

THE LEGISLATIVE SERVICES GROUP'S

Transportation Weekly

MONITORING AND ANALYZING DEVELOPMENTS IN FEDERAL TRANSPORTATION AND PUBLIC WORKS POLICY

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Wednesday, January 21, 2009

Legislative Schedules Week of January 19, 2009

House

Wednesday — meets at noon — four measures under suspension of the rules and complete consideration of H.R. 384, TARP reform.

Thursday — meets at 10 a.m. — consideration of a privileged resolution to block the release of \$350 billion in TARP funding.

Friday — no votes.

Senate

The Senate will convene at 12 noon today and will immediately begin 3 hours of debate on the nomination of Hillary Clinton for Secretary of State. The Senate will recess from 12:45 p.m. to 2:15 p.m. for the weekly party luncheons. A vote on the nomination will likely be held at 4:30 p.m.

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New CBO Analysis Says House Stimulus Bill Will Stimulate Much More Slowly Than Anticipated

Just 14.6 Percent of Bill's USDOT Funding Would Be Outlaid By September 30 2010

Earlier this week, the nonpartisan Congressional Budget Office gave key Congressional committees a preliminary estimate of how quickly the funds appropriated by the latest version of the House Democratic economic stimulus bill will be "outlaid" from the Treasury and be spent in the economy.

The bad news: CBO says that of \$358 billion in appropriated budget authority provided by the Appropriations Committee's portion of the \$825 billion stimulus package, only about \$136 billion — 38.1 percent — will leave the Treasury and enter

the economy before September 30, 2010.

Obviously, the longer that appropriated funds take to enter the economy, the less of a stimulatory effect the money will have in attempting to ameliorate or shorten the current economic recession.

The worse news: CBO says that of the \$43.1 billion appropriated to the U.S. Department of Transportation by the draft bill, just \$6.3 billion (14.6 percent) will enter the economy by September 30, 2010. Over half of the \$43.1 billion (\$23.8 billion) would not enter the economy until after the 2012 Presidential election.



The new report from CBO says that the actual spending from transportation stimulus funding is pretty far back on the calendar.

Though CBO and its analysts are widely respected for their independence, and are given a role by the Budget Act of 1974 as official scorekeepers of the legislation that makes its way through Congress, they are not infallible. And when it comes to es-

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Outgoing Bush FTA Signs \$2.5 Billion in FFGAs

During the last two weeks of the Bush Administration, the Federal Transit Administration signed papers committing the federal government to spend almost \$2.5 billion dollars on major rail transit projects in four different metropolitan areas.

The FTA signed, or approved for signature, full funding grant agree-

ments (FFGAs) for projects in Salt Lake City, Seattle, and Denver, as well as the first segment of the Washington DC Metro extension to Dulles International Airport. A FFGA is a special type of grant agreement FTA uses for making a major investment in a new fixed guideway system—rapid rail, light rail, commuter rail, exclusive

bus/high occupancy vehicle lanes, or ferry service—or an extension to an existing fixed guideway system. In exchange for FTA's commitment to provide \$25 million or more in Federal funds under the 49 U.S.C. 5309 major capital investment program, over a multi-year construction schedule, the grantee commits

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Signed FFGAs

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to complete its new starts project on time, within budget, and in compliance with all applicable Federal requirements, and to bear any cost increases that might occur subsequent to award and execution of an FFGA.

Congressional appropriators have set a maximum federal cost share of 60 percent on FFGAs for the last several years, even though the underlying maximum federal share in title 49 U.S.C. is 80 percent.

The dirty little secret of FFGAs is that signing a FFGA does not really legally commit the federal government to providing its share of the funds on schedule. Since the new start program is a discretionary appropriation, legally, the executive branch cannot bind the hands of future Congresses in this manner.

<u>Project/FFGA</u>	<u>Fed. Share</u>	<u>Total Cost</u>	<u>Date Entered</u>
Washington, DC Dulles Airport Phase I*	\$900 million	\$5.2 billion	Jan 7 2009
Salt Lake City, UT Mid-Jordan Extension	\$428.3 million	\$514 million	Jan 9 2009
Seattle, WA University Link	\$813 million	\$1.9 billion	Jan 15 2009
Denver, CO West Corridor	\$308.6 million	\$709.8 million	Jan 16 2009
Total, January 2009 FFGAs	\$2.45 billion	\$8.3 billion	

**Pending 60-day review by Congress.*

However, practically speaking, the execution of a FFGA between FTA and a local transit agency puts that transit agency first in line for annual new start appropriations, and Congress rarely deviates very far from the annual schedule of funding for new starts with FFGAs.

