

DEPARTMENTS OF TRANSPORTATION, AND  
HOUSING AND URBAN DEVELOPMENT, AND  
RELATED AGENCIES APPROPRIATIONS FOR 2009

---

---

HEARINGS

BEFORE A

SUBCOMMITTEE OF THE  
COMMITTEE ON APPROPRIATIONS  
HOUSE OF REPRESENTATIVES

ONE HUNDRED TENTH CONGRESS

SECOND SESSION

SUBCOMMITTEE ON THE DEPARTMENTS OF TRANSPORTATION, AND  
HOUSING AND URBAN DEVELOPMENT, AND  
RELATED AGENCIES APPROPRIATIONS

**JOHN W. OLVER, Massachusetts, Chairman**

ED PASTOR, Arizona  
CIRO RODRIGUEZ, Texas  
MARCY KAPTUR, Ohio  
DAVID E. PRICE, North Carolina  
ROBERT E. "BUD" CRAMER, Jr., Alabama  
LUCILLE ROYBAL-ALLARD, California  
MARION BERRY, Arkansas

JOE KNOLLENBERG, Michigan  
FRANK R. WOLF, Virginia  
ROBERT B. ADERHOLT, Alabama  
JAMES T. WALSH, New York  
VIRGIL H. GOODE, Jr., Virginia

NOTE: Under Committee Rules, Mr. Obey, as Chairman of the Full Committee, and Mr. Lewis, as Ranking  
Minority Member of the Full Committee, are authorized to sit as Members of all Subcommittees.

KATE HALLAHAN, DAVID NAPOLIELLO,  
LAURA HOGSHEAD, LISA PEÑA, and ALEXANDER GILLEN,  
*Subcommittee Staff*

**PART 4**

	Page
<b>U.S. Department of Transportation .....</b>	<b>1</b>
<b>Federal Aviation Administration .....</b>	<b>329</b>
<b>Highway and Transit Programs: The DOT Perspective on the Urgent Funding Needs for Today and Tomorrow .....</b>	<b>701</b>
<b>Thoughts and Recommendations From the National Surface Transportation Policy and Revenue Study Commission .....</b>	<b>857</b>

**PART 4—TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES FOR 2009**

DEPARTMENTS OF TRANSPORTATION, AND  
HOUSING AND URBAN DEVELOPMENT, AND  
RELATED AGENCIES APPROPRIATIONS FOR 2009

---

---

HEARINGS  
BEFORE A  
SUBCOMMITTEE OF THE  
COMMITTEE ON APPROPRIATIONS  
HOUSE OF REPRESENTATIVES  
ONE HUNDRED TENTH CONGRESS  
SECOND SESSION

---

SUBCOMMITTEE ON THE DEPARTMENTS OF TRANSPORTATION, AND  
HOUSING AND URBAN DEVELOPMENT, AND  
RELATED AGENCIES APPROPRIATIONS

**JOHN W. OLVER, Massachusetts, Chairman**

ED PASTOR, Arizona	JOE KNOLLENBERG, Michigan
CIRO RODRIGUEZ, Texas	FRANK R. WOLF, Virginia
MARCY KAPTUR, Ohio	ROBERT B. ADERHOLT, Alabama
DAVID E. PRICE, North Carolina	JAMES T. WALSH, New York
ROBERT E. "BUD" CRAMER, JR., Alabama	VIRGIL H. GOODE, JR., Virginia
LUCILLE ROYBAL-ALLARD, California	
MARION BERRY, Arkansas	

NOTE: Under Committee Rules, Mr. Obey, as Chairman of the Full Committee, and Mr. Lewis, as Ranking Minority Member of the Full Committee, are authorized to sit as Members of all Subcommittees.

KATE HALLAHAN, DAVID NAPOLIELLO,  
LAURA HOGSHEAD, LISA PEÑA, and ALEXANDER GILLEN,  
*Subcommittee Staff*

---

**PART 4**

	Page
<b>U.S. Department of Transportation</b> .....	<b>1</b>
<b>Federal Aviation Administration</b> .....	<b>329</b>
<b>Highway and Transit Programs: The DOT Perspective on the Urgent Funding Needs for Today and Tomorrow</b> .....	<b>701</b>
<b>Thoughts and Recommendations From the National Surface Transportation Policy and Revenue Study Commission</b> .....	<b>857</b>

---

U.S. GOVERNMENT PRINTING OFFICE

## COMMITTEE ON APPROPRIATIONS

DAVID R. OBEY, Wisconsin, *Chairman*

JOHN P. MURTHA, Pennsylvania	JERRY LEWIS, California
NORMAN D. DICKS, Washington	C. W. BILL YOUNG, Florida
ALAN B. MOLLOHAN, West Virginia	RALPH REGULA, Ohio
MARCY KAPTUR, Ohio	HAROLD ROGERS, Kentucky
PETER J. VISCLOSKY, Indiana	FRANK R. WOLF, Virginia
NITA M. LOWEY, New York	JAMES T. WALSH, New York
JOSÉ E. SERRANO, New York	DAVID L. HOBSON, Ohio
ROSA L. DELAURO, Connecticut	JOE KNOLLENBERG, Michigan
JAMES P. MORAN, Virginia	JACK KINGSTON, Georgia
JOHN W. OLVER, Massachusetts	RODNEY P. FRELINGHUYSEN, New Jersey
ED PASTOR, Arizona	TODD TIAHRT, Kansas
DAVID E. PRICE, North Carolina	ZACH WAMP, Tennessee
CHET EDWARDS, Texas	TOM LATHAM, Iowa
ROBERT E. "BUD" CRAMER, JR., Alabama	ROBERT B. ADERHOLT, Alabama
PATRICK J. KENNEDY, Rhode Island	JO ANN EMERSON, Missouri
MAURICE D. HINCHEY, New York	KAY GRANGER, Texas
LUCILLE ROYBAL-ALLARD, California	JOHN E. PETERSON, Pennsylvania
SAM FARR, California	VIRGIL H. GOODE, JR., Virginia
JESSE L. JACKSON, JR., Illinois	RAY LAHOOD, Illinois
CAROLYN C. KILPATRICK, Michigan	DAVE WELDON, Florida
ALLEN BOYD, Florida	MICHAEL K. SIMPSON, Idaho
CHAKA FATTAH, Pennsylvania	JOHN ABNEY CULBERSON, Texas
STEVEN R. ROTHMAN, New Jersey	MARK STEVEN KIRK, Illinois
SANFORD D. BISHOP, JR., Georgia	ANDER CRENSHAW, Florida
MARION BERRY, Arkansas	DENNIS R. REHBERG, Montana
BARBARA LEE, California	JOHN R. CARTER, Texas
TOM UDALL, New Mexico	RODNEY ALEXANDER, Louisiana
ADAM SCHIFF, California	KEN CALVERT, California
MICHAEL HONDA, California	JO BONNER, Alabama
BETTY MCCOLLUM, Minnesota	
STEVE ISRAEL, New York	
TIM RYAN, Ohio	
C.A. "DUTCH" RUPPERSBERGER, Maryland	
BEN CHANDLER, Kentucky	
DEBBIE WASSERMAN SCHULTZ, Florida	
CIRO RODRIGUEZ, Texas	

ROB NABORS, *Clerk and Staff Director*

**DEPARTMENTS OF TRANSPORTATION, AND  
HOUSING AND URBAN DEVELOPMENT, AND  
RELATED AGENCIES APPROPRIATIONS FOR  
2009**

---

THURSDAY, FEBRUARY 7, 2008.

