# SENATE RECORD VOTE ANALYSIS

105th Congress | July 30, 1997, 11:28 am
1st Session | **Vote No. 208** | Page S-8312 Temp. Record

## TRANSPORTATION APPROPRIATIONS/Final Passage

**SUBJECT:** **Department of Transportation and Related Agencies Appropriations Bill for fiscal year 1998 . . . H.R. 2169. Final passage, as amended.**

### ACTION: BILL PASSED, 98-1

**SYNOPSIS:** As passed, H.R. 2169, the Department of Transportation and Related Agencies Appropriations Bill for fiscal year 1998, will appropriate $12.608 billion net in new budget authority (BA) for the Department of Transportation and related agencies, and will set the obligational ceiling for the Highway Trust Fund at $21.8 billion. In total, the bill will provide $42.08 billion in budget authority, trust fund ceilings, and exempt obligations, which is $1.339 billion more than requested (this total does not include an assumed transfer of $300 million from the Defense Department). A total of $30.1 billion for investment in infrastructure used by the public (roads, mass transit, airports, and railroads) will be provided, which is 8 percent more than requested. Details are provided below.

Department of Transportation net budget authority, $12.554 billion, including:

- Federal Aviation Administration, $7.429 billion (not including $50 million in user fees credited to the "operations" account or the $1.7 billion obligation limit listed below); $4.18 billion of this amount will be for the operation and maintenance of the air traffic control and flight service system ($380.6 million more than provided last year); $1.889 billion will be provided from the Airport and Airway Trust Fund for facilities and equipment;
- Coast Guard, $3.656 billion (not including $300 million transferred from Defense Department for national security missions);
- Federal Highway Administration, $308 million; $300 million of that amount will be for the Appalachian Development Highway system (most FHA spending is through the Highway Trust Fund; see below);
- Federal Transit Administration, $374.7 million; and
- Amtrak grants, $517.75 million, including $344 million for operating assistance and $273.5 million for the Northeast Corridor ($23.5 million of that amount will be to help pay for refurbishing Pennsylvania Station in New York City, New York).

(See other side)

| YEAS (98) | | | | NAYS (1) | | NOT VOTING (1) | |
|---|---|---|---|---|---|---|---|
| Republican (53 or 98%) | | Democrats (45 or 100%) | | Republicans (1 or 2%) | Democrats (0 or 0%) | Republicans (1) | Democrats (0) |
| Abraham | Hutchinson | Akaka | Johnson | Roth | | Faircloth-[2] | |
| Allard | Hutchison | Baucus | Kennedy | | | | |
| Ashcroft | Inhofe | Biden | Kerrey | | | | |
| Bennett | Jeffords | Bingaman | Kerry | | | | |
| Bond | Kempthorne | Boxer | Kohl | | | | |
| Brownback | Kyl | Breaux | Landrieu | | | | |
| Burns | Lott | Bryan | Lautenberg | | | | |
| Campbell | Lugar | Bumpers | Leahy | | | | |
| Chafee | Mack | Byrd | Levin | | | | |
| Coats | McCain | Cleland | Lieberman | | | | |
| Cochran | McConnell | Conrad | Mikulski | | | | |
| Collins | Murkowski | Daschle | Moseley-Braun | | | | |
| Coverdell | Nickles | Dodd | Moynihan | | | | |
| Craig | Roberts | Dorgan | Murray | | | | |
| D'Amato | Santorum | Durbin | Reed | | | | |
| DeWine | Sessions | Feingold | Reid | | | | |
| Domenici | Shelby | Feinstein | Robb | | | | |
| Enzi | Smith, Bob | Ford | Rockefeller | | | | |
| Frist | Smith, Gordon | Glenn | Sarbanes | | | | |
| Gorton | Snowe | Graham | Torricelli | | | | |
| Gramm | Specter | Harkin | Wellstone | | | | |
| Grams | Stevens | Hollings | Wyden | | | | |
| Grassley | Thomas | Inouye | | | | | |
| Gregg | Thompson | | | | | | |
| Hagel | Thurmond | | | | | | |
| Hatch | Warner | | | | | | |
| Helms | | | | | | | |

