

## American Recovery and Reinvestment Act Side-by-Side Senate and House Analysis

January 29, 2008

Issue	Senate Bill	House Bill
<b>Status</b>	-S.1 approved by Senate Finance by a vote of 14-9 on 1/27/09 -S.336 approved by Senate Appropriations by a vote of 21-9 on 1/27/09	H.R. 1 passed House by a vote of 244-188-on 1/28/09
<b>Funding Levels</b>		
Total Transportation Funding	<b>\$45,470,000,000</b>	<b>\$46,120,000,000</b>
Total Transit Funding	<b>\$8,400,000,000</b>	<b>\$12,000,000,000</b>
Transit Funding Overview	Urbanized Area Formula Grants (5307) - \$5.96 billion (71%) Rural Area Formula Grants (5311) - \$840 million (10%) Growing States and High Density Formula Grants (5340) - \$1.6 billion (19%)	Urbanized Area Formula Grants (5307) - \$6.75 billion Rural Area Formula Grants (5311) - \$750 million Fixed Guideway Modernization (Rail Mod) - \$2 billion Capital Investment Grants (New Starts) - \$2.5 billion
Total Intercity and High Speed Rail Funding	<b>\$3,100,000,000</b>	<b>\$1,100,000,000</b>
Intercity and High Speed Rail Funding Overview	Amtrak - \$850 million Intercity Passenger Rail Grant Program - \$250 million High Speed Rail Corridor Investments - \$2 billion	Amtrak - \$800 million Intercity Passenger Rail Program* - \$300 million (Priority given to High Speed Rail projects)
Supplemental Discretionary Grants for a National Transportation System Program (Multi-Modal)	<b>\$5,500,000,000</b>	<b>No Provision</b>
<b>Transit Program Details</b>		
Formula Programs: Urbanized Area, Rural Area and Growing States and High Density States Formula Grant Programs (5307, 5311, 5340)	-Urbanized Area Formula Grants (5307) - \$5.96 billion - Growing States and High Density Formula Grants (5340) - \$1.6 billion -Rural Area Formula Grants (5311) - \$840 million -\$200,000,000 Set aside for discretionary grants to “to public transportation agencies for capital investments to reduce energy consumption or greenhouse gas emissions -Small Transit Intensive Cities formula not used in 5307 apportionments -50% of funds must be obligated within 180 days; remaining 50% must be obligated within 1 year -“Use it or lose it provision” - First 50% of funds not obligated within 180 days redistributed to recipients who have successfully obligated their apportionment; second 50% not obligated within 1 year redistributed to “Supplemental Discretionary Grants for a National Transportation System Program” -100% federal share -funds shall be apportioned by FTA “as soon as possible”	-Urbanized Area Formula Grants (5307) - \$6.75 billion -Rural Area Formula Grants (5311) - \$750 million -Growing States and High Density Formula Grants (5340) - \$0 -Small Transit Intensive Cities formula not used in 5307 apportionments -50% of funds must be obligated within 90 days; remaining 50% must be obligated within 2 years -“Use it or lose it provision” – DOT shall redistribute funds not obligated within the specified time periods to other recipients eligible under the programs to use in a “timely manner” -100% federal share -FTA required to apportion funds within 7 days of enactment

Fixed Guideway Modernization Program (Rail-Mod)	No provision.	<ul style="list-style-type: none"> <li>- \$2 billion provided</li> <li>- 50% of funds must be obligated within 180 days; remaining 50% must be obligated within 2 years</li> <li>- "Use it or lose it provision" – DOT shall redistribute funds not obligated within the specified time periods to other recipients eligible under the programs to use in a "timely manner"</li> <li>- 100% federal share</li> <li>- FTA required to apportion funds within 7 days of enactment;</li> </ul>
Capital Investment Grants (New Starts Program)	No Provision.	<ul style="list-style-type: none"> <li>- \$2.5 billion provided</li> <li>- discretionary grants competitively awarded by DOT</li> <li>- priority shall be given to projects that are currently in construction or are able to award contracts based on bids within 120 days of enactment (FFGAs)</li> <li>- 50% of funds must be spent (contracts or binding commitments) by grantee within 120 days of award or be redistributed by DOT</li> <li>- current matching requirements remain</li> </ul>
Supplemental Discretionary Grants for a National Transportation System Program	<p>- \$5.5 billion provided for discretionary grants to states and local governments for the following eligible projects:</p> <ul style="list-style-type: none"> <li>Highway and bridge projects, including interstate rehabilitation, improvements to rural collector road system, reconstruction of overpasses and interchanges, bridge replacements, and seismic retrofit projects for bridges and road realignments;</li> <li>Public transportation projects including New Starts and Small Starts projects;</li> <li>Passenger and freight rail improvements and port infrastructure improvements.</li> </ul> <ul style="list-style-type: none"> <li>- Grants range from \$20,000,000 to \$500,000,000;</li> <li>- 100% federal share;</li> <li>- projects must be completed within 3 years</li> <li>- funds must be distributed equitably among geographic regions and urban and rural areas</li> <li>- Secretary must issue grant criteria within 75 days of enactment;</li> <li>- applications must be submitted within 180 days of enactment;</li> <li>- projects must be awarded within 1 year of enactment;</li> </ul>	No provision.
<b>Rail Program Details</b>		
Amtrak	-\$850 million for Amtrak Capital Improvements	-\$800 million for Amtrak Capital Improvements
Intercity Passenger Rail Grants	<ul style="list-style-type: none"> <li>- \$250 million for Intercity Passenger Rail grants</li> <li>- funds distributed under the Sec. 24401 Intercity Passenger Rail Grant program</li> <li>- 100% federal share</li> <li>- projects must be in STIP at time of application</li> <li>- priority given to projects that can be completed within 2 years and increase safety and reliability of intercity passenger trains.</li> </ul>	<ul style="list-style-type: none"> <li>- \$300 million for Intercity Passenger Rail grants;</li> <li>- funds distributed under the Sec. 24401 Intercity Passenger Rail Grant program;</li> <li>- preference given to projects that can be awarded within 180 days of enactment;</li> <li>- preference given to FTRA compliant rolling stock;</li> <li>- preference given to projects that promote High Speed Rail</li> </ul>

<p><b>High Speed Rail Corridor Program</b></p>	<p>- \$2 billion provided for discretionary grants for capital projects in designated high speed rail corridors;          - grants distributed under the High Speed Rail program (Sec. 26106)          - grants must be awarded by September 30, 2011          - 100% federal share</p>	<p>- Preference provided for high speed rail projects, as indicated under \$300 million appropriation for Intercity Passenger Rail funding (see above)</p>
<p><b>Maritime Transportation</b></p>	<p>- \$60 million in grants under the FHWA's Ferry Boat Discretionary Program; competitive discretionary grants to be distributed to states for the construction of ferry boats and ferry terminal facilities.          - priority given to projects that can be completed within 2 years;          - \$100 million provided for grants for "assistance to small shipyards," through the Maritime Administration for capital improvements to small shipyards to improve productivity of nation's shipbuilding industry</p>	<p>- No provision.</p>