



APPROPRIATIONS UPDATE

HOUSE COMMITTEE ON THE BUDGET
Majority Caucus

309 Cannon House Office Building
www.budget.house.gov (202) 226-7270

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TRANSPORTATION APPROPRIATIONS BILL FOR FISCAL YEAR 2002

SUMMARY

The Transportation and Related Agencies Appropriations bill reported by the House Appropriations Committee (H.R. 2218) is consistent with the Concurrent Resolution on the

Budget for fiscal year 2002 (H.Con.Res. 83). The legislation also complies with the requirements of the Congressional Budget Act.

COST OF THE LEGISLATION

The measure provides \$14.893 billion in new discretionary budget authority [BA] and \$53.816 billion in outlays for 2002 – a decrease of \$2.119 billion in BA from the fiscal year 2001 enacted amount. The bill as reported is \$89 million in discretionary BA below the President’s request

(see summary on the next page.) The bill contains no emergency-designated new BA. It does contain \$307 million in rescissions of previously enacted BA and a \$40-million rescission of fiscal year 2002-2003 advance appropriations. There are no advance appropriations in the bill.

Transportation and Related Agencies Appropriations Bill (fiscal years; millions of dollars)				
	2001 Enacted	Administration 2002 Request	302(b) for 2002	2002 Bill
Budget Authority ^a	17,012	14,982	14,893	14,893
Outlays	48,460	53,805	53,840	53,816

^aExcludes budget authority for the Mass Transit category, which is not counted against the statutory caps.

COMPLIANCE WITH THE BUDGET RESOLUTION

The bill complies with sections 302(f) and 311(a) of the Budget Act. These sections prohibit consideration of bills in excess of a subcommittee’s 302(b) allocation pursuant to the levels of budget authority and outlays established in the concurrent resolution on the budget. The \$14.893 billion in new discretionary budget authority is equal to the 302(b)

allocation provided to the Appropriations Subcommittee on Transportation. The budget resolution (H.Con.Res. 83) did not make specific assumptions for the Transportation Subcommittee, but did assume that allocations for highways and mass transit would be consistent with the statutory spending caps.

COMPLIANCE WITH DISCRETIONARY SPENDING LIMITS

In 1998, the Transportation Equity Act for the 21st Century [TEA-21] established two new spending categories, or

“firewalls”: the highway category and the mass transit category. Specific discretionary spending limits apply to

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outlays for these categories. Spending in these categories generally is provided by the Transportation Appropriations bill. Under Congressional Budget Office scoring, the amounts provided in this bill exceed the spending limits for both the highway and mass transit categories. Compliance

with the statutory spending limits, however, is based on Office of Management and Budget [OMB] scoring. It is anticipated that the bill does not breach the applicable appropriations caps, with are enforced by automatic spending cuts, under OMB scoring.

RESCISSIONS

The bill rescinds \$301 million in contract authority from the grants-in-aid for airports program (Federal Aviation Administration); \$6 million from the State infrastructure

bank program (Federal Highway Administration); and \$40 million in advanced appropriations for fiscal years 2002 and 2003 for the Farley building (Federal Rail Administration).

BILL SUMMARY

Transportation Appropriations Bill, by Agency (fiscal year 2002, in millions of dollars)		
Agency	Budgetary Resources ^b	Outlays
Coast Guard	4,996	4,704
Federal Aviation Administration	12,974	12,221
Federal Highway Administration	32,666	27,777
Federal Transit Administration	6,747	6,599
Federal Motor Carrier Safety Administration	298	282
National Highway Traffic Safety Administration	419	428
National Passenger Rail Corporation (Amtrak)	521	833
Research and Special Programs Administration	85	82
National Transportation Safety Board	66	71

^b Budgetary resources represent the sum of discretionary budget authority and the limitation on obligations of mandatory contract authority from the Highway Trust Fund and the Airport and Airway Trust Fund.

Prepared by **Bret Coulson, Budget Analyst**
Daniel Kowalski, Director of Budget Review