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EXTRA STIMULATIVE EDITION

Friday, January 16, 2009

Legislative Schedules
Week of January 12, 2009

House

The House has completed its legislative business for this week.

Senate

The Senate will convene 10 a.m. on Friday for morning business.

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House Stimulus Bill Has \$43 Billion for USDOT Mammoth \$825 Billion Legislation Criticized As Too Big By GOP; Not Big Enough By Democrats; T&I Leaders Say Not Enough Infrastructure \$\$\$

Yesterday, House Democratic leaders released the text of a \$550 billion spending bill — to be paired with a forthcoming \$275 billion tax cut bill to form an \$825 billion economic stimulus bill.

The draft bill (which is online at appropriations.house.gov) includes \$43.1 billion for the U.S. Department of Transportation, \$4.5 billion for the water projects of the Army Corps of Engineers, \$9.4 billion for environmental infrastructure programs at the EPA, and \$650 million for transportation-related programs at the Department of Homeland Security.

Democratic leaders of the House Transportation and Infrastructure Committee were disappointed because the \$550 billion package (drafted by the Appropriations Committee) only contained \$63 billion for programs under T&I jurisdiction, not the \$85 billion that they had asked for.

T&I chairman James Oberstar (D-MN) reportedly criticized the plan in a closed meeting of the House Democratic Caucus, and the chairman of the T&I Highways and

Transit Subcommittee, Peter DeFazio (D-OR), told *CQ* that "I'm not happy, and I don't think I'm alone in questioning whether I would support [the bill]."

Republicans, naturally, criticized the bill on the grounds that it spends too much, with Minority Leader John Boehner (R-OH) pointing out features of the bill that don't sound like unforeseeable emergencies (\$1 billion for the 2010 Census, which has been on the calendar since 1789) or which would not strike many taxpayers as a reason to increase the deficit (\$650 million for more digital TV converter box coupons).

The Appropriations Committee has scheduled a markup of the draft spending bill for Wednesday, January 21, at noon.

The Senate Appropriations Committee may mark up its version of the bill on Thursday, January 22, and the Senate panel may post its bill online today.

A summary of the transportation provisions of the draft House spending bill follows.

Bill-wide conditions. Title I of the draft bill contains a series of general provisions that apply to all funds in the bill. Foremost among these is section 1105, which states that all budget authority in the bill must be obligated by September 30, 2010, or else the money lapses and can no longer be obligated (unless expressly provided otherwise elsewhere in the bill). However, this cutoff does not apply to funds that are deobligated and then reobligated for something else.

Section 1103 says that unless otherwise specified, all funds in the bill that go out via formula must be apportioned within 30 days of the bill's enactment and that all grants that are competitively awarded must go out within 90 days of enactment (new programs get an extra 30 days). However, many transportation programs have different (usually earlier) deadlines.

Section 1104 establishes general "use it or lose it" requirements for all funds under the draft bill. Unless otherwise specified, any recipient of

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funds has to at least 50 percent of its funds within one year of the enactment of the bill (or within nine months of the grant award, if later) and must obligate the rest within two years after enactment (or within 21 months of the grant award, if later).

Section 1104 also gives all agency heads the power to recover or deobligate uncommitted funds and redistribute it to other recipients who can use it in a timely manner.

Many transportation programs have separate “use it or lose it” provisions.

Title I also contains a wide variety of oversight and transparency rules, including the requirement that the progress of all grants be trackable on a new “Recovery.gov” website. There is a bill-wide proviso (section 1109) preventing any funds in the bill from being used for casinos, aquariums, zoos, golf courses, or swimming pools.

Section 12001 of the bill lays out general provisions relating to the Transportation-HUD title of the bill regarding “maintenance of effort” — an attempt to ensure that states don’t cut their own spending on a program as a response to getting a stimulus check.

The provision requires each state governor to sign a certification that the state will “maintain its effort” and keep its non-federal spending on each stimulus program at the same level it otherwise would have been between the date of enactment and September 30, 2010.

However, there does not appear to be any penalty if the state’s actions do not follow through on the governor’s certification, and the provision does treat Rod Blagojevich’s word as gospel.

