #2) (as of October 2021)

- House Committees have provided their legislative recommendations to the House Budget where they have been packaged them all together into the [Build Back Better Bill](#). Like the infrastructure bill – BBB contains **APPROPRIATIONS**.
- [House Natural Resources Committee's Title](#) included nearly \$12 billion for NOAA for restoration, adaptation, resilience habitat protection, stock assessments, observing, mapping, renovate NOAA facilities, blue carbon systems research, etc.
- [House Science Committee Title](#) included \$11 billion for NSF for infrastructure, research, STEM education; over \$2 billion for NOAA for forecasting, climate services, advanced computing, NOAA facilities, and space weather; over \$4 billion for NASA facilities and climate change research; over \$11 billion for DOE labs, facilities, and clean energy.
- House and Senate Democrats actively negotiating to scale back the price tag of the BBB.
- Unlike most other legislation in the Senate, Reconciliation can pass with 51 votes instead of the “normal” 60 votes. Reconciliation is expected to be a “Democratic-only” bill.
- But can Democratic negotiators satisfy both the Moderates and the Progressives? Will the White House be able to get the different wings of the Democratic Party on the same page?
- What is at stake politically that makes the reconciliation bill so important?




Debt Ceiling -- Looking to Hitch a Ride on Train #2 or #3 of Something Else?

- Debt ceiling limitation extended to early Dec pushing off until then the specter of the US defaulting on its loans until then
- Republicans have said they will not support legislation to raise debt ceiling
- Debt ceiling must be either extended or raised by Act of Congress - Democrats considering legislative options for addressing debt ceiling in Dec.
- Option 1: Train #2 – the reconciliation bill –is the only “train” that can be passed in Senate with a simple majority (50 Democratic Senators + Vice President Harris)
- Option 2: Train #3 – the continuing resolution will need to be extended in Dec to keep the government from shutting down – including the debt ceiling adds to the drama of a government shutdown debate
- Option 3: stand alone bill raising/suspending debt ceiling

