



RTAC LEGISLATIVE UPDATE

February 10, 2009

The Senate passed its version of the economic recovery package earlier today. Due to differences between the House and Senate bills, a conference committee will now have to meet so that the two chambers can reconcile their differences and pass an identical bill.

Conferees are expected to be selected very soon with February 16th now being the target date to send a bill to the President.

For transportation infrastructure, the bills contain the following:

Senate -

- \$27 Billion for Highways & Bridges
- \$8.4 Billion for Transit
- \$1.1 Billion for Airports
- \$5.5 Billion for National Competitive Program (all transportation modes eligible)
- 40% of the highway funding is to be suballocated, other 60% exclusively for states
- Half of the highway funding must be obligated within 180 days (all state projects)
- Remaining half to be obligated within 1 year (80% suballocated projects, 20% state projects)
- No waiving of federal requirements including NEPA, Davis-Bacon & TIP or STIP inclusion
- 100% federally funded

House -

- \$30 Billion for Highways & Bridges
- \$12 Billion for Transit
- \$3 Billion for Airports
- 45% of the highway funding is to be suballocated, other 55% exclusively for states
- Half of the highway funding must be obligated within 90 days (75 days for local projects)
- Remaining half to be obligated within 1 to 1.5 years.
- No waiving of federal requirements including NEPA, Davis-Bacon & TIP or STIP inclusion
- 100% federally funded

Amendments to increase the portion of the package allocated to transportation infrastructure were offered, some by very prominent committee chairs. Those efforts were complicated by efforts to reduce the size of the overall package particularly in the

Senate. In the end, the transportation funding levels remained the same. The Conference Committee deliberations will offer another chance to increase the transportation funding.

Another question that has not been entirely resolved is the level of transportation funding that will be allocated to local governments. While the suballocation requirements found in both versions (40% in Senate, 45% in House) are clearly intended to require a local share of the funding, the existing program formulas that will be used to distribute the money provide the states with a great amount of discretion, potentially enabling them to retain some of the suballocated money.

Please contact your congressional delegation to express your support for increasing the transportation funding levels in the package and for locals receiving a substantial portion of that funding. Please do not hesitate to contact me if you need assistance contacting your members or preparing your remarks.

At the state level, the Brewer Administration has announced that John Halikowski, a long time member of the Arizona House of Representatives staff, will be replacing Victor Mendez as the ADOT Director. Deputy Director Richard Travis will be stepping down as well. I will provide further information as I receive it.