



# PB Washington Update

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Activity on the various versions of the economic recovery bills continues to progress. The House expects to take its version of the bill, HR 1, to the floor tomorrow, January 28; the Senate has released a draft of its version of the bill, which was “marked up” today in both the full Appropriations Committee and the Finance Committee.

The House floor debate is expected to be limited by the House Rules Committee in order to keep the debate moving and expedite passage.

### Senate Economic Recovery Bill:

While some changes may be made to the bill during the two committee mark-ups or floor debate, in general the draft bill is expected to remain mostly intact. Like the House bill, the Senate version includes two parts – a \$275 billion tax cut and entitlement spending title and a \$365 billion domestic program funding title. The Senate bill includes about \$7 billion more in discretionary spending than the House bill.

At today’s mark-up, the full Senate Appropriations Committee approved the bill, S.1, by a vote of 21 to 9. The bill was not amended, although several Senators talked about amendments they plan to offer during floor debate.

The text of the transportation portion of the Senate recovery bill is posted on the new PB website devoted to the issue of the economic recovery effort – [www.pbstimulus.com](http://www.pbstimulus.com)

### Transportation Provisions in the Senate Bill:

The Senate version of the economic recovery bill includes many of the same funding levels and provisions as the House bill, but there are also some major differences. The total funding for transportation programs in the Senate bill is \$45.5 billion versus \$43.1 billion in the House bill. One of the biggest differences in the Senate bill is the creation of a new discretionary program worth \$5.5 billion. The program is called “Supplemental Discretionary Grants for a National Surface Transportation System”. (See more below)

### Senate Bill Funding Levels –

- FHWA - \$27 billion versus \$30 billion in the House bill.
- FAA - \$1.1 billion for the Airport Improvement Program (AIP) program and \$200 million for the Facilities & Equipment program versus \$3 billion in the House, all for the AIP program.
- FTA - \$8.2 billion for transit formula programs and \$200 million for discretionary grants to lower greenhouse gas emissions and energy consumption – no funding for the Rail Mod or New Starts programs versus the House bill’s \$6 billion for formula programs, \$2 billion for rail mod and \$1 billion for New Starts/Small Starts. The Senate bill also contains general provision language authorizing additional Contingent Commitment Authority (CCA), which would allow FTA to sign additional FFGAs.
- FRA - \$850 million for Amtrak, \$250M for intercity passenger rail and \$2 billion for high speed rail corridors versus \$800M for Amtrak and \$300M for passenger rail in the House bill. The House bill does not include any funding for high speed rail corridors.



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- MARAD - \$100 million for assistance to small shipyards.

## Other Senate Provisions –

- Highway funding would be distributed to states based on the existing STP formula.
- 40% would be sub-allocated to areas within a state based on population.
- Transit Formula funds would be apportioned using the urbanized area formula (71%), growing states and high density states formula (19%) and rural areas formula (10%).
- All funds are 100% Federal share.
- Fifty-percent of highway and transit funds would have to be obligated within 180 days and the other half within one year.

## National Surface Transportation Program –

The funding for this new \$5.5B program would be available for projects in all modes, including transit New Starts, freight rail and port infrastructure. The bill lays out a very complex list of priorities and criteria the US DOT Secretary must consider when allocating this funding, including:

- DOT must publish criteria for grant competition within 75 days of enactment of the bill, with applications due within 180 days of enactment, and projects to be selected within 1 year of enactment.
- Up to \$200 million could be used towards TIFIA credit support.
- Funds to be distributed equitably across geographies, balancing urban and rural needs.
- Grants can be no less than \$20 million and no greater than \$500 million.
- Federal share of up to 100%.

Serious criticism has already been raised about this program because of concerns about the impracticality of establishing a new discretionary program in a timely manner.

## Other Infrastructure Funding Provisions:

- Energy:
  - \$40 billion to DOE for development of clean, efficient American energy.
  - \$6 billion to repair federal buildings to increase energy efficiency using green technology.
  - \$613 million for DOD energy efficiency upgrades and construction of alternative energy projects.
- Infrastructure/Facility Improvements:
  - \$16 billion to repair, renovate and construct public schools and \$2.5 billion for higher education facilities.
  - \$3.4 billion for public parks to renovate, repair and improve the public facilities.
  - \$2.4 billion for DOD quality of life and family friendly military construction.
  - \$3.2 billion for DOD Facilities Sustainment, Restoration and Modernization to invest in energy efficiency projects for DOD Facilities.
  - \$3.4 billion for VA hospital and medical facility construction.
  - \$5 billion to the public housing capital fund to enable local public housing agencies to address a \$32 billion backlog in capital needs.
  - \$500 million to secure high risk critical infrastructure such as dams, tunnels and bridges.



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- \$1.4 billion to construct, repair or rehabilitate water delivery systems in the Western US to benefit municipal and industrial water supplies and power production.
- \$2.25 billion for the HOME Investment Partnerships Program block grant to enable state & local governments (in partnership with community based organizations) to acquire, construct and rehabilitate affordable housing.
- \$6 billion for Green Buildings to repair federal buildings and to increase energy efficiency using green technology.
- Environmental Clean-up/Clean Water:
  - \$6.4 billion for the environmental clean-up of former weapons production and energy research sites.
  - \$4.6 billion for the Corps of Engineers to construct, repair or rehabilitate water resource infrastructure.
  - \$6 billion for EPA's Clean Water and Drinking Water State Revolving Funds for sewer, wastewater and drinking water systems.