In the fiscal 2009 budget, the Bush Administration requested \$1.621 billion for new starts, of which 70 percent (\$1.140 billion) was set aside for the federal share of funding for projects with signed FFGAs. Another \$160 million was set aside in the budget request for the pending Denver and Seattle FFGAs which were signed last week.

(Once the omnibus appropriations bill for FY 2009 is released next week we shall see how closely Congress adheres to the FFTA funding schedule contained in the budget request.)

The Salt Lake City, Seattle, and Denver FFGAs were actually signed in public ceremonies in those cities by road-tripping Acting FTA Administrator Sherry Little and local officials. The Dulles FFGA was approved internally by FTA/DOT on January 7 and entered a statutory 60-day waiting period before the formal signing can take place. However, it is unlikely that Congress will block the signing of the Dulles FFGA.

LaHood Hearing Reset For Today

The Senate confirmation hearing for Transportation Secretary-designate Ray LaHood has been rescheduled for 2:00 p.m. today in room 253 of the Russell Senate Office Building.

This hearing was originally scheduled for one week ago. However, it was canceled at the last minute because the Obama transition office had not yet submitted the full paperwork for the nominee to the Senate Commerce, Science and Transportation Committee.

Incoming Commerce chairman Jay Rockefeller (D-WV) issued a statement last week announcing the delay, saying that "In order to conduct a proper hearing every Chairman must have all files and other paperwork in hand which the Committee expects to receive as soon as possible. This postponement should not reflect at all on Representative LaHood. This is simply a matter of procedure and incoming Chairman Rockefeller is eager to move this hearing forward as soon as possible."

Rockefeller still does not formally chair the Commerce panel, pending the Senate enactment of an organizing resolution for the 111th Congress. Outgoing chairman Daniel Inouye (D-HI) will probably have to gavel in today's hearing.

Following the hearing, the full Senate could possibly confirm LaHood by the end of this week.

Trust Fund Balances Keep Dropping

The balance of money in the Highway Trust Fund keeps dropping, even during the cold-weather season when little construction is taking place and the Trust Fund is supposed to build its balance back up over the winter to support the flow of outlays during warm weather.

Preliminary numbers released last week say that the balance in the Highway Account of the Trust Fund was \$4.751 billion as of the close of business on December 31, down \$291 million from the start of the month. This follows a November where the balance stayed essentially unchanged.

Obviously, all of that balance is due to the fact that the general fund of the Treasury wrote a check on September 30 to the Highway Account for \$8.017 billion bailing out the Account's pending insolvency.

HIGHWAY TRUST FUND BALANCES

(Millions of Dollars)

Highway Account

	Start of Month	End of Month
Oct-08	6,925	5,049
Nov-08	5,049	5,041
Dec-08	5,042	4,751

Mass Transit Account

	Start of Month	End of Month
Oct-08	5,887	5,856
Nov-08	5,857	5,762
Dec-08	5,762	5,635

CBO Stimulus Score

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timating the year-by-year effects of huge new programs, there is naturally some guesswork involved.

Nevertheless, as the official scorekeepers, CBO's analysis carries a great deal of weight with both parties on Capitol Hill.

In particular, CBO's new analysis gives rise to this question: what has changed between the last House version of the stimulus bill (in which almost 100 percent of the DOT funds were projected to be outlaid by September 30, 2012) and the current version, in which less than 50 percent of the DOT funds are outlaid by that date?

The answer has several parts. The latest version of the stimulus bill adds additional funds and new conditions to mass transit and adds funding for a new, slow-moving intercity passenger rail program. But the biggest reasons lie within the \$30 billion of highway funding appropriated by the draft bill.

The original version of the House stimulus bill, from September 2008, appropriated \$12.8 billion for highways. The new draft bill appropriates over twice as much. The larger size of the appropriation may have had some effect in slowing down the outlay rate – there must,

after all, be some kind of limit as to how much extra money any program can handle in a given period, and for many states, their share of the \$30 billion will come close to doubling the federal share of the state highway budget for 2009.