Transportation—highways and bridges. One place where the T&I Committee got basically everything it asked for is highways — the draft bill provides \$30 billion for highway and bridge programs (T&I had

SELECTED COMPONENTS OF THE DRAFT HOUSE APPROPRIATIONS COMMITTEE STIMULUS BILL

Department of Transportation

FAA	Airport improvement grants:	\$	3,000,000,000
FHWA	Highways and bridges:	\$	30,000,000,000
FRA	Intercity passenger rail:	\$	300,000,000
FRA	Amtrak capital grants:	\$	800,000,000
FTA	Transit formula grants:	\$	6,000,000,000
FTA	Transit rail modernization:	\$	2,000,000,000
FTA	Transit new starts:	\$	1,000,000,000
Total, DOT			\$ 43,100,000,000

Department of Homeland Security

CBP	Salaries and Expenses:	\$	100,000,000
CBP	Construction:	\$	150,000,000
TSA	Aviation Security:	\$	500,000,000
USCG	Alteration of Bridges:	\$	150,000,000
FEMA	Emergency Food/Shelter:	\$	200,000,000
Total, DHS			\$ 1,100,000,000

U.S. Army Corps of Engineers (Civil Works)

USACE	Construction:	\$	2,000,000,000
USACE	Mississippi River System:	\$	250,000,000
USACE	Operation and Maintenance:	\$	2,225,000,000
USACE	Regulatory Program:	\$	25,000,000
Total, Corps of Engineers (Civil)			\$ 4,500,000,000

Environmental Protection Agency

EPA	Superfund:	\$	800,000,000
EPA	LUST Trust Fund:	\$	200,000,000
EPA	STAG - Clean Water SRFs:	\$	6,000,000,000
EPA	STAG - Drinking Water SRFs:	\$	2,000,000,000
EPA	STAG - EPA05 VII-G grants:	\$	300,000,000
EPA	STAG - CERCLA 104(k):	\$	100,000,000
Total, EPA			\$ 9,400,000,000

asked for \$30.25 billion). The federal share of each project is 100 percent — no state or local match is required. All title 23 rules and regulations apply except advance construction under 12 U.S.C. 115 (b).

Overall, the Appropriations draft bill appears to acknowledge that the original T&I proposal would have given many states far more money than they could actually obligate via contract within three to six months. Instead, the draft bill

would put about half of the \$30 billion under a 120-day “use it or lose it” clock — if a state has not obligated half of its apportionment within 120 days, the difference between the obligated amount and 50 percent will be confiscated by the Federal Highway Administration and redistributed to other states.

For example, if New York gets \$1.355 billion in highway and bridge funding in the bill, but can

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only obligate, say, \$500 million within 120 days, then on Day 121, FHWA will take away \$177 million from New York ($1.355 \div 2 = 677$ million, and 677 minus $500 = 177$) and redistribute that money, along with the unobligated leftovers from all other states, to states that can obligate the money immediately.

A similar redistribution will take place for the remainder of the highway money on August 1, 2010 — trying to get the money obligated before it lapses for good on September 30, 2010.

By only putting half the money on a four-month “use it or lose it” deadline, the draft bill lessens the possibility that New York and several other traditionally slow-spending states would have to fork over half of their total stimulus money to North Carolina, Florida, and Utah (the bottomless, fast-spending states).

The draft bill solves another question in a Solomonian fashion. State governors and state DOTs wanted free reign to use the highway money where they saw fit. By contrast, cities and counties and planning organizations wanted as much of the money as possible subdivided to individual urbanized areas based on population.

The draft bill splits the baby — 55 percent of the highway money (after a few off-the-top set-asides) goes directly to state DOTs as the governors asked. The other 45 percent basically emulates the Surface

Transportation Program — ten percent goes off the top for transportation enhancements and the remaining 90 percent is split: 62.5 percent suballocated by population, and the other 37.5 percent stays at state DOT discretion.

(The 37.5 percent of the 90 percent of the 45 percent appears to function exactly the same as the 55 percent. See the flow chart following this article if that was too confusing.)

All in all, it appears that after the initial set-asides for federal lands highways, oversight, and territories, \$29.2 billion will be apportioned to states (plus DC). \$20.5 billion of that will be completely at the state DOT discretion, \$7.4 billion will be held by localities through their MPOs, and \$1.3 billion will go for enhancements.

This puts transportation enhancements (bicycle paths and facilities, mostly, but the category also includes landscaping, historic preservation, billboard removal, and “archaeological planning and research”) in a position to get more money in the bill than would intercity passenger rail (Amtrak and the new IPR program together only get \$1.1 billion in the draft bill).

