

Washington Update October 2, 2011

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2011 Annual Meeting & EXPO



Appropriations Continuing Resolution

- ❑ Continuing Resolution (CR) funding all federal programs incl. Transportation
 - 4 day CR thru Oct. 4
 - 7 week CR through Nov. 18
 - Includes 1.5 % across the board cut
 - Intent is to reach comprehensive agreement on FY 2012 Appropriations



Appropriations

Senate Full Committee

- ❑ Senate FY 2012 Transportation HUD bill
 - \$10.6 billion for Federal Transit Administration (FTA) programs
 - Formula programs \$8.36 billion
 - New Starts \$1.95 (up \$358 million)
 - \$100 million for high-speed intercity passenger rail
 - \$550 million for TIGER grants



Appropriations

Senate Full Committee

- ❑ Senate FY 2012 Transportation HUD bill
 - Includes language directing bus rapid transit (BRT) projects to be funded under the Bus and Bus Facilities program rather than the New Starts program.
 - Also \$25 million for “TIGGER”-type grants and \$150 million for WMATA



Appropriations House Subcommittee

- ❑ FY 2012 Transportation HUD bill
 - \$7.043 billion for FTA programs (31 percent below FY 2011)
 - Formula programs \$5.2 billion
 - New Starts \$1.554 billion
 - \$150 million for WMATA
 - Cuts to Amtrak; No funds for high-speed rail, TIGGER or TIGER grants



Appropriations House Subcommittee

- ❑ FY 2012 Transportation HUD bill
 - Rep. John Carter (R-TX) amendment
 - Allows transit systems to use up to 4% of their allowances under the program for fuel costs, while capping the total amount of 5307 program funds used for fuel costs to \$200 million nationwide



Appropriations

House and Senate Language on maximum share for New Start FFGA's

- Senate – Non-binding report language – maximum Federal share 60%
- House – Report language and Administrative provision – maximum Federal share 50%



Authorization

- ❑ 6 month extension of SAFETEA-LU enacted late September- through March 31, 2012
- ❑ House GOP Leadership have given House T&I Chairman Mica approval to seek revenues for a six-year bill at no less than current levels



Authorization

“We are feeling a lot better about it than we have in a long time. There is finally a solid conversation underway about finding revenue for the bill.”

-- House staff



Joint Select Committee on Deficit Reduction

- Debt limit agreement established a bi-cameral, bi-partisan “super” committee
- Must produce and approve legislation for cutting the federal deficit over the next 10 years by at least \$1.2 trillion.
- Recommendations may include cuts in discretionary programs, tax changes, and cuts in entitlement programs



Joint Select Committee on Deficit Reduction

Key votes

- Joint Select Committee approval
November 23
- Congressional approval by December 23

Failure to achieve the deficit reduction target would mandate across-the-board cuts in all federal programs.



American Jobs Act

\$50 billion for surface transportation investment

- \$9 billion for public transportation;
- \$2 billion for intercity passenger rail;
- \$4 billion for high-speed intercity passenger rail;
- \$5 billion for TIGER grants and TIFIA financing.



Transit Security

House and Senate committees moving legislation reauthorizing the transit security grant program

Senate - \$250 million/year

House - \$400 million/year

House bill contains language allowing law enforcement agencies to apply for TSGP grants



Tax Issues

Transit Commuter Tax Benefits

- \$230/month level expires end of 2011

Alt-fuels (CNG) Tax Credit Expires end of 2011

Possibility of “Tax extenders” bill may be contingent on decisions of Joint Select Committee on Deficit



QUESTIONS