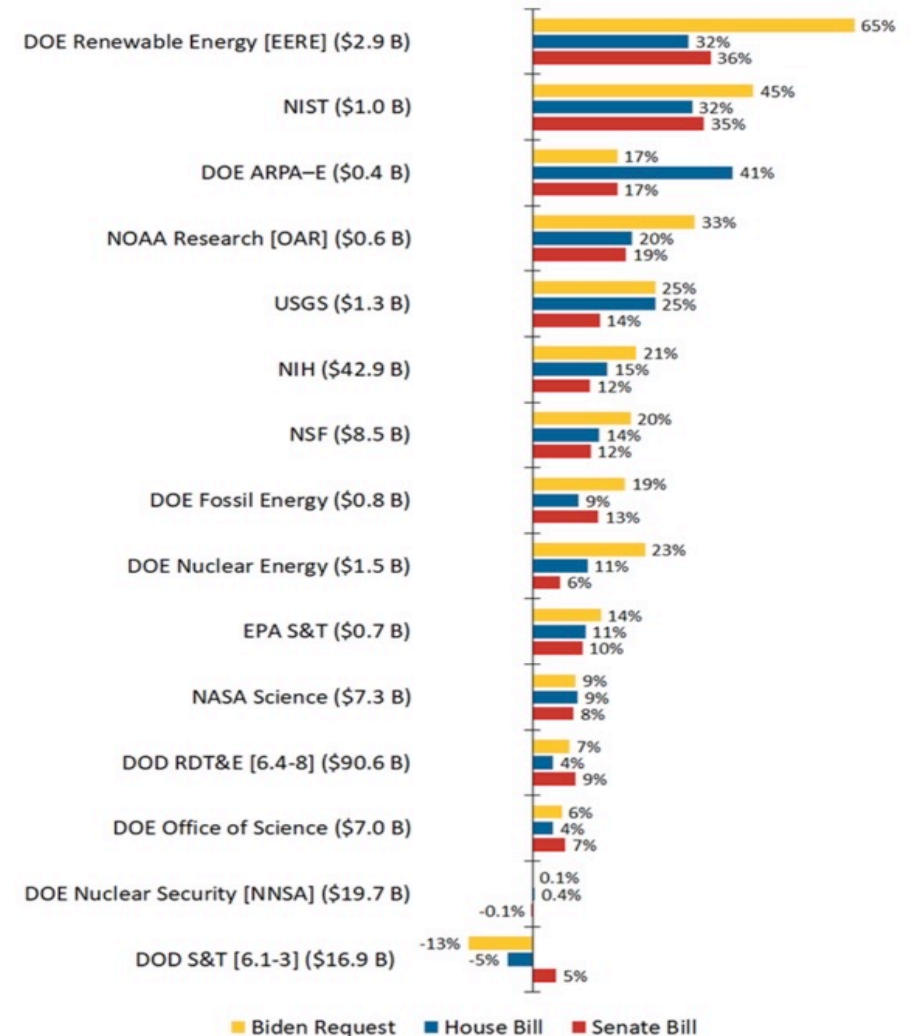




Train #3 - FY22 Appropriations for Key Science Agencies

- In July, House took the first steps in developing FY22 appropriations bills for key science agencies –see figure on right for details 
- In October, the Senate Appropriations Committee posted drafts of their bills and reports.
- Republicans in both bodies object to Democratic proposals on two primary grounds:
 - Nondefense growth outpaces defense growth
 - Democrats eliminate ban on use of federal funds to pay for abortion- language that has been in law since 1976
- Continuing resolution in place until Dec keeping all programs operating at FY 21 level.

FY22 Discretionary Budget Proposals
% change from F21 enacted
\$ in () are FY21 amounts





Takeaway Message: Agencies and Programs Could Receive Appropriations From Train #1 and/or Train #2 and/or Train #3

- Infrastructure Bill (Train #1) and Reconciliation Bill Train #2) contain **APPROPRIATIONS and are ADDITIONAL** to the conventional appropriations to be provided via either the CR or the regular FY22 appropriations bills.
- The appropriations to be provided via the Infrastructure Bill and/or the Reconciliation Bill will be available to be spent over several years.
- Highly unusual for discretionary appropriations to be provided by authorizing committees who are drafting the Infrastructure Bill and the Reconciliation Bill.
- **FUNDING PROVIDED VIA INFRASTRUCTURE BILL AND RECONCILIATION GIVE SOME AGENCIES CONSIDERABLE FLEXIBILITY IN HOW TO SPEND THE FUNDS.**
- NOAA could receive \$2 to 3 billion via the Infrastructure Bill and \$11 billion via Reconciliation to be spent over several years PLUS its “normal” appropriation of \$6 to 7 billion in FY 2022 via the CR and/or FY 2022 appropriations act.
- NSF could receive \$10 billion or more via the Reconciliation Bill for its new technology directorate, mid-scale infrastructure, research, fellowships, STEM education, major research equipment and facilities construction, and staffing support to be spent over several years PLUS its “normal” appropriation that is just shy of \$10 billion via the CR and/or FY 2022 appropriations act.
- NASA could receive \$4.5 billion via Reconciliation and \$25 billion via the CR and/or FY22 appropriations bill.



Questions to be Addressed in the Coming Weeks

- What is the likelihood the Infrastructure Bill (Train #1) and/or the Reconciliation Bill (Train #2) will make it into law sometime this calendar year?
- What are the consequences if the CR lasts the entire FY 2022?
- How important is the Infrastructure Bill and Reconciliation to the Biden Administration?
- Will there be enough support for the Infrastructure Bill to be which has passed in the Senate, to be passed in the House and sent to the President?
- Will there be enough Democratic support for the Reconciliation Bill to pass in the House and Senate and get to the President's desk given the split in the Democratic caucus between moderates and progressives?
- What role will the debt ceiling play in the completion of the trips currently underway by Train #1, Train #2, and Train #3?
- Can the agencies manage this potentially massive infusion of funding?