

THE LEGISLATIVE SERVICES GROUP'S

Transportation Weekly

MONITORING AND ANALYZING DEVELOPMENTS IN FEDERAL TRANSPORTATION AND PUBLIC WORKS POLICY

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Wednesday, June 03, 2009

Legislative Schedules Week of June 1, 2009

House

Wednesday — meets at 10 a.m. — five measures under suspension of the rules plus H.R. 31, Lumbec recognition, and H.R. 1385, Virginia Indian tribes.

Thursday and Friday — meets at 10 a.m. Thursday and 9 a.m. Friday — H.R. 2200, TSA authorization, H.R. 626, federal employee parental leave, and conference report on H.R. 2346, supplemental appropriations.

Senate

The Senate convened at 9:30 a.m. today and is now considering the motion to proceed to H.R. 1256, smoking prevention.

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Senate Withdraws Rail Antitrust Bill

The U.S. Senate this week averted a showdown on the floor over a railroad antitrust bill, removing the legislation from consideration the day before a vote on shutting off debate.

On Monday, Majority Leader Harry Reid (D-NV) withdrew the motion to proceed to consideration of S. 146, the Railroad Antitrust Enforcement Act of 2009, on which a motion to invoke cloture had been scheduled for a vote on Tuesday.

That cloture motion would have required the affirmative votes of no less than 60 Senators.

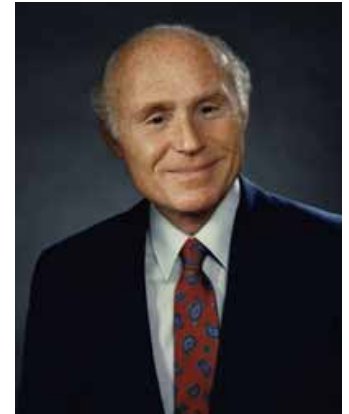
S. 146 is authored by Sen. Herb Kohl (D-WI) and was reported by the Judiciary Committee, on

which Kohl serves as chairman of the Antitrust Subcommittee.

But the leaders of the Senate Commerce, Science and Transportation Committee, which has jurisdiction over the railroad industry, opposed the motion to bring up S. 146 at this time.

Given that almost all of the Senate's 40 Republicans were likely to oppose cloture, the determined opposition of senior Commerce Democrats and the full-court press put on by rail industry and labor made it very unlikely that Kohl could muster the needed 60 votes.

And once a cloture vote had failed, Kohl had no further commitment from Reid to try and bring up the legislation again.



Sen. Herb Kohl (D-WI) likely lacked the 60 votes needed to bring up his railroad antitrust bill but will work with the Senate Commerce Committee on related legislation.

So, in a face-saving gesture, Kohl and Commerce chairman Jay Rockefeller (D-WV) agreed to ask Reid to pull S. 146 from consideration until the Commerce panel could have time to write its own

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Oberstar May Unveil Highway Reauth. Plan Tuesday

House Transportation and Infrastructure Committee chairman Jim Oberstar (D-MN) may finally be ready to release some (but by no means all) of the details of his plan for reauthorizing federal surface transportation programs. Oberstar has tentatively scheduled a press conference for next Tuesday, June 9 to unveil an out-

line of the bill his staff is drafting. But the outline may leave the most important details out.

All the outside world has had to go on to this point is a two-page handwritten outline, penned by Oberstar himself, that he has shown to colleagues and stakeholder groups. But that paper (published in the May 6 issue of *Transportation*

Weekly) was maddeningly vague.

Oberstar's staff have been working diligently for the last several months to draft the legislation and have made great progress in the mass transit and safety portions of the bill. But the highway title, which is fully half of the bill in terms of number of pages and which is usu-

CONTINUED ON PAGE 3

Rail Antitrust Bill

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legislation that would address other railroad economic issues as well.

The letter to Reid (shown in box at right) says that "We hope to shortly have a bipartisan package that reforms the Surface Transportation Board and repeals the railroads' antitrust exemption available for the consideration by the full Senate. We are working on harmonizing our two efforts to produce a robust reform package."

Senate rules provide no easy way for two committees to settle competing jurisdictional claims. Unless a compromise can be negotiated behind the scenes, often the only solution is for some kind of confrontation on the floor to determine which panel can muster more votes in favor of their approach.

In this case, while Judiciary has sole jurisdiction over antitrust law, S. 146's amends antitrust law to remove the Surface Transportation Board's jurisdiction over railroad antitrust issues. Even though the STB is under Commerce's jurisdiction, it has no direct claim to S. 146 since the underlying law in question is not under Commerce's purview.