**U.S. DEPARTMENT OF TRANSPORTATION**

**WITNESS:**

**HON. MARY E. PETERS, SECRETARY OF TRANSPORTATION**

Mr. OLVER. The Committee will come to order. I would like to welcome you, Secretary of Transportation Mary Peters, back to the Subcommittee, as well as Ms. Scheinberg, the Assistant Secretary for Budget and Programs.

Madam Secretary, thank you for being here. We appreciate your taking the time to present and answer questions about the President's Fiscal Year 2009 budget for Transportation. I know we sometimes have different perspectives on transportation policy, but I always appreciate your candor, accessibility and your willingness to work with us.

Madam Secretary, much has happened since the last time you appeared before our Subcommittee. The tragic collapse of the I-35 bridge in Minnesota has placed a spotlight on the deterioration of our nation's infrastructure. The Highway Trust Fund will become insolvent in Fiscal Year 2009, and the future viability of federal transportation financing is up for grabs.

With these issues as a backdrop, last month, a super majority of the National Surface Transportation Policy and Revenue Study Commission released recommendations to shore up the nation's finances for transportation and infrastructure through tolling, congestion pricing, private-public partnerships and raising the federal fuel tax.

Concerning aviation, the percent of on-time flight arrivals in 2007 dropped to 73.4 percent, the worst year for delays since 2000. Controller departures and retirements continue to exceed FAA projections. The FAA estimated that 700 controllers would retire in Fiscal Year 2007, but the actual figure was 828. Even more worrisome, The Washington Post recently reported the ratio of certified controllers to trainees has plummeted from five-to-one in 2000 to three-to-one today.

With transit, we find a growing need to improve our nation's public transportation systems. A case in point: the SAFETEA-LU created a new, Small Start program for small or less expensive fixed guideway projects, such as bus rapid transit, commuter rail

and streetcar projects. While this program is only a few years old, I note from your budget request that there are sufficient projects in the pipeline to utilize the fully authorized level of \$200 million. Clearly, this speaks to the demand for a slightly less heavy form of transit.

Finally, Amtrak continues to experience record ridership. The ridership increased to almost 26 million passengers in Fiscal Year 2007, up nearly 10 percent from Fiscal Year 2006. Not surprisingly, with higher ridership has come increased revenue, but the capital needs of the system remain large.

The Passenger Rail Working Group, part of the larger Commission, recently issued a report that estimated \$7.4 billion would be needed each year between 2007 and 2015 to maintain the existing Amtrak system, to continue the development of planned new corridors and to create new routes to link major urban areas.

The issues I have just mentioned combined with increased population growth and demographic shifts in the coming decades will continue to strain an already overburdened transportation system. The needs of the system are clearly great.

As you know, the National Surface Transportation and Revenue Study Commission performed a detailed analysis of the resources needed to both maintain and improve our highway transit and rail infrastructure. On the high end, the Commission pegged the funding needed to maintain, upgrade and expand our transportation networks across the surface areas at \$225 billion annually over the next 50 years, yet, at a time when we should be working together to increase federal investment in transportation infrastructure, the President's budget would erode federal involvement and resources in transportation in my opinion.

This budget in many respects is a carbon copy of the budget submitted by the President last year and does little to meet our future challenges. The highway and transit guarantees are not met. The Airport Improvement program is again cut by \$765 million or about 22 percent from the Fiscal Year 2008 level. The budget for inner-city passenger rail would force Amtrak to shut down or severely cut rail service. In addition, the budget for Amtrak does not appear to acknowledge the unanimous recommendations of the Presidential Emergency Board that was made up totally of appointees by President Bush.

Finally, the essential air service, which has broad bipartisan support, would be cut by \$75 million or 60 percent from the Fiscal Year 2008 level.

I am particularly concerned about the administration's proposal to borrow funds from the Mass Transit Account to fund the shortfall in the highway program. This is a very temporary and I believe a shortsighted fix.

We will get to questions and we will hear your thoughts on some of these issues, but, Madam Secretary, I strongly believe that the federal government must stay an active partner with the states and local governments in funding our transportation infrastructure, and I fear that there has been a deliberate effort by the administration to slowly chip away at the federal role in transportation, and I hope we can explore that issue more today with you.

Now I would like to recognize my Ranking Member, Mr. Knollenberg, Joe Knollenberg, from Michigan for any opening remarks that he would like to make. Joe?

Mr. KNOLLENBERG. Mr. Chairman, thank you very much and Madam Secretary, good to see you. Ms. Scheinberg, thank you.

Let me add my welcome obviously to your being here today. We are going to begin this process of evaluating the President's proposal to allocate something like in excess of \$68 billion to transportation programs and to solve some of the transportation-related issues.

I believe we do stand at a crossroads in this Nation's surface infrastructure in a number of ways and for a number of reasons. We are at the end of the SAFETEA-LU authorization, and even though I note that the contract authority for 2009 is reduced by about \$1.8 billion compared to 2008, I assume that that is the correct amount to meet the agreed-upon figure of \$286 billion, which was authorized by the Act. Is that not true?

We are now at the point of reauthorizing the programs and perhaps redirecting funds to meet new or different priorities, including congestion and maintenance of roads and bridges. We are also at a crossroads in terms of how we finance future highway programs. Big gas tax increases, whatever their variety, may or may not keep the Highway Trust Fund solvent, but at what cost is that to low-income families and small businesses across the country?

One thing is for sure however: The current level of receipts is not going to be sufficient to fund the current program with a projected shortfall in 2009 of an estimated \$3.2 billion, and your proposal to borrow from other funds and programs only postpones the day of reckoning.

I could not agree more with your submitted statement, that long-term we need major reforms to not only what we finance, but how we finance it. We are at the crossroads in air traffic as congestion mounts in every major airport around the country, and public complaints and criticism over delays are mounting every day.

We have the opportunity to move to the next generation of satellite technology, but at what cost and what actual impact on air safety and on delays on the ground? When can we realistically expect those? Reforms have been proposed, and your budget assumes their enactment in large part, so we will get into that a little later in the questioning. But that has not occurred yet, and if it does not very soon, the system faces collapse instead of a new generation.

We are also at the point of no return with Amtrak, and let me explain that. Year after year, there is a call for reform, a call for reduced costs and a call for better service, yet, year after year, we fund the same system pretty much. Something I believe needs to happen here, and I am not sure I know what it is, but the status quo does not seem to be the option or the solution.

Finally, but importantly, the demand of the administration and the Congress is to produce and use more alternative fuels. This fuel is no less hazardous than any other fuel that is out there, and the safe transmission from the many, many refiners that are cropping up throughout the Midwest to the consumer will be a major responsibility of DOT in the near future.

