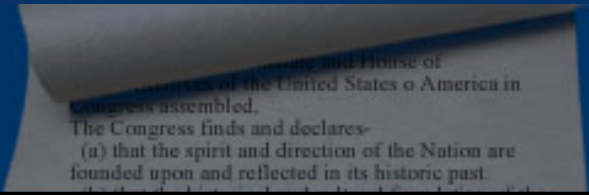


News!

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NEW LEADERSHIP LIKELY FOR HOUSE INTERIOR SUB-CMTE

With the passing of Rep. John Murtha (D-PA), Rep. James Moran (D-VA) is poised to become the next chairman of the House Interior Appropriations Subcommittee if, as anticipated, current Subcommittee Chairman Norm Dicks, (D-WA) moves to chair the Defense Appropriations Subcommittee.

After Dicks, Moran has the most seniority on the Interior Appropriations panel. But the final determination of who will chair the two subcommittees will be up to the entire Appropriations Committee and the Democratic Caucus.

According to an article in CongressDaily, it is unclear whether criticism of some of Moran's earmarking practices might play a role in the selection process. There might also be some hard feelings from 2006, when Moran backed Murtha's unsuccessful challenge of then-Minority Whip Hoyer for majority leader, then accused some Democrats of double-crossing Murtha in secret balloting.

Rep. Maurice Hinchey (D-NY) was mentioned as a potential candidate to replace Dicks, but he said Thursday that he would not challenge Moran and Rep. Ed Pastor, (D-AZ), said he is satisfied in his current role as acting chairman of the Energy-Water Appropriations Subcommittee and supports Moran's becoming chairman of the Interior Subcommittee.

Rep. Moran represents Arlington, VA, a suburb of Washington D.C. and will be taking over a subcommittee whose majority of jurisdiction focuses on Western, public lands, and environmental issues. What does this mean for historic preservation and the HPF? Being a former mayor of historic Alexandria, VA, and a long-time member of the Interior subcommittee, Rep. Moran and his staff are familiar with the HPF. The City of Alexandria became a CLG during his tenure as Mayor. Rep. Moran has also traditionally signed onto

the annual historic preservation programs funding letter, making us hopeful we will have his continued support.

JOBS BILL



Late Thursday Senate Majority Leader Reid (D-NV) elected to push a scaled-back, four-part jobs bill instead of a broader package crafted by Senators Max Baucus (D-MT) and Chuck Grassley (R-IA). The bill Reid wants to consider will include a payroll tax break; **an extension through this year of federal surface transportation programs**; an expansion of the Build America Bonds program of tax-credit bonds for state and local infrastructure projects; and an expiring extension through this year for higher expensing limits for small businesses included in last year's stimulus bill. Reid said it will be paid for but did not detail how.

The Reid bill does not include a renewal of \$31 billion worth of expired tax breaks and at this point it's unclear whether Republicans will latch on to a proposal that does not include extensions of tax breaks and if Reid will be able to garner the 60 votes necessary for passage. Reid said the Senate will turn to the tax extenders after the Presidents Day break, separately from this jobs bill. In a statement today, House Speaker Pelosi (D-CA) said the House "looks forward to reviewing the Senate proposal" but had no good words for the legislation.



HIGH SPEED RAIL FUNDS AWARDED

The Obama Administration recently announced the recipients of \$8 billion in high-speed rail grants. The funding was divided among 31 states and the District of Columbia, with the

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majority of the grants going to new, large-scale programs. Grants were made for railways in thirteen major corridors and for planning and studies in another eleven. According to an Environment and Energy Daily analysis, the passenger rail lines that received stimulus cash go through more than 40 percent of all congressional districts, including those represented by a number of powerful lawmakers.

Applicants for the \$8 billion in high-speed rail funding that was made available by last year's American Recovery and Reinvestment Act (ARRA) submitted more than \$55 billion in project proposals. The bulk of the stimulus money went to a trio of major projects: a high-speed rail line linking Tampa and Orlando, FL (\$1.25 billion); a high-speed line linking Southern and Northern California (\$2.3 billion); and incremental upgrades to three existing lines radiating out from Chicago to St. Louis, Milwaukee and Detroit (\$2.2 billion) More than \$2 billion was awarded to more than 20 other states for incremental upgrades to existing Amtrak passenger rail service or for preliminary work on future high-speed rail lines. A full list of awards can be found at: [http://www.whitehouse.gov/sites/default/files/rss\\_viewer/hsr\\_awards\\_summary\\_public.pdf](http://www.whitehouse.gov/sites/default/files/rss_viewer/hsr_awards_summary_public.pdf)

Announcement of the recipients of these initial grants is only a first step for the high-speed intercity passenger rail program. The program has been made a centerpiece of the Obama Administration, which has pledged an additional \$5 billion over the next five years, including \$2.5 billion in the FY 2010 budget and a request for \$1 billion

in FY 2011.

## ACHP/NTHP AWARD FOR FEDERAL PARTNERSHIPS

The Advisory Council on Historic Preservation and the National Trust for Historic Preservation seek exemplary historic preservation efforts accomplished through federal partnerships with at least one non-federal entity for the combined award presented at the National Trust's annual conference. The deadline for nominations is March 1, 2010.

A jury of preservation professionals from the National Trust and the ACHP will review the nominations, and a winner will be honored in October 2010 at the National Trust's conference in Austin, Texas.

For more information contact Patricia Knoll at 202-606-1385, [pknoll@achp.gov](mailto:pknoll@achp.gov), or visit <http://www.preservationnation.org/take-action/awards/>.

2010 marks the ninth year for the National Trust/ACHP Award for Federal Partnerships in Historic Preservation. Past winners have included the Department of Energy, Los Alamos National Laboratory; the Bureau of Land Management and the Arizona Site Steward Program; and the General Services Administration, along with numerous other federal and state agencies, organizations and companies, for ensuring the protection of Governors Island, New York Harbor.



### MARK YOUR CALENDARS

#### UPCOMING EVENTS

March 2-5, 2010 – NCSHPO annual meeting and Advocacy Day, Washington D.C.

July 28-30, 2010 – NCSHPO Summer Board Meeting, Grand Rapids, MI