Money suballocated to a locality has a “use it or lose it” clock that is 30 days shorter than does money held by a state DOT — if a MPO has not obligated at least 50 percent of its allocations within 90 days of allocation, it gives the money back to the state so that the state can obligate before the state’s 120-day deadline. The same thing happens to the re-

maining half of the money on July 1, 2010.

Transportation—intercity passenger rail. The draft bill gives \$800 million to Amtrak for capital and debt service, stating that “priority shall be given to projects for the repair, rehabilitation, or upgrade of railroad assets or infrastructure” and that no funds shall subsidize Amtrak operating losses.

The draft bill also provides a \$300 million appropriation for grants to states to build their own intercity passenger rail infrastructure. (The T&I panel wanted \$3.4 billion for this program, but since the ink is still wet on the law that created the program, and since none of the regulations governing this (ambitious) program have been written yet, the appropriators evidently felt that too much money into the program could not be spent quickly or wisely.

Transportation—mass transit. The draft bill provides a total of \$9 billion for the programs of the Federal Transit Administration.

\$6 billion will go for transit capital assistance grants (90 percent would go out under the urban formula and 10 percent would go out under the rural formula). The money could be used for any purpose under the urban (sec. 5307) or rural (sec. 5311) programs, and the federal cost share is 100 percent.

The draft bill would distribute \$2 billion under the incredibly complicated fixed guideway modernization formula, which disproportionately benefits the biggest subway

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SOME “USE IT OR LOSE IT” DEADLINES IN THE BILL

	Highways	Airport Grants	Transit Formula Grants	Intercity Rail Grants
<i>Funds Awarded/ Apportioned:</i>	7 days from enactment	90 days from enactment	7 days from enactment	180 days "preferred"
<i>Forcible Redistribution Of Unobligated Funds</i>	120 days from apportionment for 50%; August 1, 2010 for the other 50%.	120 days from grant award for 50%; 21 months after grant award for the other 50%.	120 days from grant award for 50%; two years after grant award for the other 50%.	If grant awards take longer than 3 months, then 9 months after award for 50%; 21 months after award for the other 50%.

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systems, with a federal share of 100 percent.

And the draft bill would provide \$1 billion for transit new starts, to be allocated at the discretion of US-DOT, with priority “given to projects that are currently in construction or are able to award contracts based on bids within 120 days” (hello, New York City.)

The T&I plan proposed \$2.5 billion for new starts, but the Appropriations subcommittees that oversee DOT spend more of their time overseeing new starts than any other DOT capital grant program, and they apparently felt that too much money going into the system at once would not be spent wisely.

The draft bill completely ignores the T&I proposal to give \$2 billion

to transit agencies to cope with the demand caused by high gasoline prices.

Transportation — aviation. The draft bill provides \$3 billion for airport improvement grants. The entire \$3 billion is discretionary (no formulas, no entitlements, no minimums), and all the usual restrictions and requirements of subchapter I of chapter 417 of title 49 U.S.C. apply. At least 50 percent of the money must be obligated within 120 days of a grant award.

(T&I proposed \$5 billion for airport grants and another \$250 million for FAA equipment procurement, which was denied.)

Homeland — aviation security. The draft bill appropriates \$500 million for the Transportation Security Administration for the purchase and installation of explosive detection systems and emerging

checkpoint technologies. The funds are at DHS discretion, but the bill instructs DHS to give priority to locations with completed design plans.

Homeland — Coast Guard. The draft bill appropriates \$150 million for Coast Guard alteration of bridges under the Truman-Hobbs Act. Since the stimulus bill does not contain (and is not likely to contain) any earmarks, it will be fascinating to see how the Coast Guard uses this money on its own, since the appropriators have earmarked 100 percent of the regular alteration of bridges account every years since we can remember.

The T&I panel asked for \$481 million for alteration of bridges, plus \$153 million for a new icebreaker and \$100 million for Coast Guard shore facilities.

HOW THE HOUSE BILL WOULD LIKELY DIVIDE UP ITS \$6 BILLION IN TRANSIT FORMULA SPENDING

The following table is not an official committee publication or FTA publication—it is a reworking of how the T&I Committee said its formula money would be distributed, plugging in the number from the urban (5307/5336) and rural (5311) money in the draft bill, and using the different oversight set-aside in the draft bill.

