



**JUNE 26, 2009**

Congress is scrambling to complete its work so that it can adjourn for the week-long July 4<sup>th</sup> recess. The House is currently debating the Waxman Markey Climate Change bill on the House floor. The Democratic leadership hopes to complete the controversial bill late tonight or Saturday before they recess; however right now they do not have the votes they need for passage.

### Surface Transportation Authorization:

On June 24, the Highways & Transit Subcommittee of the House Transportation & Infrastructure Committee held a mark-up of its as yet un-introduced six-year authorization bill, the successor to SAFETEA-LU. The subcommittee approved the Surface Transportation Authorization Act of 2009 (STAA) unanimously. No amendments were voted on at the subcommittee level. Numerous committee members made opening remarks and a number of members, mostly Republicans, offered and then retracted various amendments in an effort to get their concerns on the record. The bill does not yet include any project earmarks, funding levels or apportionment formulas. The text of the full 775-page bill can be accessed [here](#).

Chairman Jim Oberstar indicated that he hopes to hold a full committee mark-up in late July, however, without action by the House Ways & Means Committee to identify a revenue source to fund the approximately \$500B bill, it will be difficult for the bill to proceed this year. With that in mind, as previously reported, the Administration has recommended an 18-month extension. At a hearing this week before the Senate EPW Committee, US DOT Secretary Ray LaHood seemed to back off his earlier comments about seeking some "critical reforms" in the extension bill. EPW Chairman Barbara Boxer endorsed an extension, but indicated she preferred a "clean" bill without any program changes.

Chairman Oberstar held a briefing for industry and company representatives on Thursday to strongly urge the reps to oppose any extensions and to push for immediate passage of a long-term bill. He released a letter which the Democratic members of the committee sent to the White House expressing "profound disappointment" in the extension proposal. Click [here](#) to access the letter.

### ARRA Economic Stimulus:

A number of new items were made public this week regarding ARRA implementation. All of this information is also posted on the PB economic stimulus website at <http://pbstimulus.com> which is available for the use of PB staff and clients.

Federal Railroad Administration (FRA) – information related to the guidelines and criteria for applying for the \$8B in ARRA funds for high-speed and intercity passenger rail projects, including presentations and materials from the regional workshops (click [here](#)) and the pre-application which must be submitted by all interested parties by July 10 (click [here](#)).

Federal Transit Administration (FTA) – information about the new provision just passed by Congress, as part of the FY'09 Supplemental Appropriations bill, which permits transit agencies to use up to 10% of their ARRA transit formula funds for operating assistance (click [here](#) for instructions on applying for the funds and click [here](#) for Q&A on eligibility).



# PB Washington Update

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Federal Transit Administration (FTA) – formula grants issued to date to transit agencies for specific projects listed alphabetically by state (click [here](#)).

US Department of Transportation (DOT) - status of state DOT obligation of ARRA highway funds as of June 25 by percentage and dollar amount (click [here](#)). To date, \$19B has been obligated to fund over 5,300 highway projects nationwide. All 55 states and territories beat the deadline to have 50% of their highway funds obligated by June 29.

House Transportation & Infrastructure Committee – background materials prepared for the June 25 hearing on ARRA implementation progress (click [here](#)). Latest transparency and accountability information by project and by state and program (click [here](#)).

Office of Management & Budget (OMB) – additional implementation guidance released by OMB on June 22 outlining the type of information that recipients of Recovery Act funds will be required to collect (click [here](#)). The 41-page guidance also clarifies the amount of spending and jobs data that funding recipients are required to collect and how that information will be delivered to the government. Under the new guidance, sub-recipients will now have their own reporting requirements, although the prime recipient will remain responsible for ensuring that the data is accurate and submitting it to OMB. The new guidance states that by the 10th day of each quarter, prime stimulus recipients must publicly report:

- awarding agency, award type, spending amount, date of work and place of performance
- project description and status
- specific figures for jobs created or saved
- infrastructure expenditures
- names and compensation of the five highest paid employees