**EXPLANATION OF ABSENCE:**
1—Official Business
2—Necessarily Absent
3—Illness
4—Other

**SYMBOLS:**
AY—Announced Yea
AN—Announced Nay
PY—Paired Yea
PN—Paired Nay

**Compiled and written by the staff of the Republican Policy Committee—Larry E. Craig, Chairman**

Department of Transportation trust fund ceilings, $28.081 billion, and exempt obligations, $1.391 billion, including:

● Federal Highway Administration trust fund limitations, $21.884 billion ($1.614 billion more than requested and $3.111 billion more than provided last year) and exempt obligations, $1.391 billion ($632.4 million less than provided last year); distribution among the States of the $21.8 billion from the Highway Trust Fund will not be determined by this bill; that distribution should be determined by the Intermodal Surface Transportation Efficiency Act (ISTEA), which should be considered later this year;

● Federal Transit Administration trust fund limitation, $4.31 billion, including $2.31 billion for formula grants (an additional $90 million will be appropriated for formula grants) and $2 billion for discretionary grants; most of the discretionary funds for mass transit will be earmarked for specific projects, including $438 million of the $440 million provided for bus and bus facility discretionary grants); and

● Federal Aviation trust fund limitation, $1.7 billion (this funding is for the Airport Improvement Program, and is $700 million more than requested).

Related agencies:

● National Transportation Safety Board, $50.7 million.

Miscellaneous:

● the bill will not impose $300 million in new user fees to help fund FAA operations (President Clinton wanted to impose those new taxes);

● FAA funding will be sufficient to add 500 air traffic controllers and 235 additional safety inspectors; and

● the bill assumes enactment of the proposal to convert the Saint Lawrence Seaway into an organization that will rely on an automatic annual, performace-based payment rather than appropriated funds; if such authorizing legislation is not enacted, the assumption is that appropriations for the Seaway will be added to the bill in conference.

**Those favoring** final passage contended:

This bill contains substantial increases in funding for highways, airways, and mass transit. The increases reflect the importance that this Congress places on investing in our Nation's infrastructure. Unlike social welfare programs that just redistribute resources, investments in basic infrastructure spur new growth, creating new jobs and new wealth that sharply reduce the need for social welfare programs. Though total Federal spending this year is again under tight constraints, within the budget this Congress has deliberately found room for substantial increases in transportation funding. In all candor, we would have preferred an even greater shift in priorities, but we are very satisfied with the provisions of this bill. It should also be noted that this bill is bipartisan; though President Clinton has not treated transportation as a high priority, congressional Democrats have, and the details of this bill were not worked out along partisan lines; Senators worked in partnership to craft this legislation. We are very pleased with the results, and urge our colleagues to join us in voting in favor of final passage.

**While favoring final passage,** some Senators expressed the following reservations:

Many of the appropriations bills we have considered this year, including this bill, have been replete with porkbarrel spending. Members have demanded funding for projects that have not been requested by agencies, and they have demanded that the spending occur in their States. We think it would be a much better practice to allocate scarce resources to projects based on merit. Also, it would not be such a bad idea just to quit spending so much of the taxpayers' money. This bill is full of earmarks, including earmarks for particular mass transit projects, airport improvements at specified airports, and equipment for the Coast Guard that it does not need. As we add up all of the wasteful spending passed by the Senate so far this year, including the unrequested spending in this bill, we reach a grand total of $10 billion. President Clinton has been given the line-item veto power. He has said that the era of big government is over; perhaps it was not just politically expedient rhetoric; perhaps he really meant it. If so, he will use it to strike this wasteful spending. We are not holding our breath. Our fear is that this Congress, and this President, have returned to business-as-usual on annual appropriations bills. We will vote in favor of final passage, but we strongly oppose the earmarks that this bill contains.

**No arguments were expressed in opposition to final passage.**