	Urban Formula	Rural Formula	Total Formula		Urban Formula	Rural Formula	Total Formula
Alabama	24,300,383	15,383,852	39,684,235	New Hampshire	7,250,092	3,997,460	11,247,552
Alaska	32,365,780	7,833,196	40,198,976	New Jersey	332,644,946	3,717,839	336,362,785
Arizona	79,504,403	11,103,517	90,607,920	New Mexico	14,331,527	10,034,530	24,366,057
Arkansas	12,134,196	11,771,107	23,905,303	New York	831,427,717	20,312,100	851,739,816
California	926,302,503	26,519,142	952,821,645	North Carolina	64,625,500	24,759,287	89,384,787
Colorado	79,401,914	9,992,309	89,394,223	North Dakota	4,765,106	5,003,089	9,768,195
Connecticut	64,346,167	3,102,137	67,448,304	Ohio	131,280,700	23,102,911	154,383,611
Delaware	10,171,463	1,417,953	11,589,416	Oklahoma	20,125,185	13,265,101	33,390,286
District of Columbia	109,703,649	-	109,703,649	Oregon	57,831,212	11,597,531	69,428,744
Florida	273,350,589	15,376,356	288,726,945	Pennsylvania	224,342,130	23,398,469	247,740,599
Georgia	103,817,578	19,183,721	123,001,299	Rhode Island	16,196,712	668,811	16,865,523
Hawaii	39,301,551	2,258,027	41,559,578	South Carolina	21,993,266	12,578,722	34,571,989
Idaho	8,732,410	7,043,531	15,775,941	South Dakota	3,661,130	6,078,861	9,739,991
Illinois	339,853,557	16,455,264	356,308,821	Tennessee	44,209,506	16,139,557	60,349,062
Indiana	54,004,266	15,635,280	69,639,546	Texas	298,336,685	38,276,516	336,613,202
Iowa	19,783,456	11,922,783	31,706,239	Utah	47,757,375	5,913,061	53,670,435
Kansas	15,164,885	11,212,784	26,377,669	Vermont	1,627,389	3,060,320	4,687,709
Kentucky	28,591,780	14,793,497	43,385,276	Virginia	86,280,667	14,150,665	100,431,332
Louisiana	45,912,186	12,042,035	57,954,221	Washington	151,263,679	11,124,847	162,388,526
Maine	4,773,550	6,376,396	11,149,946	West Virginia	7,716,656	7,867,620	15,584,276
Maryland	110,320,184	5,663,990	115,984,174	Wisconsin	58,058,354	15,617,464	73,675,819
Massachusetts	185,740,688	4,019,764	189,760,453	Wyoming	2,154,247	5,918,067	8,072,314
Michigan	102,167,309	20,126,363	122,293,672	American Samoa	-	308,726	308,726
Minnesota	69,989,717	14,898,407	84,888,124	Guam	-	834,475	834,475
Mississippi	7,553,137	13,443,226	20,996,363	Northern Marianas	1,053,975	47,527	1,101,502
Missouri	57,512,899	16,116,606	73,629,505	Puerto Rico	68,737,531	1,910,273	70,647,804
Montana	4,024,880	9,492,182	13,517,062	Virgin Islands	1,274,670	-	1,274,670
Nebraska	12,432,855	7,956,068	20,388,922	Oversight/Admin.	40,500,000	3,000,000	43,500,000
Nevada	39,296,108	6,176,680	45,472,788	TOTAL	5,400,000,000	600,000,000	6,000,000,000

We wanted to do a table for the \$2 billion in fixed guideway modernization grants as well, but we challenge any outsider to comprehend this formula:
http://www.fta.dot.gov/documents/CR_Table_9_-_2009_fgm_formula.xls

Highway Spending in the House Stimulus Bill

TOTAL: \$30 BILLION

General fund appropriation for highway and bridge projects eligible under these sections of title 23 U.S.C.: 133, 144, 103, 119, 134, 148, and 149; to remain available for obligation until September 30, 2010. All funds have a 100 percent federal share and require no state or local match.

SUBTRACT: \$804 MILLION

\$300 million for Indian reservation roads
 \$250 million for national park roads and roadways
 \$20 million for on-the-job training under 23 U.S.C. 140(b)
 \$20 million for DBE bonding assistance under 23 U.S.C. 332(e)
 \$60 million for FHWA administrative expenses
 \$154.2 million for highways in Puerto Rico and other territories

REMAINING: \$29.196 BILLION

To be apportioned to states by the same percentages as the distribution of formula obligation limitation to states in fiscal year 2008. Recipients shall "give priority" to projects that can award contracts within 120 days, to projects on the STIP or MTIP, as appropriate, to projects that can be completed within three years, and which are in economically distressed areas. Each state must then split its apportionment into two "pots" as follows:

55 PERCENT (\$16.058 Billion)

May be used at state DOT discretion for any eligible project under the conditions set out above. Half must be obligated within 120 days of apportionment; the other half must be obligated by August 1, 2010.