But from a subject matter perspective, Commerce does have a claim on the overall issue, and Rockefeller and Surface Transportation Subcommittee chairman Frank Lautenberg (D-NJ) made that claim vigorously.

(Ed. Note: A few years ago, Judiciary considered legislation amending the Clayton Act to remove baseball's antitrust exemption. Had there been a Senate Select Committee on Baseball, it would have had no jurisdiction over the bill. But the Baseball Committee would have been understandably miffed that someone else was taking their big issue.)

Rockefeller, Lautenberg and their staffs have been working on legislation to reauthorize the STB (such

TRUCE AGREEMENT

*U.S. SENATE,
Washington, DC
June 1, 2009.*

Dear Colleagues: We wanted to let you know that we have jointly decided to ask Senator Reid to withdraw the pending cloture petition on S. 146, the Railroad Antitrust Enforcement Act. We share the common goals of addressing the longstanding concerns of rail shippers and making the rail industry more competitive.

The Commerce and Judiciary Committees intend to work together on comprehensive rail competition legislation. We hope to shortly have a bipartisan package that reforms the Surface Transportation Board and repeals the railroads' antitrust exemption available for the consideration by the full Senate. We are working on harmonizing our two efforts to produce a robust reform package.

This is a high priority for both of us and we are absolutely committed to finding real solutions that can be enacted into law this year.

Sincerely,

John D. Rockefeller IV
Chairman
Committee on Commerce, Science,
and Transportation

Herb Kohl
Chairman
Antitrust Subcommittee
Committee on the Judiciary

reauthorization has been lacking since the STB was created to replace the Interstate Commerce Commission in 1995). Their legislation would reflect significant stakeholder input (the railroads and their unions have squads of lobbyists who deal with the Commerce panel on a daily basis, and those relationships don't really exist with Judiciary). In a letter last week, they said that "While we support strengthening the application of the antitrust laws to the railroad industry, and will work to do so as part of a final package, S. 146 is much more expansive and touches on matters squarely within the jurisdiction of the Commerce Committee and the subject of our bill. As such, S. 146 would likely undermine many of the reforms we are seeking."

The rail industry last week assembled a stakeholder letter to all Senators, signed by the organizations of the major and short-line railroads, the rail suppliers, and four of the major rail labor unions, opposing cloture. The letter's closing argument:

"This legislation could not come at a worse time for the railroad industry

and its employees. More than ever before, we need to move people and goods by rail, grow the country's rail system and provide a more secure workplace for railroad employees represented by the above listed labor unions. Due to the worldwide recession, rail traffic is down 20+%, almost 500,000 rail cars and over 3000 locomotives are in storage and more than 10,000 workers have been furloughed. The rail industry and its employees shouldn't have to take any more hits.

"Please vote no on any motion to proceed to S. 146 or on any cloture petition to end debate on a motion to proceed to S. 146."

A companion bill to S. 146 has been introduced in the House by Rep. Tammy Baldwin (D-WI) as H.R. 233. The House Judiciary Committee held a hearing on that legislation on May 19. Similar legislation in the last Congress was approved by Judiciary on April 30, 2008, but the Transportation and Infrastructure Committee got a piece of the bill as well and was never able to work out its differences with Judiciary before the last Congress ended.

Highway Bill

CONTINUED FROM FRONT PAGE

ally around 80 percent of the total dollar amounts, is nowhere near finished.

Next week's announcement should give a clearer view of the policy direction Oberstar wants to take (and judging by what has been revealed so far, it is a direction very similar to that proposed by the National Surface Transportation Policy and Revenue Study Commission last year). But here are some things that we don't expect to see in the outline that Oberstar hopes to release next week:

- **Dollar amounts.** From what we understand, the bill that has been drafted so far contains blank spaces where dollar amounts will later be filled in. While some discussions of overall bill size and the overall proportions of highway versus transit

spending have been held, no final decisions have been made. So the outline released next week is unlikely to contain specific dollar amounts.

- **Formulas.** The outline addressed next week is unlikely to delve into the thorny issue of state versus state highway funding formula equity. In the first place, in the absence of dollar amounts, it is impossible to get to formula specifics. Second, it generally behooves the committee writing a highway bill to be as vague as possible about state rates of return for as long as possible.
- **Revenues.** While some preliminary discussions have taken place between T&I and the Ways and Means Committee, they are nowhere near agreement. The Ways and Means Committee plans a hearing on the Highway Trust Fund revenue situation for later this month.