But more importantly, the new draft bill contains new restrictions on the money which were intended to accelerate the outlay of the funding but which will instead (according to CBO) slow down the outlay rate instead. Chief among these are two changes in the “use it or lose it” requirement for redistribution of highway funds.

The September 2008 version of the bill said that any portion of a state's share of the \$12.8 billion that was “not obligated within 180 days after the date of enactment of this Act shall be redistributed” and given to states that could obligate the money quickly. This may or may not have been feasible when the total funding was \$12.8 billion (compared to a \$41 billion per year normal federal highway program), but once the stimulus highway total climbed to

\$30 billion, it was obvious that many, many states would have problems obligating even half of their money within 180 days.

The new version of the bill splits the \$30 billion in half and puts it on two separate “use it or lose it” tracks – half of the money must be obligated within 120 days (not 180) or else it gets redistributed. The other half of the money must be obligated by August 1, 2010, or else it gets redistributed. Obviously, when you go from requiring 100 percent of the money to be obligated within 180 days to allowing 50 percent of the money to sit unobligated for 500+

days, the outlay rate for the total amount of funding will drop.

But the new bill also changes the definition of the word “obligation” as it is used in the budget process pertaining to highways. Under the normal procedure, the point at which the federal government is legally obligated to fund its share of a federal-aid highway project is

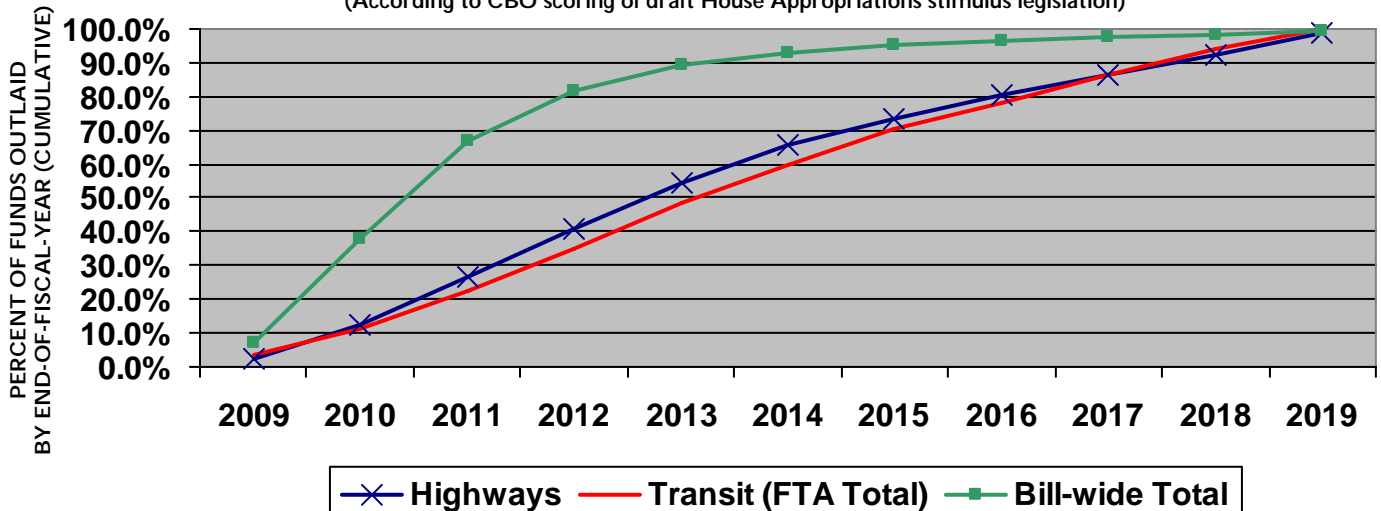
The timing of fiscal stimulus is critical. If the policies do not generate additional spending when the economy is in a phase of very slow growth or a recession, they will provide little help to the economy when it is needed...Poorly timed policies may do harm by aggravating inflationary pressures and needlessly increasing federal debt if they stimulate the economy after it has already started to recover.