Madam Secretary and Chairman Olver, these are some of the highlighted topics that I have and I hope to explore with the Secretary this afternoon and to look forward into some of these areas that require complete oversight of how we are going to move forward. So, with that, I yield back the balance of my time and I look forward to your commentary. Thank you.

Mr. OLVER. Thank you, Mr. Knollenberg. Madam Secretary, the floor is yours. Your complete written statement will be included in the record, and let us say if you can keep your oral testimony to somewhere between what I was using and what my Ranking Member was using, that would be fine, and we would be able to move on to questions. So, Madam Secretary.

#### STATEMENT OF SECRETARY PETERS

Secretary PETERS. Mr. Chairman, thank you so much. Members of the Subcommittee, it is a pleasure to appear before you today. I want to thank you for the opportunity to be here to talk about the highlights of President Bush's \$68 billion budget for the Department of Transportation for Fiscal Year 2009.

We are working with the President to hold the line on spending, but we still want to give travelers and taxpayers the best possible value for their transportation dollars by transforming the way our transportation system works and is funded.

Nearly 31 percent of our budget supports safety programs, building on our successes in making travel safer. We are focusing on problems like runway incursions, motorcycle crashes, and most importantly, emphasizing a data-driven safety focus that allows us to target resources more effectively. This budget also builds on our comprehensive efforts to identify new partners, new financing, and new approaches to reduce congestion.

The Bush Administration has moved very aggressively on short-term measures to provide passengers relief from chronic flight delays, especially in the New York area, and we have proposed real reform of our aviation system to use market forces more effectively to address congestion and delays, modernize how we pay for airports and overhaul the Nation's air traffic control system.

Our Fiscal Year 2009 budget more than doubles—in fact, it triples—the funding for the transformation from radar-based to satellite-based navigation systems, providing \$688 million for this Next Generation Air Transportation system, or we call it “NextGen.”

We are also aggressively pursuing effective new strategies to reverse the growing traffic-congestion crisis with forward-looking States and with cities through our Urban Partnership Program and our Corridors of the Future Initiatives. Over 30 major cities responded to our call for innovative plans that actually reduce congestion and do not simply slow its growth.

The Fiscal Year 2009 budget encourages more of this type of bold thinking by dedicating 75 percent of discretionary highway and transit funds to fight congestion. It gives priority to projects that combine various road pricing, transit and technology solutions, and we are currently conducting another nationwide competition and will be announcing the cities that could benefit from this competition very soon.

To further promote innovation, the President's budget makes \$175 million in ISTEA and TEA-21 inactive earmarks available for innovative programs to fight congestion in metropolitan areas and along major highway corridors. These projects will help us find a new way forward as we approach the reauthorization of our surface transportation programs in 2009.

Fiscal Year 2009 is the final year of the current surface transportation authorization, as we all know, called "SAFETEA-LU." The President's budget completes a six-year, \$286.4 billion investment by providing \$52 billion in 2009 for highway, highway safety and public transportation. To honor that commitment, even with anticipated shortfalls in the highway balances, the President is requesting temporary authority to allow what we call "repayable advances" between the two accounts in the trust fund. This flexibility will get us through the current authorization without any impact on transit funding in 2009.

But as you have both mentioned, unreliable trust fund revenues are another sign that we need to move away from our reliance on the past systems, primarily gasoline taxes, and be open to new ways to finance our infrastructure in the future.

It is increasingly clear that America's transportation systems are indeed at a crossroads. The President's budget builds on the exciting things that we are doing at the Department of Transportation to help us move forward with a new course, a course that delivers high levels of safety, takes advantage of modern technology and financing mechanisms, and mitigates congestion with efficient and reliable transportation systems.

I thank you, Mr. Chairman, for the opportunity to appear before you today. I look forward to working with each of you and the transportation community to ensure that America continues to have the best transportation system in the world. Thank you.

[The information follows:]

**STATEMENT OF  
THE HONORABLE MARY E. PETERS  
SECRETARY OF TRANSPORTATION**

**BEFORE THE**

**COMMITTEE ON APPROPRIATIONS  
SUBCOMMITTEE ON TRANSPORTATION, HOUSING AND URBAN  
DEVELOPMENT, AND RELATED AGENCIES  
UNITED STATES HOUSE OF REPRESENTATIVES**

February 7, 2008

Chairman Olver and Members of the Subcommittee, thank you for the opportunity to appear before you today to discuss the Administration's Fiscal Year (FY) 2009 budget request for the U.S. Department of Transportation.

President Bush is requesting \$68.2 billion for America's transportation network in the next fiscal year, including funding for the Department's mandatory programs. We are working with the President to hold the line on spending, while giving travelers and taxpayers the best possible value for their transportation dollars by transforming the way our transportation system works and is funded. At the Department of Transportation, our focus is on finding real transportation solutions that make travel safer, improve the performance of our transportation systems so that they operate more efficiently and serve us better, and apply advanced technologies and contemporary approaches to today's transportation challenges.

Consistent with these priorities, nearly 31 percent of the funds requested for FY 2009 support safety programs and activities. The budget allows us to build on our successes in delivering safer transportation systems by focusing on problem areas like runway incursions, as well as motorcycle crashes and pedestrian injuries on the road. It is important that we continue a data-driven safety focus that allows us to target resources more effectively.

Just as the budget supports continued strong progress on the safety front, it also builds on our comprehensive efforts to identify new partners, new financing, and new approaches to reduce congestion. One example is the New York region where the Bush Administration has moved aggressively to alleviate congestion in the air and on the ground. The Administration recently announced short-term measures to bring passengers relief from chronic flight delays and we have been supporting Mayor Bloomberg's efforts to reduce the crippling congestion on the streets of Manhattan. If last year's record traffic jams and flight delays taught us anything, it is that traditional financial approaches are not capable of producing the results we need to keep America's economy growing and America's families connected.

The President's budget includes \$14.6 billion for the Federal Aviation Administration (FAA). In addition to critical new technology, the budget includes sufficient resources to

hire and train an additional 306 air traffic controllers - people who are key to keeping the system safe.

The budget request assumes Congressional passage of the President's reauthorization proposal for FAA programs and revenue streams. With a more efficient revenue structure, we will be able to build on our exemplary aviation safety record while expanding the number of aircraft that the Nation's airspace can safely handle at any given time. Also, our proposal would modernize how we pay for airport infrastructure projects and allow us to overhaul the Nation's air traffic control system.

Key to achieving higher levels of safety and efficiency is the move to 21<sup>st</sup> Century technologies to guide air traffic. For the flying public, this investment is critical if we are to deploy the state-of-the-art technology that can safely handle dramatic increases in the number and type of aircraft using our skies, without being overwhelmed by congestion. The FY 2009 budget request would more than double investment in these *Next Generation Air Transportation System (NextGen)* technologies, providing \$688 million for key research and technologies including the transformation from radar-based to satellite-based navigation systems.