But the outline that may be released next week should shed some light on the program consolidations being planned in the Oberstar bill (his hand-written chart said he was taking 108 existing programs down to four, but it seems more likely that the 108 programs (which run across all modes of surface transportation) will only be pared somewhat.

It also should outline the new programs being proposed by Oberstar, whose staff has spent a lot of time developing ways that performance-based metrics can be integrated into new programs to ensure that their money achieves tangible results.

Still at issue is the degree to which Republicans will be supportive of Oberstar's plan. But the items that are most likely to cause partisan strife are also the items that are likely to be left very vague next week or not mentioned at all.

Supplemental Conference To Address EAS, New Start Issues

This week, the House and Senate Appropriations Committees will meet to reconcile the differences between the differing House and Senate versions of the supplemental appropriations bill (H.R. 2346) funding overseas operations in Iraq and Afghanistan for the remainder of fiscal year 2009.

The House-passed version of the bill contained no transportation-related provisions, but the Senate added a few that must be accepted, rejected or modified by the House-Senate conference committee that will meet later this week.

- **Essential Air Service.** The Senate bill contains an appropriation of \$13.2 million from the Airport and Airway Trust Fund for the Essential Air Service subsidy program operated by the Secretary of Transportation. This would be in addition to the \$73 million in discretionary appropriations already provided for

FY 2009 and the \$50 million in mandatory spending authority made available every year. The declining fortunes of the airline industry have caused more air carriers to cut regular service to small airports, leading to increased need for subsidies to fulfill statutory commitments. The new funding is offset by the traditional meaningless gimmick of an equivalent rescission in Airport Improvement Program contract authority for which no obligation limitation was provided.

- **Devil's Lake.** Sec. 1201 of the Senate bill contains a provision long sought by Appropriations member Byron Dorgan (D-ND) to repair a problem in sec. 1937 of the SAFETEA-LU law that limits spending from the Federal Highway Administration's emergency relief program on the Devil's Lake are projects to \$10 million per year. The change in sec. 1201 would allow North Dakota to

spend its entire \$40 million allocation immediately.

- **Transit Operating Assistance.** The economic stimulus law made available \$6.7 billion in capital formula apportionments for local transit agencies. Sec. 1202 of the Senate bill would allow any recipient to use up to ten percent of its stimulus capital formula apportionment to pay operating costs (which are normally ineligible for such funding).
- **Coast Guard.** The Senate bill contains an appropriation of \$139.5 million for the operations of the U.S. Coast Guard. Most of that would go for Coast Guard support of operations in Iraq, but \$10 million would be available until September 30, 2010 for High Endurance Cutter maintenance, major repairs and improvements.

Obama Names Polly Trottenberg Assistant SecDOT for Policy

Last week, President Obama announced his intention to nominate Polly Trottenberg to serve as Assistant Secretary of Transportation for Transportation Policy, replacing the departed Tyler Duvall.

She currently serves Executive Director of Building America's Future, the pro-infrastructure investment coalition led by Pennsylvania Governor Ed Rendell, New York City Mayor Michael R. Bloomberg and California Governor Arnold Schwarzenegger which has a membership of elected officials from across the U.S.

After a post-9/11 reorganization, the Assistant Secretary for Transportation Policy now answers to the Undersecretary of Transportation for Policy, who is Roy Keinitz, who was until recently the deputy chief of staff to Rendell. (The still-vacant Assistant Secretary for Aviation and International Affairs also an-

swers to the Undersecretary.)

Prior to the joining Building America's Future in August 2008, Trottenberg served as Legislative Director and then Deputy Chief of Staff for Sen. Barbara Boxer (D-CA), who chairs the Environment and Public Works Committee, from 2006-2008.

Before serving with Boxer, she was Legislative Director for Sen. Chuck Schumer (D-NY) for seven years, after starting out in the Senate as the transportation legislative assistant for legendary Sen. (and ISTEA author) Pat Moynihan (D-NY) in 1997-1998.

Trottenberg previously worked at the Port Authority of New York and New Jersey and the Massachusetts



Port Authority on aviation and transportation finance issues, and on the Joint Commerce and Labor Committee of the Massachusetts State Senate.

She received her Master's in Public Policy from Harvard University, Kennedy School of Government in 1992 and her BA in American History from Columbia University, Barnard College in 1986.