*-Peter Orszag
January 22, 2008*

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CUMULATIVE OUTLAYS FROM SELECTED STIMULUS SPENDING, BY FISCAL YEAR

(According to CBO scoring of draft House Appropriations stimulus legislation)



CBO Stimulus Score

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defined in 23 CFR 630.106(c) as follows:

“The execution of the project agreement shall be deemed a contractual obligation of the Federal government under 23 U.S.C. 106 and shall require that appropriate funds be available at the time of authorization for the agreed Federal share...” However, the new draft bill contains language insisted on by the Transportation and Infrastructure Committee that redefines “obligation” for purposes of the 120-day redistribution of unused highway funding as “obligated based on awarded contracts.”

The problem: according to several state DOTs we contacted, the actual awarding of contracts happens, on average, between 60 and 120

days *after* the execution of the project agreement between the state and FHWA. (It should be noted that much of this timetable is due to rules which the state could, in theory, change.)

So, compared to the September 2008 bill, the new bill shortens the first “use it or lose it” clock by 60 days *and* increases the amount of time it takes a state to “use it” by between 60 and 120 days. CBO apparently thinks that the combination of these two provisions will cause many states to have to give back a large portion of their first half of their highway stimulus money.

And then, to make matters worse, the draft bill says that the highway money redistributed after 120 days must be redistributed to “those States and territories that have obligated, based on awarded con-

tracts, at least 50 percent of the funds made available under this heading and are able to obligate amounts in addition to those previously distributed...” But what if no states actually are able to obligate at least 50 percent of their money “based on awarded contracts” within 120 days? Would any state be able to access the redistribution of funds? Or would the money be stuck in unobligated limbo for an extended period of time?

Another provision that may be slowing down the outlay rate is the new requirement in the draft bill that \$7.4 billion of the highway funding be suballocated to individual metropolitan planning organizations based on population. Half of the MPO money is on a 90-day “use it or lose it” clock, which in combination with the “based on

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Tentative CBO Scoring of USDOT Spending in the House Appropriations Stimulus Bill (Millions of Dollars)

	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>11-Year Total</u>
Department of Transportation												
FAA - Airport Improvement Program												
BA	3,000	-	-	-	-	-	-	-	-	-	-	3,000
Outlays	90	570	1,260	600	360	120	-	-	-	-	-	3,000
Outlay Rate	3.0%	19.0%	42.0%	20.0%	12.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
FHWA - Highway Construction												
BA	30,000	-	-	-	-	-	-	-	-	-	-	30,000
Outlays	788	3,000	4,200	4,200	4,200	3,300	2,400	2,100	1,800	1,800	1,800	29,588
Outlay Rate	2.6%	10.0%	14.0%	14.0%	14.0%	11.0%	8.0%	7.0%	6.0%	6.0%	6.0%	98.6%
FRA - Amtrak Capital Grants												
BA	800	-	-	-	-	-	-	-	-	-	-	800
Outlays	720	80	-	-	-	-	-	-	-	-	-	800
Outlay Rate	90.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
FRA - Intercity Passenger Rail												
BA	300	-	-	-	-	-	-	-	-	-	-	300
Outlays	15	45	90	60	45	30	15	-	-	-	-	300
Outlay Rate	5.0%	15.0%	30.0%	20.0%	15.0%	10.0%	5.0%	0.0%	0.0%	0.0%	0.0%	100.0%
FTA - Capital Investment Grants (New Starts)												
BA	1,000	-	-	-	-	-	-	-	-	-	-	1,000
Outlays	90	190	120	100	100	70	70	70	70	60	60	1,000
Outlay Rate	9.0%	19.0%	12.0%	10.0%	10.0%	7.0%	7.0%	7.0%	7.0%	6.0%	6.0%	100.0%
FTA - Formula Grants for Capital Assistance												
BA	6,000	-	-	-	-	-	-	-	-	-	-	6,000
Outlays	180	360	660	780	840	720	660	480	480	480	360	6,000
Outlay Rate	3.0%	6.0%	11.0%	13.0%	14.0%	12.0%	11.0%	8.0%	8.0%	8.0%	6.0%	100.0%
FTA - Formula Grants for Fixed Guideway Modernization												
BA	2,000	-	-	-	-	-	-	-	-	-	-	2,000
Outlays	60	120	220	260	280	240	220	160	160	160	120	2,000
Outlay Rate	3.0%	6.0%	11.0%	13.0%	14.0%	12.0%	11.0%	8.0%	8.0%	8.0%	6.0%	100.0%
Total, Department of Transportation												
BA	43,100	-	-	-	-	-	-	-	-	-	-	43,100
Outlays	1,943	4,365	6,550	6,000	5,825	4,480	3,365	2,810	2,510	2,500	2,340	42,688
Outlay Rate	4.5%	10.1%	15.2%	13.9%	13.5%	10.4%	7.8%	6.5%	5.8%	5.8%	5.4%	99.0%