The FY 2009 budget once again provides the framework of the Next Generation Air Transportation System Financing Reform Act, a new proposal that will make flying more convenient for millions of travelers. As air traffic is expected to nearly triple by 2025, our aviation system requires a more reliable and responsive source of revenue to fund the modern technology required to manage this expanded capacity. The investment in NextGen will allow the FAA to not only handle more aircraft, but also to maintain high levels of safety, reduce flight delays, and reduce noise near airports.

From a finance perspective, our proposal replaces the decades-old system of collecting ticket taxes with a stable, cost-based funding program. Based on a combination of user-fees, taxes and general funds, it creates a stronger correlation between what users pay to what it costs the FAA to provide them with air traffic control and other services. The incentives our plan puts in place will make the system more efficient and more responsive to the needs of the aviation community.

Without reforms to help finance increased air traffic control capacity and modernization, we can all expect to spend more time waiting in airports or strapped in an airplane seat, sitting at the end of a runway. There has already been a vigorous debate about the structure of the system, and we ask Congress to support our substantial aviation reform.

FY 2009 is the final year of the current surface transportation authorization – the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The President's budget fulfills the President's commitment to provide the six-year, \$286.4 billion investment authorized by SAFETEA-LU. For 2009, the Budget provides \$51.7 billion in 2009 for highways, highway safety, and public transportation.

To honor that commitment, even with an anticipated shortfall in the Highway Account balance of the Highway Trust Fund, the President is requesting temporary authority to allow “repayable advances” between the Highway Account and the Mass Transit Account in the Highway Trust Fund. This flexibility will get us through the current authorization without any impact on transit funding in 2009; however, unreliable Trust Fund revenues are another sign that we need to more aggressively begin moving away from our reliance on fuel taxes by partnering with State and local governments willing to develop more effective means to finance our surface transportation infrastructure.

Like aviation, technology must play an important role in relieving traffic on our Nation’s highways. Through programs like our *Urban Partnerships* and *Corridors of the Future* initiatives, we have been aggressively pursuing effective new strategies to reverse the growing traffic congestion crisis. The interest around the country has proven quite strong – over 30 major U.S. cities responded to our call for innovative plans to actually reduce congestion, not simply to slow its growth.

The FY 2009 budget would encourage new approaches in fighting gridlock by proposing to use \$175 million in inactive earmarks and 75 percent of certain discretionary highway and transit program funds to fight congestion, giving priority to projects that combine a mix of pricing, transit, and technology solutions. While State and local leaders across the country are aggressively moving forward, Congressional support and leadership is critical. These projects will help us find a new way forward as we approach reauthorization of our surface transportation programs.

Accessible and cost-effective transit projects also help fight congestion, and the President’s budget includes over \$10 billion for transit programs. The President’s budget includes \$6.2 billion to help meet the capital replacement, rehabilitation, and refurbishment needs of existing transit systems. Also included is \$1.4 billion for major New Starts projects, which will provide full funding for fifteen commuter rail projects that are currently under construction, as well as proposing new funding for two additional projects. Another \$200 million will be used to fund thirteen projects under the Small Starts program.

It is increasingly clear that America’s transportation systems are at a crossroads. Even as we continue to make substantial investments in our Nation’s transportation systems, we realize that a business-as-usual approach to funding transportation programs will not work much longer. Long-term, we need serious reform of our approaches to both financing and managing our transportation network to win the battle against congestion.

We also urge action on making needed reforms to the Nation’s Intercity Passenger Rail system. The President’s FY 2009 budget provides a total funding level of \$900 million for intercity passenger rail. Included in this total is \$100 million for a matching grant program that will enable State and local governments to direct capital investment towards their top rail priorities.

Our “safety first” priority includes ensuring the safe and dependable transport of hazardous materials throughout the transportation network. The President’s budget request

would increase funding for pipeline safety programs to over \$93 million by funding eight new inspectors to increase oversight of poor performing pipeline operators and increasing state pipeline safety grants by \$11.3 million.

We are also requesting \$174 million to support a fleet of 60 vessels in the Maritime Security Program to assure the viability of a U.S.-flag merchant marine capable of maintaining a role in international commercial shipping and of meeting the sealift needs of the Department of Defense.

Finally, the President's budget includes \$17.6 million to support the first year of a \$165 million, 10-year asset renewal program for the Saint Lawrence Seaway Development Corporation. After 50 years of continuous U.S. Seaway operations, this Federally-owned and operated infrastructure is approaching the end of its original "design" life. Coordinated large scale capital reinvestment is now required to assure continuous, safe and efficient flow of maritime commerce.

The President's FY 2009 budget builds on the exciting things we are doing at the Department of Transportation to help America move forward on a new course – a course that delivers high levels of safety, takes advantage of modern technology and financing mechanisms, and mitigates congestion with efficient and reliable transportation systems.

Thank you for the opportunity to appear before you today. I look forward to working with the Congress and the transportation community to ensure that America continues to have the best transportation system in the world.

###

## FUNDING FOR SAFETEA-LU

Mr. OLVER. Well, Madam Secretary, you have become quite good at holding that down to within a five-minute period.

We will now move on to the questions, and as has been our usual procedure, the Chair and Ranking Member will each, in the first round, have 10 minutes, and then we will start five-minute sequences with the Members, as many rounds as we get to here in the time that we have allotted for us.

I probably, in my 10 minutes, will only get just about to the point of a question, so let me get going.

Last year, at this time, we had very different projections before us about the status of the Highway Trust Fund and its solvency. If the SAFETEA-LU funding guarantees were honored, the balance in the highway account for the Highway Trust Fund would drop to around a negative \$700 million by the end of 2009, according to OMB.

A similar projection by the Congressional Budget Office showed that honoring SAFETEA-LU would drive the highway account into the red, a negative \$3.6 billion—both projections negative, but CBO, dramatically more negative.

Since that time, several things have changed. The enacted funding level for the highway program for Fiscal Year 2008 was actually \$1 billion higher than those SAFETEA-LU guarantees. That was a move by the Committee to address the concerns over the aging infrastructure, in light of the collapse of the I-35 bridge in Minnesota.

We also spent a little more in Fiscal Year 2007 than was projected, and making matters worse, current highway account estimates made by both OMB and CBO for Fiscal Years 2008 and 2009 are lower than the estimates that we were using a year ago.

All of this points to a greater deficit in the highway account, yet despite those trends, CBO shows the highway account balance two and a half billion dollars less negative by the end of 2009 than they had projected last year that it would be, and OMB, conversely, projects a deficit which is \$2.3 billion more negative by the end of 2009 than what OMB was projecting a year ago. If you followed that reasoning, they were, last time, projecting \$700 million negative, and now they are up to a little over \$3 billion negative.

So although the roles are reversed, we still have a \$2 billion difference from those estimates, and, Madam Secretary, I wonder if you could identify for us some of the underlying assumptions in the President's budget and CBO projections, if you are familiar with those, that have led to this \$2 billion difference.

Secretary PETERS. Mr. Chairman, I would be pleased to answer that, and I will also ask our assistant secretary for budget and programs, our CFO, Phyllis Scheinberg, to talk about some of the factors that are affecting this as well.