The Senate Commerce, Science and Transportation Committee will hold hearings on Trottenberg's nomination once the formal paperwork is transmitted to Congress.

Senators Admit Second Trust Fund Bailout Needed Soon

At yesterday's confirmation on the new nominee for Federal Highway Administrator, the leaders of the Senate Environment and Public Works Committee made the first public comments from Congressional leaders on the growing need to provide another bailout of the Highway Trust Fund.

During her opening statement on the nomination of Victor Mendez, EPW chairman Barbara Boxer (D-CA) said that:

"According to DOT and other Obama Administration officials, the Highway Trust Fund is estimated to have insufficient cash by August of this year to make good on prior commitments and therefore an additional \$5 to 7 billion will be needed to keep the Highway Trust Fund solvent through the end of fiscal year 2009.

"In addition, Administration officials have estimated that an addi-

tional \$8 to \$10 billion is the amount needed to pay immediate cash needs if the overall program is to be maintained at current funding levels through the end of fiscal year 2010.

"The need to maintain a sustainable funding source for our critical infrastructure must be a central focus of our efforts. Investment in transportation creates jobs and is crucial to our long-term prosperity."

Boxer's ranking minority member, James Inhofe (R-OK), said that he favored using the general fund of the Treasury to reimburse for the amount that the invested balances in the Trust Fund would have earned in interest from 1998 to the present had the TEA21 law in 1998 not prohibited Trust Fund balances from earning interest.

Inhofe said that the last ten years worth of retroactive interest would result in a dollar figure that his

staff had calculated but which he did not disclose.

Inhofe also complained that when the Obama Administration put together a conference call with Capitol Hill committees two weeks ago to brief staff on the latest estimates of Trust Fund revenue estimates, only Democratic staffers were invited to participate in the initial conference call. Inhofe called that "unacceptable" and made Mendez promise to treat Congressional Republicans and Democrats equally in the dissemination of information.

The rest of Mendez's hearing was uneventful. Sen. Jon Kyl (R-AZ) introduced Mendez and speaking highly of his 23 years of service at the Arizona Department of Transportation. Mendez stuck to generalities but talked about the importance of safety, stimulus implementation, and the development of a "robust" reauthorization plan.

TSA Reauthorization Goes To House Floor Next Week

The House of Representatives is scheduled to consider legislation (H.R. 2200) reauthorizing the Transportation Security Administration as early as today. The bill was reported two weeks ago from the House Homeland Security Committee.

H.R. 2200 was approved by the Homeland Security Committee on a mostly bipartisan basis, though Republicans on the panel expressed their disappointment that they were not allowed to fully address the issue of whether or not Guan-

tanamo Bay detainees would be automatically added to no-fly watchlists. (Someone may offer a related amendment from the floor in the penultimate motion to recommit the bill at the end of debate.)

The House Rules Committee decided only to allow fourteen amendments to be offered to H.R. 2200 next week, shown below. The Thompson (MS) manager's amendment contains several provisions in areas where Homeland's jurisdiction borders on the Transportation and Infrastructure Committee, par-

ticularly a section updating public transportation security grants.

Under current law, the allowable amount of public transportation security grants that can be used for operational costs (as opposed to capital costs) was to decline from 30 percent in FY 2009 to 20 percent in FY 2010 and 10 percent in FY 2011. The manager's amendment will keep the percentage at 30 percent in 2010 and 2011.

