

May 13, 2014

Senate Environment and Public Works Committee Releases New 6-Year Surface Transportation Reauthorization Bill

Dear Transportation Committee Member:

After wrangling over the composition of bill language to build upon the current surface transportation law, the Moving Ahead for Progress in the 21st Century Act, or MAP-21, the Senate Environment and Public Works (EPW) Committee on Monday night released a bipartisan bill that is designed to “fund and improve the nation's Federal-aid highway programs for six years at current funding plus inflation.”

Titled the “MAP-21 Reauthorization Act,” this legislation ([S. 2322](#)) was introduced by the EPW Committee’s “Big Four” – Committee Chairman Barbara Boxer (D-CA), Committee Ranking Member David Vitter (R-LA), Transportation Subcommittee Chairman Tom Carper (D-DE), and Transportation Subcommittee Ranking Member John Barrasso (R-WY). The spending for the programs contained in the bill commences at \$38.44 billion in fiscal year (FY) 2015 and increases incrementally through FY 2020: \$39.2 billion for FY '16; \$40 billion for FY '17; \$40.8 billion for FY '18; \$41.7 billion for FY '19; and \$42.6 billion in FY '20. The Senate Finance Committee will need to determine the source of the funding. In addition, the Senate Banking Committee will need to write a transit title, and the Senate Commerce, Science, and Transportation Committee will have to write the highway safety title.

The EPW Committee will mark up S. 2322 on Thursday (5/15).

The following is a [summary](#) of the bill as provided by the Environment and Public Works Committee:

MAP-21 Reauthorization Bill Summary

This bill builds on the success of the comprehensive reforms and performance-based approach to transportation investment in Moving Ahead for Progress in the 21st Century (MAP-21). It provides new long-term funding, giving state and local governments the certainty and stability they need to improve and develop our nation's transportation infrastructure. These investments will create new jobs, provide a boost to our nation's economy, and keep us competitive in the global marketplace. Highlights of the legislation include:

- Long-term funding certainty for state and local governments to support multi-year transportation project investments;
- Greater transparency on the use of federal funds to show taxpayers where their infrastructure dollars are being spent and reinforce public trust;
- Increased funding for existing core transportation formula programs to provide States and local

governments with a strong federal partner;

- Targeted funds for projects of high importance to a community, a region, or the nation;
- Fully-funded freight and goods movement program to help states target projects that increase the efficiency, reliability, and affordability of freight transportation;
- Support for innovative financing tools that allow state and local governments to leverage federal funds for transportation projects and maximize investments; and
- Expanded flexibility for state and local governments to promote cost-effective project delivery.

Authorizations and Programs

Fully-funds highway programs for 6 years

- The bill reauthorizes the Federal-aid highway program at the Congressional Budget Office's baseline level – equal to current funding plus inflation – for six years, from FY 2015 through FY 2020.
- Maintains current formulas and increases the amounts each state will receive each fiscal year.

Increases support for core formula programs

- The existing consolidated core highway program structure from MAP-21 is maintained including: the National Highway Performance Program; the Highway Safety Improvement Program; the Surface Transportation Program; and the Congestion Mitigation and Air Quality Improvement Program.
- Each core formula program receives a proportionate increase in funding to support long-term state transportation investment plans.

Focuses on freight and goods movement

- The bill establishes a formula-based freight program, based on the program included in the Senate-passed MAP-21, which will provide funds to all states to improve goods movement on key corridors, reducing costs and improving performance for business.
- It expands flexibility for both rural and urban areas to designate key freight corridors that match regional goods movement on roads beyond the Primary Freight Highway Network.
- The legislation improves efforts to identify projects with a high return on investment through state freight plans and advisory committees established under MAP-21.

Funds Projects of National or Regional Significance

- The bill provides new funds to projects of national or regional significance through a competitive grant program.
- The program includes a set-aside for rural areas, focuses on projects of regional importance as well as national significance, and ensures an equitable geographic distribution of funds.
- The bill includes strong transparency provisions and requires Congressional approval to provide appropriate oversight of the U.S. Department of Transportation selection process.

Requires Highway Trust Fund transparency

- The legislation includes new provisions to improve the transparency of how and where transportation projects are selected and funded, to ensure that stakeholders and the public have faith in the integrity of highway programs and the use of Federal tax dollars.
- The improved transparency provisions will provide to the public better accountability on how the Federal Highway Administration is utilizing their administrative expenses as well as progress towards achieving national goals and improving Federal reviews of highway projects.

Improves TIFIA Program

- The bill improves on the Transportation Infrastructure Finance and Innovation Act (TIFIA) program and provides state and local governments new options for stretching transportation dollars and increasing efficiency and utilization.

Creates American Transportation Awards

- The bill authorizes a program (subject to appropriation) to reward state and local governments that display achievement, including improving performance and delivering projects ahead of schedule and under budget.

Accelerates project delivery and increases flexibility

Building on the comprehensive reforms in MAP-21, the bill continues to accelerate the project delivery process while protecting the environment and public health.

Expands flexibility and opportunities for infrastructure investment in rural areas

- The bill provides increased flexibility to best fit the needs of rural states and local governments.
- It offers new options to bundle small projects together to increase efficiencies and take advantage of procedures often difficult to utilize for rural projects.
- It empowers states to work with DOT to develop ways to effectively utilize flexibilities for small projects, including rural road and bridge projects to better respond to community needs.

Funds Federal Lands and Tribal Transportation Highway Programs

The bill maintains current funding levels for these programs to support maintenance and construction of roads and bridges on tribal and federal lands.

Maintains State and Metropolitan Transportation Planning

The bill maintains the statewide and metropolitan planning processes to continue the development towards a performance-based approach to transportation decision making.

To view a PDF version of S.2322, the MAP-21 Reauthorization Act, please [CLICK HERE](#).

To view a PDF version of the summary by the EPW Committee, please [CLICK HERE](#).

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