

MIC Meeting Federal Update

May 19, 2021

Legislative Update

- American Rescue Plan
- American Jobs Plan
- Reauthorization
- Policy Committee Activity
- LOT Coalition



American Rescue Plan



AMERICAN RESCUE PLAN ACT OF 2021

- Signed into law
- Provided \$30B to public transportation
- Provided \$350B to State and Local Governments
 - Question –can these funds be used for transportation infrastructure?
AASHTO says yes
 - AMPO signed onto a joint letter with over 30 stakeholders requesting Treasury Sec “ensure transportation infrastructure is defined explicitly as a qualifying eligibility.”

American Jobs Plan

- \$2.5 Trillion to create millions of good jobs, rebuild our country's infrastructure
- Match?
- Period of availability?
- Funds would be in addition to reauthorization

Transportation Infrastructure Investments	\$611B
Modernize highways, roads, bridges, and main streets in critical need of repair	\$115B
Modernize Public Transit	\$85B
Improve Passenger and Freight Rail Service	\$80B
Improve Road Safety	\$20B
Invest in the EV Market grants/tax incentives – batteries, EV's, national network of EV chargers	\$174B
Airports	\$25B
Inland waterways, coastal ports, land ports of entry, and ferries	\$17B
Reconnect neighborhoods, advance racial equity, and environmental justice	\$20B
Support ambitious projects that have tangible benefits to the regional or national economy but are too large or complex for existing funding programs.	\$25B
Improve infrastructure resilience	\$50B

American Jobs Plan

- Senate Democrats received favorable ruling allowing the use of reconciliation
- Republican oppose raising taxes to pay for the plan
- Moderate Democrats not on board with the increases
- Outcome will impact the amount of spending
- Majority Leader needs all 50 Democrats to use reconciliation

Reconciliation

- Reconciliation can only be used to change spending, revenues, and the federal debt limit. It can't be used to change policy unless funding is provided for new programs that change policy. This entails that there will still need to be a surface transportation reauthorization for the current one that expires Sept. 30, 2021. Surface transportation bill contains policy that can't be altered in reconciliation.

Senate Republican Counter to AJP

Senate Republican infrastructure committee leaders unveiled the Republican Roadmap – A Framework to Improve the Nation's Infrastructure

- \$568 Billion **Over FIVE Years** through Renewed Federal Policies & Program
- Incl: Roads/Bridges; Rail; Transit; Waterways-Ports; Air
- Maintain existing formulas
- Partner with the Private sector
- Expedite federal environmental reviews
- Pay for the investment instead of increasing the debt
- Proposed funding levels are inclusive of baseline spending unlike the President's AJP which would be on top of a surface transportation bill
- The President and some Senate Democrats pleased that Republican have begun to engage with a plan so negotiations can begin

Bipartisan Problem Solvers Caucus



Problem Solvers Caucus

Proposed:

- Provide stable long-term sustainable funding for infrastructure – including changes to the gas tax:
- Incentivize states to adopt Public-Private Partnership (P3), enabling legislation
- Preserve and expand tax-advantaged infrastructure financing options
- Federally funded infrastructure projects should include strong domestic content – or "Buy America" – preferences
- Streamline the environmental review process and accelerate project delivery

Surface Transportation Reauthorization

- House and Senate infrastructure committees moving ahead despite the President's infrastructure plan
- Still no identified way pay for increased spending – other than a bailout
- \$13.6B bailout deposited in the HTF in Oct 2020 should maintain solvency through Summer 2022 (bailout was part of the extension)
- The House T&I bill last year increased spending by \$100B over baseline and would have required a \$145B bailout

Reauthorization

- AMPO Policy Committee revised and updated reauthorization requests
- AMPO provided specific amendments to HR 2
- AMPO submitted recommendations to Senate EPW
- AMPO scheduled Spring series of Congress and USDOT meetings
- AMPO maintains regular communications with Congress and Administration

LOT Coalition

- AMPO continues to work with the LOT Coalition as Congress and the Administration develops infrastructure policy
- The LOT Coalition is influential and is regularly called upon to provide input on policy



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