As you indicated, the Administration's latest estimate for the Highway Account of the Highway Trust Fund predicts a shortfall of \$3.2 billion in Fiscal Year 2009. Mid-session estimates, as indicated, released in August of 2007, predicted a \$3.8 billion shortfall, a slight improvement in the Highway Account of the trust fund's long-term viability.

This improvement is based primarily on Fiscal Year 2007 actual receipts being slightly higher than were projected at mid-term—they are better by \$700 million—and Fiscal Year 2007 actual outlays being a little bit lower than had been projected. So the income came in a little higher, and the outlays came in a little lower. That constitutes some of the reason for movement.

As you indicated, Mr. Chairman, projections are showing decreasing receipts for both Fiscal Year 2008 and Fiscal Year 2009, so we remain concerned about what the balance of these accounts would be.

Now, some ask, why is there a difference between CBO's estimates and OMB's estimates for the trust fund? The Congressional Budget Office projects \$1.1 billion shortfall in the Highway Account in Fiscal Year 2009. We have comparable estimates, for the most part, but some of the differences are technical assumptions that are used to support the calculations.

For example, OMB takes what I would call a more prudent approach to the outlays. They assume that all valid obligations that are currently on the books will begin spending during the Fiscal Year 2009 budget year, and, additionally, OMB reflects faster spending of the earmarked funds.

On the other hand, CBO reviews the historical outlay streams, which indicate that earmarked funds, especially, do not always begin to spend out in the first year and do not spend out as rapidly as the other funds do.

So this apparent contradiction, I think, underscores the fact that we need to talk about, with respect to the current highway programs, the fact that earmarks and special-interest programs spend out at a slower rate and especially at a time when state and local governments need all of the money they can get their hands on. To have the slower spending does become problematic, but it also affects the balance in the Trust Fund, Mr. Chairman.

Mr. OLVER. Madam Secretary, did my staff tell you that I was going to ask that question?

Secretary PETERS. No, sir, but my Assistant Secretary thought you might.

Mr. OLVER. Okay. All right. Well, I will have to study the answer. I am usually fairly good at numbers.

Secretary PETERS. It is a moving target.

#### CORPORATE AVERAGE FUEL ECONOMY

Mr. OLVER. Okay. Thank you. I am going to pass on to my Ranking Member, Mr. Knollenberg.

Mr. KNOLLENBERG. Thank you, Mr. Chairman. In the 2007 Energy Bill, there is a requirement that new cars and light trucks, and I know you are familiar with this, in the 2020 model year, must achieve a combined fuel economy of at least 35 miles per gallon. Please explain, if you would, NHTSA's role in ensuring that the auto industry meets this standard and the associated activity. You can be brief in that statement, if you will.

Secretary PETERS. Mr. Chairman and Mr. Knollenberg, I absolutely will be brief. Under the new law, the Energy Act, NHTSA has the authority and the responsibility to issue fuel economy regulations for the model years 2011 through 2019. In fact, we are in

the process right now of writing regulations and hope to, in the very near future, get those out for comment.

Mr. KNOLLENBERG. Will NHTSA's research or testing programs be able to coordinate with DOE and the EPA as the new vehicle technologies are developed to implement these higher fuel economy standards? Is that going to be possible?

Secretary PETERS. Yes, it is, sir. We certainly will confer with EPA and with DOE, and especially as new methods of fueling automobiles come online. But we felt it was important, and certainly the President felt it was important, for one agency, one entity, to have the responsibility for writing the rule and then conferring with the others. So that is what we are doing.

#### MOTORCYCLE SAFETY

Mr. KNOLLENBERG. I am thinking of both the plug-in hybrids and also the new generation of diesel-fuel vehicles, and there are many of those that are widely used in Europe, and, in 2009, we will have an opportunity to get more of those vehicles in play here, too.

Motorcycle fatalities—you know something about this, being a motorcyclist yourself—have increased for the ninth year in a row. What is NHTSA doing to reduce the number of crashes involving motorcycles?

Secretary PETERS. Mr. Knollenberg, you are right. I know something about this. I have crashed a motorcycle myself and, fortunately, had a helmet on the day I did, so I did not sustain very serious injury. But I am a bit emblematic of what we are seeing in motorcycling.

We have seen a substantial increase in the number of motorcycle injuries and deaths, and it is disproportionate, even to the number of increased riders. Some people say it is because more people are riding today, and that is not entirely the case. The proportion is going up substantially. In fact, in my age group, and I will just tell you that I am eligible for AARP, there is a 400-percent increase in motorcycle crashes.

We are taking the \$7 million that SAFETEA-LU authorized for motorcycle safety grants, and using those funds for motorcycle safety training and awareness.

We remain concerned because these fatalities and injuries have increased for 9 years in a row. When Norm Mineta was Secretary of Transportation we set a goal of having a fatality rate of 1.0 fatalities per 100 million vehicle-miles traveled. We have not met that but we have made some progress. If we were to segregate out motorcyclists from passenger automobiles, we would achieve that rate by next year. That is the significant impact that motorcycle crashes are having on the overall fatality rate.

Mr. KNOLLENBERG. You have more motorcycles, more riders, and more accidents, but not necessarily beyond, if you would progress to how many more motorcycles are on the road today than, say, 10 years ago?

Secretary PETERS. I will get that number back to you, Mr. Knollenberg. I do not have that right in front of me. But the crashes and fatalities are disproportionate to the increase.

[The information follows:]

The number of registered motorcycles in 1996 was 3,871,599. This compares to 6,686,147 registered motorcycles in 2006, an increase of 73 percent over this ten-year period.

The fatality rate for motorcycles in 1996 was 55.82 per 100,000 registrations. This compares to 71.94 in 2006, an increase of 29 percent over this ten-year period.

Mr. KNOLLENBERG. They are.

Secretary PETERS. That is the real concern.

#### CHILD SAFETY SEATS

Mr. KNOLLENBERG. That is the answer that I want.

I see that you released a new campaign on child safety seats as well, and DOT is requesting some \$7 million for the Child Safety Seat Incentive Grants. How will these grants actually be used to increase safety for children?

Secretary PETERS. That is a very good question, sir. We are allocating the grants to the states. In fact, just a couple of weeks ago we rolled out a new star rating system for car seats based on the ease of putting these seats in.

One of the things we found with car seats, unfortunately, is that they sometimes are improperly installed. If they are improperly installed, they do not provide the same protection to the child that they would otherwise.

The other thing we are doing is getting out information that children need to be in either a booster seat or a child safety seat and in the back seat of the car until they are, I believe, 65 pounds and four-foot-nine. Sometimes parents take children out of those seats earlier than they should, thinking that they do not need to be there. The unfortunate fact is that seatbelts do not properly restrain a child that is under four-foot-nine or under 65 pounds. So we are encouraging parents to look at the star ratings on car seats so that they know what is easy to put in. How do you know if it is put in right or not?

I will tell you that, as a grandmother, my son-in-law is the average person who installs car safety seats because he does a very good job of it, but it is not easy to do.

So we are providing some education on this, but most of the money will go out to the states in grants.