45 PERCENT (\$13.138 Billion)

Is further subdivided in a way that emulates the Surface Transportation Program:

SUBTRACT \$1.314 Billion

10 percent set-aside that must be spent for transportation enhancements (see 23 U.S.C. 101(a)(35)).

REMAINING: \$11.824 BILLION

Split up as follows:

62.5 PERCENT (\$7.390 Billion)

Must be suballocated to individual areas within a state by population under 23 U.S.C. 133(d) and placed under MPO control. Half must be obligated within 90 days or else the unobligated portion of that half will be taken away from the MPO and transferred to the state DOT where it is combined with the state's money that must be obligated within 120 days of apportionment. The other half must be obligated by July 1, 2010 or else the unobligated portion of that half will be taken away from the MPO and transferred to the state DOT where it is combined with the state's money that must be obligated by August 1, 2010.

37.5 PERCENT (\$4.434 Billion)

Remains at the state DOT discretion. Functionally, this money is combined with the 55 percent of the original apportionment that remained at state DOT discretion in the first place (\$16.058 billion of the \$30 billion). Half must be obligated within 120 days of apportionment; the other half must be obligated by August 1, 2010.

HOW THE HOUSE BILL WOULD LIKELY DIVIDE UP ITS \$30 BILLION IN HIGHWAY SPENDING*(Not an official committee or FHWA table - this is our in-house "best guess" - dollar amounts in thousands)*

Total highway appropriation							30,000,000
Set-aside for Indian reservation roads:							300,000
Set-aside for National park roads:							250,000
Set-aside for job training under 23 U.S.C. 140(b):							20,000
Set-aside for DBE bonding under 23 U.S.C. 332(e):							20,000
Set-aside for FHWA administrative expenses:							60,000
Puerto Rico and territorial highways:							154,207
Remainder, to be apportioned to states as shown below:							29,195,793
	45% Apportioned and suballocated like STP funds, as follows:					55% is at	
	Transportation	Sub-allocated within states to areas			Left to state	State DOT	GRAND
	Enhancements	Based on population:			Discretion	Discretion	TOTAL
		>200,000	5k-199,999	<5,000			
Total, 50+ DC	1,313,811	5,845,932	1,049,998	494,256	4,434,111	16,057,686	29,195,793
Alabama	25,185	112,063	20,128	9,475	84,999	307,816	559,666
Alaska	10,725	47,720	8,571	4,035	36,195	131,077	238,322
Arizona	26,395	117,447	21,095	9,930	89,083	322,605	586,554
Arkansas	16,664	74,147	13,318	6,269	56,240	203,667	370,303
California	125,864	560,043	100,590	47,350	424,790	1,538,335	2,796,972
Colorado	18,578	82,666	14,848	6,989	62,702	227,068	412,851
Connecticut	17,611	78,362	14,075	6,625	59,437	215,245	391,354
Delaware	5,438	24,199	4,346	2,046	18,355	66,470	120,854
District of Columbia	5,604	24,935	4,479	2,108	18,913	68,493	124,532
Florida	65,780	292,696	52,572	24,747	222,008	803,981	1,461,783
Georgia	47,066	209,423	37,615	17,706	158,846	575,246	1,045,903
Hawaii	5,825	25,917	4,655	2,191	19,658	71,189	129,435
Idaho	9,746	43,365	7,789	3,666	32,892	119,115	216,573
Illinois	45,075	200,568	36,024	16,957	152,129	550,922	1,001,676
Indiana	33,585	149,441	26,841	12,635	113,350	410,487	746,339
Iowa	15,887	70,691	12,697	5,977	53,619	194,175	353,045
Kansas	14,275	63,520	11,409	5,370	48,180	174,478	317,232
Kentucky	20,579	91,568	16,447	7,742	69,454	251,520	457,310
Louisiana	21,179	94,239	16,926	7,968	71,480	258,857	470,649
Maine	6,240	27,765	4,987	2,347	21,060	76,266	138,665
Maryland	21,539	95,842	17,214	8,103	72,696	263,260	478,655
Massachusetts	22,786	101,390	18,211	8,572	76,904	278,500	506,364
Michigan	39,383	175,237	31,475	14,816	132,916	481,342	875,167
Minnesota	21,494	95,637	17,178	8,086	72,541	262,698	477,633
Mississippi	15,886	70,687	12,696	5,976	53,616	194,164	353,025
Missouri	30,974	137,824	24,755	11,653	104,539	378,576	688,320
Montana	12,485	55,555	9,978	4,697	42,138	152,599	277,453
Nebraska	10,362	46,106	8,281	3,898	34,971	126,643	230,261
Nevada	9,798	43,598	7,831	3,686	33,069	119,755	217,736
New Hampshire	6,189	27,537	4,946	2,328	20,887	75,639	137,526
New Jersey	35,001	155,742	27,973	13,168	118,130	427,795	777,809
New Mexico	12,652	56,297	10,112	4,760	42,701	154,637	281,159
New York	60,970	271,292	48,727	22,937	205,773	745,188	1,354,887
North Carolina	36,102	160,638	28,852	13,581	121,843	441,242	802,259
North Dakota	8,752	38,945	6,995	3,293	29,539	106,974	194,498
Ohio	46,624	207,458	37,262	17,540	157,356	569,848	1,036,087
Oklahoma	20,890	92,953	16,696	7,859	70,505	255,326	464,228
Oregon	15,721	69,951	12,564	5,914	53,058	192,143	349,352
Pennsylvania	56,442	251,144	45,108	21,233	190,492	689,847	1,254,267
Rhode Island	6,943	30,894	5,549	2,612	23,433	84,861	154,292
South Carolina	21,594	96,083	17,258	8,124	72,879	263,923	479,859
South Dakota	8,941	39,784	7,146	3,364	30,176	109,279	198,689
Tennessee	27,590	122,765	22,050	10,379	93,117	337,212	613,114
Texas	108,932	484,702	87,058	40,980	367,644	1,331,387	2,420,703
Utah	9,960	44,316	7,960	3,747	33,614	121,729	221,325
Vermont	5,829	25,937	4,659	2,193	19,673	71,243	129,533
Virginia	33,549	149,280	26,812	12,621	113,228	410,045	745,537
Washington	23,830	106,032	19,045	8,965	80,425	291,251	529,547
West Virginia	10,956	48,751	8,756	4,122	36,978	133,910	243,473
Wisconsin	25,370	112,887	20,276	9,544	85,624	310,079	563,779
Wyoming	8,966	39,894	7,165	3,373	30,259	109,580	199,237

