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Key transportation-related provisions in the Hiring Incentives to Restore Employment Act (The HIRE Act, passed and signed into law in March 2010.)

The HIRE Act would extend the latest authorization of the transportation bill, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), until **December 31, 2010**.

The HIRE Act would extend the authority of the Highway Trust Fund (HTF) through FY 2010 and through January 1, 2011.

It would restore **\$8.7 billion** in contract authority that was rescinded on September 30, 2009.

It authorizes appropriations equal to FY 2009 levels.

It would distribute all authorized funds based on the formulas agreed to under SAFETEA-LU.

The HIRE Act would repeal the provision included in Title IX of the Transportation Equity Act for the 21st Century that disallowed the HTF from earning interest on unspent balances after September 30, 1998.

The HIRE Act would restore interest to the HTF (\$14.7 billion to the Highway Account; \$4.8 billion Mass Transit Account) that would have been earned by the HTF had it been able to continue to earn interest on unspent balances.

The HIRE Act would require that in FY 2010 the funds apportioned to each state are determined by the amount the state received or was authorized to receive in FY 2009 for sections 1301 (Projects of Regional and National Significance), 1302 (National Corridor Infrastructure Improvement Program), 1307 (Deployment of Magnetic Levitation Transportation Projects), 1702 (High Priority Projects Program Authorizations), and 1934 (Transportation Improvement Projects) of SAFETEA-LU and section 144(f)(1) of title 23, U.S. Code.

The Federal Aviation Administration Extension Act (H.R. 4853) amended the HIRE Act's distribution of funds authorized in sections 1301 and 1302 of SAFETEA-LU to match the distribution of FY 2009 apportioned highway funds. Previously, the \$932 million apportioned in SAFETEA-LU and reauthorized in the HIRE Act would have been distributed to only 29 states, with 58% going to projects in only four states.

H.R. 4853 would also amend the distribution of funding for the discretionary programs in section 1702 and 1934 toward all 13 State highway funding formula programs instead of only 6.

Transportation for America is a broad and growing coalition of national, state and local elected officials, businesses, and organizations calling for the renewal of our national transportation program for the 21st century.



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The HIRE Act would extend NHTSA, FMCSA, and other safety programs at the same funding level authorized for FY 2009.

The HIRE Act would extend: the formula for allocating planning funds between metropolitan planning programs and State planning programs; the special rule permitting some urbanized areas with populations over 200,000 to use funds for the operating of transit systems; the allocations for Small Starts, ferry boats, the fuel cell bus program, intermodal terminals and bus testing; the apportionment for the tribal transit program; and the apportionment for fixed guideway modernization at FY 2009 levels through December 31, 2010.

The HIRE Act would extend funding for the Metropolitan and Statewide Planning; Urbanized Area Formula Program; Clean Fuels Grant Program; Fixed Guideway Modernization; Bus and Bus-Related Equipment and Facilities; Elderly Individuals and Individuals with Disabilities; Other Than Urbanized Area Formula Program; Job Access Reverse Commute; New Freedom; Paul S. Sarbanes Transit in the Parks Program; National Transit Database; Alternatives Analysis; Growing States and High Density States; Over the Road Bus Accessibility Program; Research Programs, including University Centers at the 2009 authorized levels through December 31, 2010.

The HIRE Act would extend Capital Investment Grants and FTA Administration at the FY 2010 appropriated levels through December 31, 2010.

The HIRE Act would extend the current obligation ceiling for the mass transit account of the HTF through FY 2010 (\$10.5 billion for FY 2010; of which not more than \$8.36 billion shall be from the Mass Transit Account) and from October 1, 2010 through December 31, 2010 (\$2.62 billion; of which not more than \$2.09 billion shall be from the Mass Transit Account).

The HIRE Act would amend SAFETEA-LU by extending the following programs through FY 2010 and from October 1, 2010 through March 31, 2011: Public-private partnership pilot program; Elderly individuals and individuals with disabilities pilot program; Project authorizations for new fixed guideway capital projects; Allocations for national research and technology programs; and National research and technology programs as authorized by sections 5312, 5314, and 5322 of SAFETEA-LU.

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