#### NATIONAL SURFACE TRANSPORTATION POLICY AND REVENUE STUDY COMMISSION

Mr. KNOLLENBERG. Let me go on to another area: surface transportation policy and the revenue study performed by the Commission.

I know that you are strongly opposed to the Commission's recommendation to greatly increase the gas tax at the federal and also at the state levels, and I certainly agree that a tax of this magnitude will have significant unforeseen circumstances. But so might electronic tolling, and, as you know, the concept has not been universally supported.

Let me ask you two quick questions, just to get your reaction and find out if the Department has really analyzed the potential outcomes of both proposed solutions.

Would it not be fair to say that electronic tolling, for the first time, sets up a class system that unfairly advantages higher-in-

come drivers and eliminates what has, up to now, been thought of as an equal-access infrastructure in this country?

Then the second question: Has the Department analyzed the implications of such a system on lower-income drivers?

Secretary PETERS. Sir, I will answer your second question first. We have not analyzed the impact. In fact, we are in the process of identifying a study to do that. The data that we have today indicates that, where pricing is used, we generally have very high approval rates for people in the lower-income ranks to those pricing systems, especially if it is a toll lane or a high-occupancy toll HOT lane, as opposed to a facility.

We find that they use the facility occasionally, not every day but on occasion. The other factor is that people in the lower-income ranks often live farther away from their jobs, so the gas tax, which is regressive, has a greater negative impact on them. Tolling and pricing, however, sometimes give them options.

An example I have often used, and perhaps I have even mentioned to you before, is that people who are in the lower-income ranks more often have children in day care as opposed to an au pair, a nanny, or someone who watches their children at home. If they are late picking that child up, there are very significant late fees—I call it an impound fee for getting your own child back—at the end of the day. They are very expensive.

If a lower-income driver had the occasion to use a HOT lane so they could pick up their child on time and not have to pay that late fee, then that would generally be cost effective for them to do that. But, again, we are looking at studies of this. In three different surveys, and I will get you the specific data, well over 50 percent—in some cases, it is as high as 70 percent—of people in the lower income ranks approve the use of toll lanes.

#### ECONOMIC IMPACT OF THE GASOLINE TAX

Mr. KNOLLENBERG. I am going to go in another direction now. I would like to get into this area of, would it not be fair to state that, other than a tax on food and medicine, there is no more regressive and hurtful tax on low-income families than a huge increase in the gas tax.

Has the Department looked into this deeply, explored the implications of this tax on lower-income drivers and, of course, small business? I see nothing about this in articles, newspapers, or magazines, and until the report was made available by the Commission, I do not think it was even public.

If you would just respond with your view as to the implications of this tax and how it would impact the lower-income grouping of people and also small business.

Secretary PETERS. I will do so, Mr. Knollenberg. It does have a very high, disproportionate effect on lower-income families to pay significantly higher fuel costs. In fact, transportation cost, as a percent of budgets for lower-income individuals and families, is a higher percentage than it is for families as they move up through the income ranks. So it has a very significant effect on those families, especially as we have seen fuel costs escalate recently.

I have talked anecdotally to people about the impact, but certainly it does have a much higher effect on lower-income people,

and especially on small businesses who depend on having their vehicles out on the road to make deliveries or service calls. This is another area, sir, where there is not a lot of documentation, but we are collecting information and will be doing further analysis.

#### ALTERNATIVES TO TOLLING FEES

Mr. KNOLLENBERG. Just a final question. A lot of people may conclude that both mechanisms are inappropriate. Were there any other options you considered or had discussions about that might help solve the congestion problem but would not involve a tax in the form of tolling or a direct surcharge?

Secretary PETERS. I will give you a bit of an answer that uses technology, Mr. Knollenberg. If, for example, you are using electronic tolling that is collected via a transponder, it would be possible for a jurisdiction to subsidize transportation costs for lower-income individuals, that is "open-road tolling," to allow people of a certain income to be subsidized. Their transponder would simply read "paid," or they would pay at a significantly lower rate than others would. That is one of the ways that is helpful.

Another proposal, that Mayor Bloomberg has offered up in New York City to price entry into lower Manhattan similar to what is done in London today. The advantage of what he has proposed is that all of the money that he would collect from the system, which would substantially reduce congestion and improve air quality in lower Manhattan, would then be used to build, expand, and improve the transit system, thereby offering more opportunities for people who do not drive into the city.

I spoke to one councilwoman there, and she said that less than five percent of the population of her district drives into the city. The rest of them use transit, and she, in fact, is very supportive of what the mayor has proposed because it would put significant additional investment into improving transit systems.

Mr. KNOLLENBERG. Thank you, Madam Secretary, and I will save another question for the next round on that same subject.

Mr. OLVER. Thank you, Mr. Knollenberg. Mr. Rodriguez?

#### TRANSIT SMALL STARTS

Mr. RODRIGUEZ. Madam Secretary, let me ask you. Congress passed the Small Starts program for the express purpose, at least, it is my understanding, to try to establish a quick path for securing federal funds, and the proposed rules of the Department basically require the limited projects to go through a variety of multiyear, multimillion-dollar review processes, and yet the intent was to try to make it as simple as possible. It seems like the Department made it extremely complex and very bureaucratic.

So why was the agency so, in terms of ignoring the congressional intent, to create this fast track to speed up federal investment in the communities?

Secretary PETERS. Congressman, you are correct that it took too long, and the process was very complex for the Small Starts program. Part of that had to do with the rule-making process that was undertaken and the very long time it took. But that is not a good excuse.

I will tell you that when I became Secretary, about a year and a half ago, I met with Administrator Jim Simpson, who had recently become the Administrator of the Federal Transit Administration. We agreed that we needed to do something about that.

I am very pleased to report to you today that we have proposals ready that would expend the full \$200 million for small starts that the Chairman spoke about earlier today. We think that these projects have a tremendous ability to provide public transportation in areas where heavy rail or heavier systems are not appropriate.

Mr. RODRIGUEZ. What do you estimate in terms of how the process is going to be, based on your recommendations now versus what we have?

Secretary PETERS. Congressman Rodriguez, I will get back to you on that. I do not have a timeframe, and I do not want to speak inaccurately, so I will get back to you.

[The information follows:]

FTA has significantly reduced the effort required to produce information for FTA by project sponsors of Small Starts projects compared to that for New Starts projects. Below are specific examples:

- Small Starts projects that do not significantly increase system-wide operating costs do not require a financial plan, as do New Starts projects.

- Small Starts projects have two major project approval milestones: Project Development and Project Construction Grant Agreement. New Starts projects have three major approval milestones: Preliminary Engineering, Final Design, and Full Funding Grant Agreement.

- Small Starts projects use opening year travel forecasts and are permitted to use simplified travel forecasting methods. New Starts projects must use regional travel forecasting models and prepare opening year as well as 2030 forecasts.

- Small Starts projects are required to submit far less information about their transit-supportive land use and plans and policies compared to New Starts projects.

- Overall, because of the reduced level of paperwork and analysis required, FTA has been able to significantly reduce the timeframe for Small Starts Project Development approvals compared to New Starts.