AMENDMENTS MADE IN ORDER TO OFFER TO H.R. 2200 ON THE HOUSE FLOOR

- 1. Thompson, Bennie (MS)** managers' amendment to clarify which aviation facilities qualify for general aviation security grants, including helicopter operators and heliports, establish a plan and implements a program for screening air passengers with metal implants, improve public transportation security assistance, require a study of the creation of new transportation security positions at TSA, and requiring a GAO review of other transportation security functions at TSA.
- 2. Mica (FL)** amendment to alter the standard for when TSA can issue an emergency regulation or security device without adhering to the rule making and public notice and comment provisions of the Administrative Procedures Act (APA). Would allow TSA to issue a regulation or security directive when needed "to respond to an imminent threat of finite duration" and would require TSA to comply with the rule making requirements of the APA when a security directive or emergency order has been in place for more than 180 days.
- 3. Mica (FL)** amendment requiring TSA to establish a "known air traveler credential" that incorporates biometric identifier technology.
- 4. Bachus (AL)** amendment to direct the (TSA) to develop and implement an expedited security screening program for members of the Armed Forces traveling on official orders while in uniform through commercial airports. Additionally, family members would be eligible to accompany the service members through the expedited screening process onto the concourse.
- 5. Hastings, Alcee (FL)** amendment to require the TSA, within 6 months of enactment, to submit a report to Congress on complaints and claims received by the TSA for loss of property with respect to passenger baggage screened by the TSA.
- 6. Diaz-Balart, Lincoln (FL)** amendment to reimburse airports for eligible costs incurred before August 3, 2007, that were previously reimbursed at 90% of such costs. The Secretary would reimburse such airports an amount equal to the difference for such eligible costs.
- 7. Castor (FL)** amendment to direct the Secretary of Homeland Security to prohibit states from requiring separate security background checks for transportation security cards, and waives application of the prohibition if a compelling homeland security reason necessitates a separate background check.
- 8. Flake, Jeff (AZ)** amendment to prevent earmarking in a new grant program established in the bill, and would clarify that Congress presumes that grants awarded through that program will be awarded on a risk-based competitive basis, and if they are not, require the Assistant Secretary to submit a report to Congress explaining the reason.
- 9. Lynch (MA)** amendment to provide that any TSA personnel voluntarily may wear personal protective equipment (including surgical and N95 masks, gloves, and hand sanitizer) during any public health emergency.
- 10. Chaffetz (UT)** amendment to prohibit the TSA from using Whole Body-Imaging machines for primary screening at airports, and would require the TSA to give passengers the option of a pat-down search in place of going through a WBI machine, information on the images generated by the WBI, the privacy policies in place, and the right to request a pat-down search, and would prohibit the TSA from storing, transferring, or copying the images.
- 11. Bordallo (GU)** amendment to direct the Secretary of Homeland Security to report to Congress on a review to be conducted by the Transportation Security Administration (TSA) for preferred and alternative methods of having the airports in territories comply with TSA security regulations. The report would also address the cost differences and financing opportunities for such airports to fully comply with the TSA regulations.
- 12. Hastings, Doc (WA)** amendment to require TSA to increase the number of canine detection teams used for air cargo screening by a minimum of 100 from the date enactment.
- 13. Butterfield (NC)** amendment to require a study on the use of the combination of facial and iris recognition to rapidly identify individuals in security checkpoint lines. The study would focus on increased accuracy of facial and iris recognition and the possibility of using this advanced technology broadly for accurate identification of individuals.
- 14. Roskam (IL)** amendment to require the Secretary of Homeland Security to collect public comments from transit agencies to determine the extent to which current allowable uses of grant funds under the Transit Security Grant Program are sufficient to address security improvement priorities identified by transit agencies. Where security improvement priorities identified by local transit agencies are not met by the regulations implementing the grant program, the Secretary will report to Congress on how such regulations should be changed to accommodate them or why these are not appropriate priorities.

NEW AND NOTABLE ON THE INTERNET

Senate Environment and Public Works Committee

Streaming video of yesterday's confirmation hearing for Victor Mendez to be FHWA Administrator is here:

http://epw.senate.gov/public/index.cfm?FuseAction=Hearings.Choose&Hearing_id=5fc7aa43-802a-23ad-4bb1-72b90a5214b0

TSA Reauthorization Bill

The text of the TSA reauthorization bill (H.R. 2200) as it will be brought before the House is here:

http://www.rules.house.gov/111/LegText/111_hr2200_text.pdf

And the text of all amendments to H.R. 2200 made in order by the Rules Committee is here (scroll down):

http://rules.house.gov/SpecialRules_details.aspx?NewsID=4275

U.S. Government Accountability Office

GAO has released a new study entitled Progress and Challenges in Implementing and Evaluating the Job Access and Reverse Commute Program which can be found online here:

