

## FY 2020 Appropriations for Surface Transportation Board

	FY '15 Enacted PL 113-235	FY '16 Enacted PL 114-113	FY '17 Enacted PL 115-31	FY '18 Enacted PL 115-141	FY '19 Enacted P.L. 116-6	FY '20 Authorized P.L. 114-110	FY '20 Trump Budget 3/11/19	FY '20 U.S. House of Representatives	FY '20 U.S. Senate	Final '20 Second Consolidated Appropriations H.R. 1865
								<p>THUD Approved Draft Bill 5/24/2019</p> <p>Appropriations Approved H.R. 3163 H. Rpt. 116-106 6/4/2019</p> <p>House Approved 6/25/2019 Second Minibus H.R. 3055 H. Rpt. 116-101</p>	<p>THUD Approved Draft Bill 9/17/2019</p> <p>Appropriations Approved S. 2520 (Rpt. 116-109) 9/19/2019</p> <p>Senate Approved 10/31/2019 First Minibus H.R. 3055</p>	<p>House Approved 12/17/2019</p> <p>Senate Approved 12/19/2019</p> <p>Signed into Law 12/20/2019 P.L. 116-94</p>
Salaries & Expenses	\$31.375	\$32.375	\$37.000 Of which \$2.046 is directed to IT upgrades in report language.	\$37.100 Senate-passed report language expressing concerns over STB delays in pending proceedings and encourages full complement of Board Members to be expeditiously nominated a confirmed and to provide a timely, efficient and decisive regulatory process.  [Trump FY '18 Budget recommended \$2.401 million for continued IT upgrades.]	\$37.100 Senate-passed report language expressing continued concerns over number of pending regulations that would reform existing STB procedures and need for full complement of Board Members.  [Trump FY '19 Budget recommended funding for continued IT upgrades.]	\$35.000	\$37.100	\$37.100	\$37.100 Report Language: Regulatory Proceedings—While the STB has made progress in implementing the Surface Transportation Board Reauthorization Act of 2015, the Committee remains concerned about a number of pending regulatory proceedings that would reform existing regulations without all five board members. The Committee continues to encourage the administration to nominate the full complement of board members to the STB as soon as possible, and encourages the STB to provide a timely and decisive regulatory process.  Movement of Commerce—The Committee is aware of the STB requesting information from Class I freight railroads regarding concerns of services issues impacting shippers and receivers of certain commerce. The Committee encourages the STB to continue to work with railroads, shippers, and receivers to fully understand the scope of the issue and fully exercise its authority in order to effectively address these matters.  Cost-Benefit Analysis—The Committee supports the use of cost-benefit in the rulemaking process for significant regulatory actions as required by current law and recognizes that independent regulatory agencies are generally exempt from the Federal requirements to undergo such analysis. However, the Committee is concerned that the STB may not have adequate staffing or expertise to undergo such an extensive assessment for all of its rulemaking proceedings and directs the board to set a threshold for determining which rulemakings should require a cost-benefit analysis. The Board should include requests for additional resources to undertake such assessments in its future budget requests.	\$37.100 Senate-Passed Report Language

<b>Offsetting Collections</b>	\$1.250	\$1.250	\$1.250	\$1.250	\$1.250	\$1.250	\$1.250	\$1.250	\$1.250	\$1.250
<b>Total</b>	<b>\$30.125</b>	<b>\$31.125</b>	<b>\$35.750</b>	<b>\$35.850</b>	<b>\$35.850</b>	<b>\$33.750</b>	<b>\$35.850</b>	<b>\$35.850</b>	<b>\$35.850</b>	<b>\$35.835</b>

Amounts in millions.

FRCA supported, at a minimum, the \$37.1 million level as proposed in the Trump Administration’s FY 2020 Budget. This is the same level as recommended and enacted in Fiscal Years 2019 and 2018. This would continue the trend, as initially supported by FRCA in FY 2017, for appropriated dollars be devoted to IT upgrades and needed data enhancements. FRCA also supports using the appropriations process to express concerns about continued delays in STB moving on major pending proceedings, that there is yet a full complement of Board Members, service/charge problems currently being experienced by freight rail shippers, and the Cost-Benefit-Analysis as required by current law.

The FY 2020 Began Oct 1, 2019.

