

Shuster Highway Trust Fund/Infrastructure Proposal

The proposal would:

- Increase the gas tax by 15 cents per gallon and increase the diesel tax by 20 cents per gallon. These user fee increases would be phased in over 3 years. The fees would then be indexed to inflation and ultimately motor fuels taxes would be eliminated in September 2028.
- Create a 10 percent tax on the wholesale price of bicycle tires on adult bikes, as well as a 10 percent tax on the price of electric car batteries.
- Institute a 4.3 cent tax on diesel fuel used by passenger trains.
- Establish a national, volunteer pilot program to demonstrate the viability of mileage-based user fee to replace the existing user fees on gasoline and diesel.
- The package of motor fuel tax increases and the new taxes will raise at least \$284 billion in new revenue for the Highway Trust Fund over the next ten years.
- Create a Highway Trust Fund commission consisting of 15 members to make recommendations about revenue sources for the future and specifically directs sources other than motor fuels taxes should be recommended. The report is to be submitted by Jan. 15, 2021 and the recommendations would get an automatic up or down vote in Congress with no amendments or filibusters.
- Extend FAST Act authorization for one year through FY 2021.
- Based on revenue calculations, FAST Act funding authorizations could be increased in fiscal years 19-21 if the motor fuels tax increases are enacted.
- Repeal a \$7.6 billion rescission in funding authorization that was included in the FAST Act that is to go into effect at the end of FY 2020.
- Authorize the TIGER grant program (now called BUILD) at up to \$3 billion per year of general fund appropriations. This program has been operating since 2010 but has never been formally authorized. Grants would have to be greater than \$25 million with a maximum federal share of 80 percent. 30 percent of the funding set aside for rural projects.
- Establish an “asset recycling” incentive grant program. Grants of up to 15 percent of an asset’s value can be used to encourage private sector financing. \$500 million per year of these funds would be set aside for “projects of national significance” selected by members of Congress.

Other Infrastructure:

- Extend the water infrastructure (WIFIA) loan program at EPA through 2024 at \$50 million credit subsidy cost per year.
- Create a revolving fund for large federal real estate purchases.
- Create a \$10 billion Federal Capital Revolving Fund to finance the cost of constructing and rehabilitating federal buildings.
- Increase financial assistance to small communities through the Clean Water Revolving Loan Fund.
- Spend down revenue accumulated in the Harbor Maintenance Trust Fund.

- Create a pilot program for public-private partnerships for GSA projects.

Accelerating Project Delivery:

- Continue to reform the environmental review and permitting process to accelerate delivery of critical transportation projects. Implement the reforms and two-year permitting deadlines called for under the Administration's One Federal Decision Executive Order.
- Authorize the use of innovative practices and make other administrative reforms to expedite the environmental review and permitting process for transportation projects.
- Reduce unreasonable delays in permits under section 401 of the Clean Water Act.