

## PB Washington Update - September 20, 2011 - Interim Report

Today, the Senate THUD Appropriations Subcommittee marked up its version of the FY'12 DOT appropriations bill. Here is a [link](#) to a press release on the bill. The Senate bill is good news for highway and transit programs. The Senate bill retains the current FY'11 funding levels for the highway program (\$41.1B versus only \$27B in the House bill) and for the transit program (\$10.2B versus \$6.7B in the House bill). It also funds \$550M for the TIGER program, which is \$23M higher than the FY'11 level (the House zeroed out the program) and preserves the FY'11 funding levels for Amtrak. The Airport Improvement Program (AIP) is funded at the FY'11 level of \$3.5B. Now for the bad news, the Senate bill does not provide any funding for high-speed rail or for a National Infrastructure Bank. Neither does the House bill. Senate full committee markup is tomorrow and it is possible that a Senator could offer an amendment to provide funding for high-speed rail, but at this point it is a zero sum game – any funding would have to come from another DOT program.

Other program funding levels include an additional \$358M over the FY'11 level for transit New Starts for a total of \$1.95B, \$150M for DC's WMATA transit system capital program (the same as the House level), \$25M for the transit energy efficiency TIGGER program (versus \$0 in the House bill), and \$1.5B in highway emergency relief (ER) funds. Like the House bill, the Senate bill does not include any project earmarks.

There is no schedule yet for the full House Appropriations Committee to consider the FY'12 DOT appropriations bill. It is possible that full committee mark-up may never occur since Congress plans to pass a seven-week Continuing Resolution (CR) (through November 18) to temporarily fund all federal government programs as of the October 1 start of the new fiscal year. Under the House version of the CR, domestic discretionary programs would be cut by 1.5 percent. This small reduction would be much less than the significant cuts in DOT programs recently passed by the subcommittee. For the seven-week period, highways would be funded at an annualized level of \$40.5B (a decrease of \$600M), transit at \$10.1B (a decrease of \$200M) and airports at \$3.4B (a decrease of \$50M).

Plans are also being developed to then roll most, if not all, of the individual federal agency funding bills into one large omnibus bill or several smaller "minibus" bills that would fund the agencies through the remainder of FY'12. House Appropriations Committee Chairman Hal Rogers (R-KY) recently said his goal is to have the omnibus completed by Thanksgiving.

Program	FY'11 Funding Level	FY'12 House Subcommittee Level	FY'12 Senate Subcommittee Level
FHWA Ob Limit	\$41.1B	\$27B	\$41.1B
FHWA ER	\$0	\$0	\$1.5B
FTA Formula/Bus	\$8.3B	\$5.2B	\$8.3B
FTA New Starts	\$1.59B	\$1.55B	\$1.95B
TIGER	\$527M	\$0	\$550M
Nat'l Infra Bank	\$0	\$0	\$0
HSR	\$0	\$0	\$0
Amtrak Operating	\$562M	\$227M	\$544M
Amtrak Capital/Debt	\$922M	\$899M	\$937M
AIP	\$3.5B	\$3.3B	\$3.5B