CBO Stimulus Score

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awarded contracts” language requested by the T&I Committee, could conceivably result in almost all MPOs having to give their money back to the state (which then probably couldn’t award contracts within 30 days, forcing the federal government to take the money back).

It is likely that a simple amendment to the highway paragraph striking the T&I language “based on awarded contracts” and going back to the regular definition of “obligate” would cause CBO to increase the outlay rate for the highway spending somewhat, but the degree to which such an amendment would improve matters is unclear.

With regards to transit funding, the new draft bill pushes back the

“hard” deadline for spending the money. The September 2008 bill provided \$3.6 billion for transit formula grants, an appropriation of budget authority that lapsed on September 30, 2009 – any money not obligated by then would vanish. The new draft bill, by contrast, makes all of its \$6.0 billion in budget authority available until September 30, 2010 (with a 120-day use-it-or-lose-it redistribution for half of the money). This slows down the outlay rate considerably, as the table on the previous page shows.

The new draft bill also provides \$1.0 billion for the slow-moving transit new starts program and \$2.0 billion for the even-slower-moving fixed guideway modernization program. According to CBO, half of the new start money won’t leave the Treasury until 2013 or later, and this total rises to two-thirds of the FGM money. These appropriations were not contained in the September

2008 bill with its much higher DOT-wide outlay rate.

The new draft bill contains an \$800 million appropriation for Amtrak capital spending. This money has a CBO outlay rate of 90 percent during FY 2009, but this is mostly an accounting trick (according to federal budget rules, Amtrak is not a part of the federal government, so the big check that DOT writes to Amtrak is scored as an outlay when the check is written, even if Amtrak may not spend that money in the economy for months or years).

And the new draft bill appropriates \$300 million for the new intercity passenger rail grant program. Since the regulations for this new program have not yet been written, CBO projects that the bulk of the money will not leave the Treasury until 2011-2012.

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Tentative CBO Scoring of Selected Other Spending in the House Appropriations Stimulus Bill (Millions of Dollars)

	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>11-Year Total</u>
Transportation Security Administration - Aviation Security												
BA	500	-	-	-	-	-	-	-	-	-	-	500
Outlays	15	95	210	100	60	20	-	-	-	-	-	500
Outlay Rate	3.0%	19.0%	42.0%	20.0%	12.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
U.S. Coast Guard - Alteration of Bridges												
BA	150	-	-	-	-	-	-	-	-	-	-	150
Outlays	15	65	40	20	10	-	-	-	-	-	-	150
Outlay Rate	10.0%	43.3%	26.7%	13.3%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
U.S. Army Corps of Engineers - Mississippi River System												
BA	250	-	-	-	-	-	-	-	-	-	-	250
Outlays	125	62	30	25	8	-	-	-	-	-	-	250
Outlay Rate	50.0%	24.8%	12.0%	10.0%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
U.S. Army Corps of Engineers - Construction												
BA	2,000	-	-	-	-	-	-	-	-	-	-	2,000
Outlays	100	700	500	340	260	100	-	-	-	-	-	2,000
Outlay Rate	5.0%	35.0%	25.0%	17.0%	13.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
U.S. Army Corps of Engineers - Operation and Maintenance												
BA	2,225	-	-	-	-	-	-	-	-	-	-	2,225
Outlays	890	890	445	-	-	-	-	-	-	-	-	2,225
Outlay Rate	40.0%	40.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
EPA - Water and Sewer Revolving Fund Grants												
BA	6,000	-	-	-	-	-	-	-	-	-	-	6,000
Outlays	180	1,380	1,800	1,200	600	360	120	72	36	24	18	5,790
Outlay Rate	3.0%	23.0%	30.0%	20.0%	10.0%	6.0%	2.0%	1.2%	0.6%	0.4%	0.3%	96.5%
EPA - Drinking Water Revolving Fund Grants												
BA	2,000	-	-	-	-	-	-	-	-	-	-	2,000
Outlays	60	460	600	440	200	80	40	20	12	8	6	1,926
Outlay Rate	3.0%	23.0%	30.0%	22.0%	10.0%	4.0%	2.0%	1.0%	0.6%	0.4%	0.3%	96.3%
BILL TOTAL												
BA	273,986	66,529	4,147	3,575	2,848	1,404	1,420	1,435	1,435	890	420	358,089
Outlays	26,156	110,167	103,048	52,948	27,438	13,345	7,326	4,898	4,151	3,357	2,698	355,532
Outlay Rate	7.3%	30.8%	28.8%	14.8%	7.7%	3.7%	2.0%	1.4%	1.2%	0.9%	0.8%	99.3%

