



JANUARY 15, 2008 – INTERIM REPORT

The House Appropriations Committee today released its version of the economic stimulus bill, now referred to in the House as the American Recovery and Reinvestment Act of 2009. Here is a link to the full text of the bill <http://appropriations.house.gov/pdf/RecoveryBill01-15-09.pdf>. The text does not include the tax title of the bill. The transportation section of the bill can be found on pages 214 to 224. A [summary of the bill is attached](#) – see pages 9 and 10 for descriptions of the transportation sections of the bill

The House Appropriations Committee hopes to act on the bill next week, possibly Wednesday, at the full committee level. The House Ways & Means Committee will likely mark up the tax title the next day and then the bill will go to the House floor. This is only the House version of the bill. We expect the Senate to release its version of the bill next week. While it may be similar to the House bill, there may well be differences in funding and implementation that will need to be reconciled.

In most cases the funding levels in the transportation section of the House bill are lower than those previously recommended by House T&I Committee Chairman Jim Oberstar (D-MN). In general, the funding is as follows:

Highways - \$30B – including \$300M for Indian Reservation roads, \$250M for park roads and parkways, and \$20M for technology training

Transit - \$9B – including \$6B for the transit Formula programs, \$2B for Rail Mod and \$1B for New Starts/Small Starts (Capital Investment Grants)

Rail - \$1.1B – including \$300M for capital assistance to intercity passenger rail and \$800M for Amtrak
Airports - \$3B – for the Airport Improvement Program (AIP)

All funding is 100% federal funds with no state or local match required.

The highway funding will be allocated to the states based on existing formulas with 45% to be suballocated to metropolitan areas. Priority must be given to projects that can award contracts within 120 days of bill enactment, are included in an approved STIP or TIP and are projected to be completed within a three-year time frame. If less than 50% of the funds made available to a state are not obligated within 120 days, the funds will be redistributed to other states.

The \$1B for transit New Starts will be allocated at the discretion of the US DOT Secretary with priority given to projects that are currently in construction (i.e., have FFGAs) or are able to award contracts within 120 days of enactment.

In addition funding is included for:

Clean Water State Revolving Fund - \$6B

Drinking Water Revolving Fund - \$2B

Corps of Engineers - \$4.5B

BurRec - \$500M

GSA Federal Buildings - \$6.7B

GSA and Customs Border Facilities - \$1.15B

Jobs Corps Facilities - \$300M

National Parks Service - \$1.8B

School Construction - \$20B – including \$14B for K-12 and \$6B for higher education