

Congressman Jim Jordan (R-OH), Chairman

May 20, 2009

RSC Sunset Caucus to Be Launched

Representatives Kevin Brady and Jason Chaffetz are co-chairing a new caucus of RSC Members, dedicated to working to eliminate wasteful and duplicative programs. Specifically, each Member of the caucus will agree to *champion the repeal or de-funding of at least one federal program*. Members of the caucus will work to seek the elimination of the program by, among other things, offering a bill that eliminates the program, as well as an amendment during the appropriations process.

The following are just some of the examples of potential program that a Member may chose to advocate the elimination of: Americorps, Amtrak subsidies, Appalachian Regional Commission, Byrd Honors Scholarships, Corporation for Public Broadcasting subsidies, Delta Regional Authority, Denali Commission, Essential Air Service program, Export-Import bank, subsidies for mohair, funding for the GOP and Democrat conventions, Legal Services Corporation, the National Endowment for the Arts (NEA), the National Endowment for the Humanities (NEH), the Presidential Election Campaign Fund, and sugar subsidies.

\$57 Billion FAA Reauthorization on Floor Tomorrow

Tomorrow, the House will consider H.R. 915, the FAA Reauthorization Act. The legislation authorizes a total of \$57 billion of new discretionary spending over the next four years (FY 2009-FY 2012). \$30 billion of this amount is for FAA Operations, and \$10 billion is for Air Navigation Facilities and Equipment. The bill also authorizes \$150 million (up from \$77 million) a year for the Essential Air Service (EAS) program. This program subsidizes flights that are often more empty than full, with taxpayers sometimes paying up to 93% of the cost of flight. In addition, according to CBO, H.R. 915 also would require additional appropriations of \$80 million just to cover the various studies and reports to be carried out by the bill. The legislation also provides \$1.6 billion of new contract authority over five years (which is subject to obligation limitations set by the T-HUD Appropriation bills) for the Air Improvement Program.

Fact of the Week:

The nation's budget outlook has deteriorated by \$8.6 trillion since January 2007, the month Democrats took over Congress.

The bill also blocks the FAA from implementing changes to its personnel management system (affecting the air traffic controllers) that would save taxpayers money. CBO estimates that this provision could cost taxpayers \$1 billion over four years. Under the Bush Administration, the FAA argued that the air traffic controllers are not underpaid, and make an average of \$130,000 a year (not including compensation).

Cash for Clunkers Added to National Energy Tax Bill

This week, the House Energy and Commerce Committee is considering the National Energy Tax (aka “cap and trade” bill), a regressive national energy tax that **intentionally** increases energy prices, restricts economic growth, and aims to dictate and regulate Americans into a new “green” energy future. This “cap-and-tax” energy vision assumes that a massive carbon tax is the only possible solution to create new energy jobs and reduce our carbon footprint. Yesterday, the committee approved an amendment to add a “cash for clunkers” program to the bill. This program would use taxpayer money to give individuals that trade in their old car between \$3,500-\$4,500 to purchase a more “fuel efficient car” (a car that gets 22 miles or more per gallon).

For more information, please contact Brad Watson at x69719