CBO Stimulus Score

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All told, CBO estimates that under the House bill, 4.5 percent of the \$43.1 billion appropriated to DOT will leave the Treasury by September 30 of this year and another 10.1 percent will be outlaid during fiscal year 2010. The economic consensus is that eighteen months (roughly the end of FY 2010) is the outside window for legitimately being able to call new spending a countercyclical economic stimulus.

However, slow-moving though it may be, the transportation spending in the draft House bill is more stimulatory than a lot of other spending in the bill. According to CBO, the new programs contained in the draft bill for new technologies spend out even more slowly than transportation programs (see table in box at right for a comparison of selected year-one outlays for various appropriations).

Peter Orszag (onetime director of CBO, now President Obama's budget director) told the Senate Budget Committee at his confirmation hearing last week that the inclusion of some worthwhile but not-

entirely-stimulative spending items in the stimulus plan could be supported, and volunteered the example of "various infrastructure projects that may spend out largely, but not entirely, over the next year or two, [which] will leave you with a physical infrastructure that can increase capacity and economic growth in the future."

However, it is not certain of Orszag could justify a program that only spends out at 12.6 percent by the end of FY 2010 and at 40.6 percent by the end of FY 2012, (as the highway spending in the draft House bill as scored by CBO does) as spending out "largely, but not entirely, over the next year or two" with a straight face.

Over the years, CBO and the White House's Office of Management and Budget have often disagreed on many forecasting and scorekeeping issues, major and minor. It is very common for OMB to say that CBO is just plain wrong. However, it would

THE HOUSE STIMULUS BILL How Much of a Program's Appropriation Will Actually Be Spent By September 30, 2009?

DOE Advanced Battery Loan Program	0.2%
NTIA Wireless/Broadband Deployment Grants	0.4%
DOE Sec. 1705 Technology Loans	1.0%
DOE Electrical Grid Upgrades	1.0%
HUD Public Housing Capital Fund	2.0%
HUD Section 8 Energy Retrofit	2.0%
DOE Renewable Energy Grants	2.4%
USDA - Rural Broadband Grants	2.5%
DOT - Highways	2.6%
DOE Fossil Energy R&D	2.9%
DOT - Airport Grants	3.0%
EPA - State Revolving Funds	3.0%
DHS - TSA Aviation Security	3.0%
DOT - Transit	3.7%
USDA - Rural Community Advancementq	4.0%
HUD - Community Development Fund	4.8%
DOT - Intercity Rail	5.0%
Corps of Engineers - Construction	5.0%
GSA Federal Buildings Fund	5.2%
DoEd School Construction Grants	7.0%
DOJ COPS Grants	10.0%
DOJ Byrne Anti-Drug Grants	15.0%
Corps of Engineers - Operations	40.0%
USDA - Food Stamps	99.0%

