

The House is scheduled to debate the "Jobs for Main Street Act" (HR 2847) today, Wednesday; the bill should pass the House today or within days. The Senate is expected to act on the bill in mid-January because it continues to be focused on passing health care reform bill.

This bill contains \$75 billion in new funding which is in addition to FFY 2010 appropriations funding and ARRA funding. It is funded from leftover TARP bank bailout funds, and provides \$48.3 billion for infrastructure.

WSDOT summary (separate attachment)  
Summary from Appropriations committee

[http://appropriations.house.gov/pdf/Jobs\\_for\\_Main\\_Street\\_Act\\_of\\_2010\\_Summary.pdf](http://appropriations.house.gov/pdf/Jobs_for_Main_Street_Act_of_2010_Summary.pdf)

Extended summary with jobs information from Appropriations committee

[http://appropriations.house.gov/pdf/Jobs\\_For\\_Main\\_Street\\_Act\\_Explanatory\\_Statement.pdf](http://appropriations.house.gov/pdf/Jobs_For_Main_Street_Act_Explanatory_Statement.pdf)

Bill text. See bottom of this document for index to transportation provisions.

[http://appropriations.house.gov/pdf/2010\\_Jobs\\_For\\_Main\\_Street\\_Bill\\_Text.pdf](http://appropriations.house.gov/pdf/2010_Jobs_For_Main_Street_Bill_Text.pdf)

Minority party's statement about bill

[http://republicans.appropriations.house.gov/index.cfm?FuseAction=PressReleases.Detail&PressRelease\\_id=161](http://republicans.appropriations.house.gov/index.cfm?FuseAction=PressReleases.Detail&PressRelease_id=161)

Of the \$48.3 billion for infrastructure, **\$37.3 billion is for transportation**

- **\$27.5 billion for FHWA programs** (including ferries, Tribal transportation)
- **\$8.4 billion for FTA programs**
- **\$800 million for Amtrak capital improvements** (purchase/rehab of rolling stock)
- **\$500 million FAA** (airport improvement grants)
- **\$100 million for Maritime** (loan guarantees for shipbuilding growth/modernization projects.)
  
- No additional funding for the HSIPR and TIGER programs.
- Funds generally allocated to state DOTs, local and transit agencies in same manner as ARRA.
  - 50% of FHWA funds apportioned to states through STP formula, and 50% apportioned in same ratio as FFY 2008.
  - 3% of each state's FHWA allocation must go to Transportation Enhancements.
  - 30% of each state's FHWA allocation is subject to suballocation to local governments.
- Ferries are allocated a \$60m grant program as part of the FHWA program funding.
- \$550 million is allocated for Reservation and Federal lands transportation projects as part of the FHWA program funding.
- Maintenance of Effort, Reporting, Certification and project criteria are very similar to ARRA.

There are two provisions which are very different from ARRA:

- **States (and presumably local agencies) must have 50 percent of funding under contract within 90 days.** Funds subject to this 90 day requirement not under contract will be redistributed to other states that meet this requirement.
- **All funds must be under contract within one year.** Funds not under contract will be redistributed to other states that meet this requirement.

AASHTO, the national association of State DOTs, and some Members of Congress, oppose the "under contract" aspect, particularly for the 90 day period. There may be an attempt in the Senate to modify this provision to "under obligation."

Another difference from ARRA seems to be a stronger emphasis on funding projects in economically distressed areas. Yet we're also directed to ensure a balance between urban and rural communities. Given that some urban areas fall outside of an EDA, State DOTs are certain to once again be criticized for doing too little in EDAs, and doing too little in urban areas.

- Give priority to projects that can be completed within a 3-year timeframe.
- Give priority to projects located in economically distressed areas as defined by the federal government.
- Ensure an equitable distribution of funds.
- Ensure appropriate balance in addressing the needs of urban and rural communities.

**Other infrastructure funding:**

- \$715 million, Army Corps (environmental restoration, flood protection, hydropower and navigation projects)
- \$2 billion, Clean/Safe Drinking Water State Programs
- \$100 million, Bureau of Reclamation (clean water for rural areas)
- \$2 billion, Energy Innovation Loans (DOE renewable energy and electric transmission projects)
- \$4.1 billion, School Renovation
- \$1 billion, Housing Trust Fund
- \$1 billion, Public Housing Capital Fund

**Non-infrastructure:**

\$27.7 billion "to stabilize public service sector jobs such as teachers, firefighters, and police officers."

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***This was compiled using original research and analysis, and information from Oregon DOT, Colorado DOT, Transportation Weekly, the House Appropriations and Rules Committees, and APWA.***