<http://www.gao.gov/new.items/d09496.pdf>

STATUS OF TRANSPORTATION-RELATED NOMINATIONS

Agency	Nominee	Position	Senate Committee	Latest Action
Department of Transportation	Ray LaHood	Secretary	Commerce, Science and Transportation	Nomination <u>confirmed</u> 1/22/09
Department of Transportation	John Porcari	Deputy Secretary	Commerce, Science and Transportation	Nomination <u>confirmed</u> 5/21/09
Department of Transportation	Roy Keinitz	Under Secretary for Policy	Commerce, Science and Transportation	Nomination <u>confirmed</u> 4/29/09
Department of Transportation	Robert Rivkin	General Counsel	Commerce, Science and Transportation	Nomination <u>confirmed</u> 4/29/09
Department of Transportation	Polly Trottenberg	Assistant Secretary for Transportation Policy	Commerce, Science and Transportation	Nomination announced 5/28/09
Department of Transportation	Dana Gresham	Assistant Secretary for Governmental Affairs	Commerce, Science and Transportation	Nomination <u>confirmed</u> 4/29/09
DOT-Federal Aviation Administration	J. Randolph Babbitt	Administrator	Commerce, Science and Transportation	Nomination <u>confirmed</u> 5/21/09
DOT-Federal Highway Administration	Victor Mendez	Administrator	Environment and Public Works	Hearing held on 6/2/09
DOT-Federal Railroad Administration	Joseph Szabo	Administrator	Commerce, Science and Transportation	Nomination <u>confirmed</u> 4/29/09
DOT-Federal Transit Administration	Peter Rogoff	Administrator	Banking, Housing and Urban Affairs	Nomination <u>confirmed</u> 5/21/09
DOT-National Highway Traffic Safety Admin.	Charles Hurley	Administrator	Commerce, Science and Transportation	Nomination reportedly will be withdrawn
DOT-Research & Innovative Tech. Admin.	Peter Appel	Administrator	Commerce, Science and Transportation	Nomination <u>confirmed</u> 4/29/09
Department of the Army	Jo-Ellen Darcy	Assistant Secretary for Civil Works	Armed Services <i>and</i> Enviro. & Public Works	Hearing held on 5/12/09

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THE LEGISLATIVE SERVICES GROUP

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*Please send comments or corrections to:
Mail@transportationweekly.com*

THIS WEEK IN COMMITTEE

Tuesday, June 2, 2009 — Senate Environment and Public Works — full committee hearing on the nomination of Victor Mendez to be Federal Highway Administrator — *10:00 a.m., SD-406 Dirksen.*

Wednesday, June 3, 2009 — House Transportation and Infrastructure — Subcommittee on Water Resources and Environment — subcommittee hearing on agency budget priorities for FY 2010 — *10:00 a.m., 2167 Rayburn.*

Senate Banking, Housing and Urban Affairs — Subcommittee on Housing, Transportation and Community Development — subcommittee hearing on the FTA new starts program — *2:00 p.m., SD-538 Dirksen.*

Thursday, June 4, 2009 — House Appropriations — Subcommittee on Transportation-HUD — subcommittee hearing on the FY 2010 budget for the Department of Transportation, with testimony by the Secretary — *10:00 a.m., 2359 Rayburn.*

House Transportation and Infrastructure — full committee markup of pending calendar business — *11:00 a.m., 2167 Rayburn.*

EDITOR'S NOTE

Yes, we recognize that this is a terribly inadequate issue of *TW*. But in fairness, absolutely nothing happened last week except for the Trottenberg nomination and the closed-door highway bill drafting sessions about which no one will speak publicly. We thought about not doing an issue at all, but we screwed up and put "Weekly" in the title of the publication.

STATUS OF MAJOR TRANSPORTATION BILLS — 111th CONGRESS

BILL	HOUSE ACTION	SENATE ACTION	RESOLUTION
FY 2009 Omnibus Appropriations Act	H.R. 1105 passed House 2/25/09 by a vote of 245-178	H.R. 1105 passed Senate 3/10/09 by voice vote	Public Law 111-8 3/11/09
Economic Stimulus Appropriations & Tax Cuts	H.R. 1 conference report passed House 2/13/09 by 246-183-1	H.R. 1 conference report passed Senate 2/13/09 by a vote of 60-38	Public Law 111-5 2/17/09
FY 2010 Congressional budget resolution	H. Con. Res. 85 passed House 4/2/09 by vote of 233-196	S. Con. Res. 13 passed Senate 4/2/09 by vote of 55-43	Conference report (H. Rept. 111-89) agreed to 4/29/09
FY 2010 Transportation-HUD Appropriations			
FY 2010 Energy and Water Appropriations			
FY 2010 Homeland Security Appropriations			
Federal Aviation Admin. Reauthorization Bill	H.R. 915 passed House 5/22/09 by a vote of 277-136		
Surface Transportation Reauthorization Bill			
Water Resources Development Act			
FY 2010 Coast Guard Authorization			
Transportation Security Admin. Reauthorization	H.R. 2200 reported 5/19/09 H. Rept. 111-123		