- For Small Starts projects, the timeframe between Project Development approval to obtaining an FTA funding recommendation has ranged from 6 to 9 months. This compares to a 2 to 4 year timeframe typically required for a New Starts project between Preliminary Engineering approval and receipt of a Full Funding Grant Agreement.

Mr. RODRIGUEZ. We have gotten complaints from not only my area and background but throughout that people also made a serious investment in terms of trying to go after some of the application programs, and they spent a lot of hours working on very expensive programs in terms of trying to reach out for the 2007 funding in terms of going and seeking out some of those. Then only a very few number were actually granted.

So all of these other people that submitted applications, it was, like, for nothing, except that they had to invest a great deal of resources throughout the nation to try to seek this, and then, like, an arbitrary decision was made that that was not going to get funded.

Secretary PETERS. Congressman Rodriguez, I will ask the Assistant Secretary to tell you how many Small Starts are included in the President's budget with the \$200 million this year.

I will tell you what I believe is absolutely accurate, and I will confirm this for you: every project that is ready to move forward is funded in the President's budget.

Mr. RODRIGUEZ. And there was some implication that there was some favoritism played also.

Secretary PETERS. Sir, I did not know that. I would be very happy to hear more about that and look into it.

Ms. SCHEINBERG. Congressman, there are 13 Small Start projects in the President's 2009 budget. This is fully funding the authorized level of \$200 million. This is the first time we have had a full complement of projects ready to go.

Part of the problem in the past was that the projects were not ready. I appreciate what you are saying. We are talking about a brand-new program. This program did not exist before 2007, and, in the process of promulgating the regulations, we went out to the communities to find out what kinds of projects people would be looking for. So there was some give and take going on. I think probably what you are referring to is some startup issues in a new program.

The Congress funded this program at a reduced level last year, and we would encourage the Congress to fully fund it in the 2009 budget.

Mr. RODRIGUEZ. You are looking at an additional 13 or 13 total?

Ms. SCHEINBERG. Thirteen new projects in 2009.

#### OUTLAY RATES FOR DESIGNATED PROJECTS

Mr. RODRIGUEZ. Let me ask you, Madam Secretary, you made some comment as you were giving your response, and you said that earmarks slow down the spending. An earmark tells you directly what to do with it. You just send a check. It should not slow you down at all.

Secretary PETERS. Congressman, let me explain the basis of my remark. As you and I discussed earlier today, I spent 17 years at the Arizona Department of Transportation administering programs like this.

If the earmarked project is not yet on the state transportation improvement plan, the TIP, then it has to go through the process to get in that plan to be eligible. Of course, environmental and planning studies most often have to be done, too.

Mr. RODRIGUEZ. I understand, but a lot of times most of the projects that are funded are projects that have been out there for some time and are things that have been eyesores. So that might apply to a very small percentage of the earmarks, not all of them. That would be my stereotype, that most earmarks are already projects that are serious and that need to be taken care of.

Secretary PETERS. Congressman, you are exactly right. If they have already gone through the TIP process, then they do spend as rapidly or more rapidly than the others. Unfortunately, that is not always the case, and that is why, as a group, earmarks do spend out a little bit slower than other projects do.

Mr. RODRIGUEZ. Thank you.

Mr. OLVER. Thank you. Mr. Wolf?

#### DULLES CORRIDOR METRORAIL PROJECT

Mr. WOLF. Thank you, Mr. Chairman, and welcome, Madam Secretary and Assistant Secretary Scheinberg. I appreciate your being here.

I want to just comment and talk about a transportation project which is of critical importance to my congressional district, to

Northern Virginia, to the nation's capital, and, quite frankly, to the entire country.

I appreciate your being here today, and I want to publicly thank you for your assistance regarding the Dulles Corridor Metrorail Project. We are indebted for your willingness to have a pause where we can come together and kind of deal with this and work this out. I also want to urge Members, if you have not seen the article in USA Today in yesterday's paper, you ought to see it. It is a pretty impressive article. I do not know if any of the other Members have read it. We will send a copy around to the Members of the staff. I was impressed with the article, and I urge people to read it.

I know you understand the importance of bringing needed transit to the Dulles Corridor. This region has the second-worst traffic congestion in the country. The region has been talking about for decades—I think there have been five congressional studies—Senator Cannon had the first one—with regard to connecting the nation's capital to the international airport, which serves as America's gateway.

Bold ideas often take bold leadership. This region faced a similar decision over 20 years ago when Congress considered the future of Dulles and National Airport, the only two federally operated airports in the nation. They were in the pits. Decay was at Reagan National. Dulles had 2.1 million passengers. That is all. The first bill I introduced when I got elected, and I got criticized for it—I got criticized by this body because they were all worried about losing their congressional parking spots at National and Dulles Airports.

My first bill was to introduce a bill to transfer Dulles Airport over. We went through a battle. There were some Members of this Committee and other committees who sent "Dear Colleague" letters criticizing me and saying, if this happened, the end of the world was coming.

Fortunately, Secretary Dole had the vision, and you fly out of one or two of those airports—I do not know which one, but Reagan National is a modern airport, clean, efficient, and Dulles now has, and I just got the figures today—National had the best year ever, 18.7 million passengers, and Dulles had the second-best year, 24.7 million passengers.

Today, I was at the National Prayer Breakfast. Four thousand people in the room; most of them came through one of those two airports, and I would wager and think, although I do not bet—I was the author of the National Commission on Gambling, and, quite frankly, there is too much gambling, and both political parties have taken the gambling money, a plague on both of them.

I will tell you, though, that that airport has made all the difference in the world, and most of the people in that room probably came through Dulles.

Something needs to change. Some said, "Well, it won't happen if we do this," and, fortunately, Secretary Dole was willing to buck the Congress and buck everybody else, and we now have transferred those over.

Today, the Metropolitan Airport Authority has transformed both Washington Dulles International Airport and Ronald Reagan

Washington National into first-class facilities, and you know, obviously, because you fly into them.

There is an opportunity today, as Secretary Dole did, to be bold, have the vision to understand the importance of this transportation project, and it is a transportation project. It is not a redevelopment project. It is a transportation project to move people from the airports and to move people that are living out in that corridor, not only for this region but for the nation.

The original 103-mile Metro system is often called "America's Subway" because it serves not only those who live in this region but the many visitors to the nation's capital who come from across America. Steny Hoyer and I, for years, used to work in this Committee when I was in the minority. We always tried to support Metro, and if we did not have Metro in this region, the traffic would be unbelievable.

There is a vital need today to extend "America's Subway" so that it can continue to be the transportation link to America, and the federal government has a responsibility to be a partner in this project: federal employees evacuation. Those airports are owned by the federal government. They are not owned by anybody else. They are held by the airport authority to promote them, but the federal government ultimately owns them.

To assure the continued success of a thriving asset, I am confident, as the project discussions continue, you will make sure we have a fair process free from outside influence, which may have a conflicting agenda. There are probably a couple of lobbyists out here. If we could infrared them, I would ask them to stand up and tell them, are they working for the public interest, or are they working for a private company?

