



PB Washington Update

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FY'09 Appropriations:

Yesterday the House Appropriations Committee released its omnibus FY'09 appropriations bill which encompasses the nine funding bills for those federal agencies that have been operating under a Continuing Resolution (CR) since the start of the fiscal year on October 1, 2008. The current short-term CR, which funds these agencies at the often lower FY'08 levels, expires on March 6.

The bill released by the House, HR 1105, has been pre-negotiated with the Senate and therefore is being treated like a conference report in that it reflects final program spending levels and project earmarks. The House expects to take the bill directly to the House floor before the end of the week. The Senate will likely take up the House-passed bill early next week. While House passage seems relatively assured, one never knows what will happen in the Senate, particularly with the many Republicans who object to the large number of project earmarks and the use of a multi-bill omnibus rather than passing individual bills.

Funding for US DOT is included in the omnibus bill. This is funding that is separate and distinct from the recently passed economic recovery funding.

FHWA - \$40.7B for the Federal-aid highway program obligation limitation which splits the difference between the original House and Senate recommended levels. This amount is \$500M less than the SAFETEA-LU guaranteed level. The FY'08 level was somewhat higher at \$41.2B because it included an additional \$1B for the bridge program in the wake of the Minneapolis bridge collapse. The bill includes over \$592M for a variety of individual highway project earmarks, including \$161M for miscellaneous projects in the congressionally created Surface Transportation Priorities category.

FTA - \$10.23B for the total program which is \$100M less than the SAFETEA-LU authorized level, but approximately \$730M more than the FY'08 level. The full authorized level of \$1.80B is provided for the Capital Investment Grants program (New Starts/Small Starts).

FAA - \$3.52B for the construction-related Airport Improvement Program (AIP) which is the same level as last year. The FAA programs are currently operating under a short-term authorization which expires on March 31.

FRA - \$1.5B for Amtrak which is \$165M above the FY'08 level and \$90M for intercity passenger rail grants which is a whopping \$60M above the FY'08 level. This increase in funding continues to illustrate the priority the White House and Congress are giving high speed rail programs.

The text of the US DOT title of the Joint Statement of Managers can be accessed [here](#). It is a very large document, but only the first 94 pages relate to US DOT; the remainder covers funding for HUD. This document includes the various lists of earmarked projects. While we expect this to be the final version of the bill and therefore the final earmarks, until the bill is actually passed by the full House and Senate in the next few days, it is possible, but unlikely, that changes could be made to individual earmarks. Within individual program categories the earmarked projects are not listed in any logical order, so it can be difficult to locate specific projects.

FAA AIP earmarks begin on page 16 of the pdf – pages 15 A through D of the actual text.



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FHWA Ferry Boats, TCSP and Federal Lands earmarks begin on page 23 of the pdf – pages 18 A to S of the actual text; Interstate Maintenance earmarks begin on page 42 of the pdf – pages 19 A to D of the actual text; and Surface Transportation Priority Projects begin on page 49 of the pdf, pages 21 A to H of the actual text.

FTA Bus earmarks begin on page 71 of the pdf - pages 35 A to L of the actual text and New Starts/Small Starts begin on page 88 of the pdf - pages 37 A to D of the text. A number of New Starts projects that do not yet have Full Funding Grant Agreements (FFGAs) are funded. AA projects are listed on page 36 A of the text and R&D projects on page 36 B of the text.

FRA program funding begins on page 66 of the pdf - page 30 of the text and Amtrak begins on page 68 of the pdf - page 32 of the text.

In other funding, the US Corps of Engineers Civil Works program is funded at \$5.4B versus \$5.5B in FY'08 non-emergency funding. In addition, the Corps received \$4.6B in economic recovery funding. More on other non-DOT program funding in the next Update.

FY'10 Budget:

Tonight President Obama will address a joint session of Congress which will be televised. While not officially a State of the Union address, it will serve a similar purpose. Obama is expected to talk about the broad outlines of his FY'10 budget request. A more detailed outline will be released on Thursday with a formal budget expected to be sent to the Hill in early April.