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NEXT WEEK IN COMMITTEE

Wednesday, January 21, 2008 — House Appropriations — full committee hearing to mark up draft economic stimulus legislation — 12:00 p.m., 2359 Rayburn.

Senate Commerce, Science and Transportation — full committee hearing on the nomination of Ray LaHood to be Secretary of Transportation — 2:00 p.m., SR-253 Russell. (*RESCHEDULED FROM JAN. 14*).

Thursday, January 22, 2008 — Senate Appropriations — full committee markup of draft economic stimulus legislation — *time and room TBA [TENTATIVE]*.

House Transportation and Infrastructure — full committee hearing on the infrastructure stimulus package — 10:00 a.m., 2167 Rayburn.

UPCOMING CALENDAR

Tuesday, January 20, 2009 — President Barack Obama and Vice President Joe Biden are inaugurated.

Monday, February 2, 2009 — Statutory deadline for the President to submit the FY 2010 budget (though Obama will undoubtedly submit a current services, or placeholder, budget initially).

Friday, March 6, 2009 — Current continuing resolution expires.

Tuesday, March 31, 2009 — Current extension of federal aviation taxes and spending authority expires.

Wednesday, September 30, 2009 — Expiration of fiscal year 2009 and expiration of spending authority for surface transportation programs under the SAFETEA-LU law.

STATUS OF MAJOR TRANSPORTATION BILLS — 111th CONGRESS

BILL	HOUSE ACTION	SENATE ACTION	RESOLUTION
FY 2009 Omnibus Appropriations Act	House floor action scheduled for the week of February 2, 2009		
Economic Stimulus Appropriations & Tax Cuts	House markup scheduled for 1/21/09	Senate markup scheduled for 1/22/09	
FY 2010 Congressional budget resolution			
FY 2010 Transportation-HUD Appropriations			
FY 2010 Energy and Water Appropriations			
FY 2010 Homeland Security Appropriations			
Federal Aviation Admin. Reauthorization Bill			
Surface Transportation Reauthorization Bill			
Water Resources Development Act			
FY 2010 Coast Guard Authorization			