

PB Washington Update - November 7, 2011 - Interim Update

Late in the day on Friday, the Senate Environment & Public Works Committee (EPW) released its bi-partisan, two-year highway reauthorization bill, MAP-21. The bill is scheduled to be acted on by the EPW Committee on Wednesday, November 9 at 10:00AM.

Here is a [link](#) to an EPW summary of the bill – 4 pages.

Here is a [link](#) to the full text of the bill – 600 pages.

The Senate bill funds highway programs for two years – FY'12 (which began on October 1, 2011) and FY'13 at essentially current FY'11 funding levels with a modest inflation factor. Before the bill can go to the Senate floor, the Finance Committee must act to identify approximately \$12B in offsets to pay for the cost of the bill over and above what Highway Trust Fund revenues are estimated to cover. The Finance Committee has yet to identify what the potential offsets may be. Transit, rail and safety issues will be dealt with by the Banking and Commerce Committees in the near future and then combined with the EPW highway title on the Senate floor.

The Senate EPW bill would:

- Consolidate federal highway programs from about 90 currently to less than 30 programs.
- Eliminate all project earmarks.
- Create a new program called “America Fast Forward” which would, among other things, greatly increase the size of the TIFIA loan financing program to \$1B per year.
- Create five core highway programs – National Highway Performance Program (consolidates the Interstate Maintenance, NHS and Bridge programs), Transportation Mobility Program (replaces the STP program), National Freight Network Program, CMAQ (incorporates the Transportation Enhancement program), and Highway Safety Improvement Program.
- Establish several additional programs including an expanded TIFIA program, an expanded Projects of National and Regional Significance Program, Emergency Relief Program, and a Federal Lands and Tribal Highways Program.
- Accelerate project delivery including streamlining the NEPA process.
- Make no changes to the current tolling provisions.

Additional analysis will be distributed shortly.