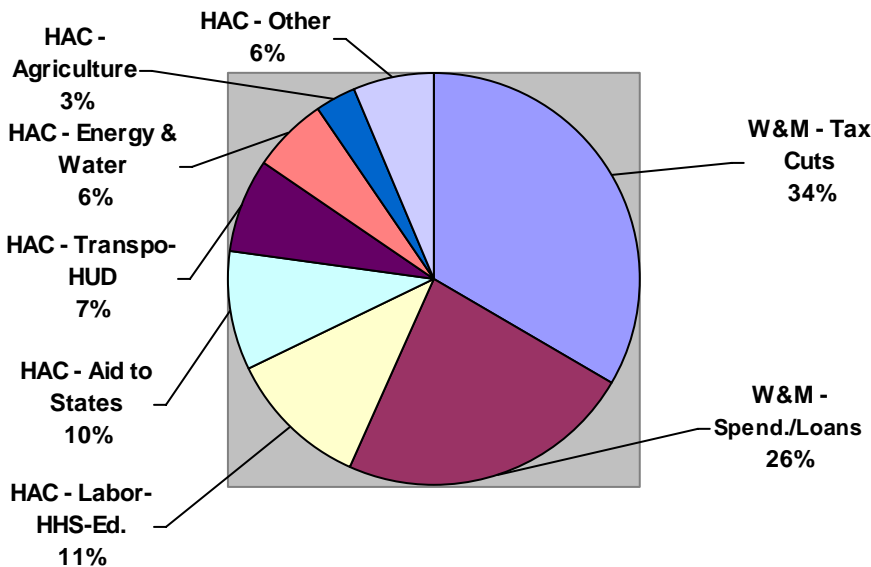
Source: CBO. Does not include accounts with partial forward funding (BA appropriated to become available after FY 2009).

be difficult for Orszag in particular to dismiss CBO's conclusions out of hand, since he was running CBO as late as last month.

Senate consideration of a counterpart stimulus package has been delayed, in part due to the delay in passing a new organizing resolution for the 111th Congress. Until the Senate can pass a new resolution electing committee chairmen and naming new members to committees, the holdovers from the 110th Congress are still in place, and the ability of the Senate Appropriations Committee to conduct its business is dependent on the ability of outgoing chairman Robert Byrd (D-WV) to show up and conduct business.

After the House Appropriations Committee finishes with the stimulus bill, the panel will turn to the consideration of the final omnibus appropriations act for FY 2009. Staff finished work on this bill over a week ago, and the bill has been sitting in a box in the head office waiting to be taken to the House Rules Committee for scheduling.

DIVIDING UP THE \$825 BILLION IN THE HOUSE BILL (HAC = House Appropriations Cmte; W&M = Ways and Means Cmte.)



NEW AND NOTABLE ON THE INTERNET

Economic Stimulus Legislation

The House Appropriations Committee draft of its portion of the stimulus bill is here:

<http://appropriations.house.gov/pdf/RecoveryBill01-15-09.pdf>

And the Appropriations explanatory committee report is here:

<http://appropriations.house.gov/pdf/RecoveryReport01-15-09.pdf>

The House Ways and Means Committee has posted the text of its part of the stimulus package here:

<http://waysandmeans.house.gov/media/pdf/110/sbill.pdf>

And summary data on the Ways and Means package can be found here:

<http://waysandmeans.house.gov/MoreInfo.asp?section=50>

Federal Transit Administration—Full Funding Grant Agreements

The FTA guidance document on full funding grant agreements can be found online here:

http://www.fta.dot.gov/laws/circulars/leg_reg_4119.html

And the FTA's annual New Starts Report for FY 2009 is here:

http://www.fta.dot.gov/publications/reports/reports_to_congress/publications_7753.html

STATUS OF TRANSPORTATION-RELATED NOMINATIONS

Agency	Nominee	Position	Senate Committee	Latest Action
Department of Transportation	Ray LaHood	Secretary	Commerce, Science and Transportation	Hearing scheduled for 1/21/09

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THIS WEEK IN COMMITTEE

Wednesday, January 21, 2009 — House Ways and Means — full committee business meeting to mark up draft economic stimulus legislation — *10:00 a.m., 1100 Longworth.*

House Appropriations — full committee business meeting 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, 2009 — House Transportation and Infrastructure — full committee hearing on the infrastructure stimulus package — *10:00 a.m., 2167 Rayburn.*

UPCOMING CALENDAR

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 tentatively scheduled for week of 1/26/09		
Economic Stimulus Appropriations & Tax Cuts	Markup scheduled for 1/21/09		
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			