I watched in my area the Dulles Greenway. We had a public-private partnership. This company, McCrory, bought it out, and now it is \$4.80 to go 13 miles. I see somebody smiling. If you get on at Route 28 and go to the first exit, it is \$4.80. Talking about a single parent, where are the lobbyists for the single parents? Is there, if you want to stand up, a lobbyist for the McCrory Company who wants to take this over?

So I see all of these agendas, and I put this on paper so I will not get too far outside of the realm, but this should be in the public interest. This should be in the public interest, done on merit, honesty, integrity, truthfulness, and that is the way we want it approached. I am encouraged and grateful for your willingness to work with Governor Kaine, and the governor is really doing everything he can.

We have asked the governor, and he has agreed, to bring in the best minds that there are, and he has agreed to do that, to come together, whereby we can hopefully get this thing moving. I believe this is a project which can be one that you can take pride, later on, as secretary of transportation.

The last issue: When I was chairman here, I fought hard, and I might say, I also abolished earmarks—that only lasted for about one year. The fact is, when I became chairman, my governor called me up and said, Why are you abolishing earmarks now when you have just taken over as chairman? That only lasted for one year.

Another thing we urged to do was to reduce the federal match from 80/20 down to 50/50. I thought that was a pretty bold move. The match now for this project, for the first segment, is 70 local and 30 federal, and if you do the entire process, it is roughly 85 local and 15 federal.

So I hope, and I appreciate your willingness to work whereby we can do this so moms and dads and people coming into that airport have this. Had Secretary Dole not done this, I do not know where those airports would have been, and I think the same type of vision and boldness, if we can come together to bring the best minds, honesty, integrity—we are not looking to cook any books to change anything—I think we can build this so we can all be proud of it.

That is really not a question, and I think my time is probably up. I have been working on this for years, and this Committee has funded this, if my memory serves me, at about \$250 million. We have got to build it. Thank you very, very much.

Secretary PETERS. Congressman, thank you for your leadership. I do appreciate that. We received a very substantive response from Governor Kaine and the project sponsors, and we are going through that in a great deal of detail. I commit to you and this Committee that it will continue to have my personal attention.

Mr. WOLF. Thank you very much.

Mr. OLVER. Mr. Wolf, I would not have dared to stop you in that oration, and for you, Madam Secretary, I think that Mr. Wolf has offered you a fine legacy there, identified a fine legacy for you. So thank you very much for your returned comment, not in the form, by the way, of a rebuttal of any sort at all. Thank you. Mr. Price.

#### PUBLIC-PRIVATE PARTNERSHIP PILOT PROGRAM

Mr. PRICE. Thank you, Mr. Chairman. Let me add my welcome. Madam Secretary, we appreciate your presence here today and your testimony.

I am going to raise one matter very briefly and ask you to respond for the record. It has to do, as you may recall, with a meeting that you and I had last April and a letter that we sent you as a follow-up to that, to which, unfortunately, we have not had a reply, and I hope we can get one because it has to do with this innovative approach that the FTA has proposed for transit funding. It has to do with the public-private partnership pilot program, the so-called "Penta-P program."

I have expressed for some time a concern that the FTA's guidelines appear to limit the potential benefits of public-private transit partnerships to innovative procurement, where it seems to me the more significant financial benefit may be in finding private sector funding to support transit new starts and to have innovative financing arrangements to facilitate the completion of transit projects that might otherwise be held up.

So I am still interested in that. There is a local angle on this, as you may recall, but it is not just a local concern. It is a concern for the direction of this program. So I will submit for the record a more pointed question, which I hope you can provide us with a response for.

Secretary PETERS. Congressman, I will do that, and my apologies to you if we have not responded to your earlier letter. We will look into that immediately.

NATIONAL SURFACE TRANSPORTATION POLICY AND REVENUE STUDY  
COMMISSION

Mr. PRICE. Fine. Thank you. I want to back off from particular matters of this sort and look at the overall funding picture, if I might. You are, of course, Chair of the National Surface Transportation Policy and Revenue Study Commission. I congratulate you for that work, although you dissented from some of the major conclusions of this Commission that we have just been studying.

You are well aware that the final report makes proposals for improving the nation's transportation system that, in the context of today's funding, appear very ambitious, indeed. The Commission reported that, as a nation, the U.S. should be spending between \$224 billion to \$340 billion per year for the next 50 years on its surface transportation system from all levels of government, not just the federal government, but the Commission also recommends a continuing strong role for the federal government. So a good portion of that would be federal funding.

When we turn to this year's budget request from the administration, we are talking, I believe, about just over \$50 billion for surface transportation and \$68 billion for your entire Department. So that pales in comparison to what the Commission suggested, and, in fact, it falls short of what we thought we had coming by virtue of the authorized levels in SAFETEA-LU.

In addition, as you well know, the Highway Trust Fund is expected to be insolvent by Fiscal Year 2009.

So there are funding gaps. There are major funding gaps in terms of what the nation's transportation experts have said are needed in the way of dollars.

I think, if the pie is not expanding in a way that lets us take care of some of these challenges, we are going to not only fall short overall, but we are also going to exacerbate the existing problems that we have that we are all too familiar with.

I come from a donor state in terms of highway funding, and I know very well that, under these funding circumstances, we are never going to solve that donor state inequity.

I am in a community that wants to be forward looking and get into mass transit, but I know very well that we are going to exacerbate the conflict between highway funding and transit funding when we really should be doing both, unless we can get a better overall funding level.

So I want to ask you about that in general, and I also want to ask you, of course, about the Commission's proposal as to how this might be paid for. The Commission recommended increasing the federal gas tax by between seven and 22 cents over a period of five years. I know you disagreed with that, as well as with the overall recommendations as to the federal role. But any way you look at it, with the trust fund running out of money, there are going to have to be some new revenue sources, and if not a gas tax, which you have opposed, what do you suggest in terms of the revenue to

fund the transit needs we know we are going to have, let alone those that have been projected by the Commission?

Secretary PETERS. Congressman Price, I would be pleased to answer, and, Mr. Chairman, I will be as brief as possible in answering the question.

There were many things in the Commission's report, Mr. Price, that I did agree with. We need to have a higher level of investment. We need to make sure that we are paying attention, in a multimodal sense, to what our transportation needs are in this nation in the future. Freight transportation is very important, especially as we compete in a global marketplace.

Where I disagreed with the other members of the Commission, as did two others—so three of us filed a minority report—is the almost predominant dependence on the gas tax for the next 18 years, continuing through 2025. I also disagreed on having substantial increases in that gas tax, between five and seven cents a year over a five-year period, which according to the recommendation, would require state and local governments to raise their gas taxes as well in a proportionate amount.

Right now, the Federal funding comprises about 40 percent of overall transportation funding, so the nine members of the majority of the Commission suggested that the additional 40 cents contribute to the 40-percent federal share. But there would also be corollary increases on a state and local level.

My basic disagreement with increasing the fuel tax has to do with several things. First of all, I think it is politically untenable, when we are paying the high prices that we are today for fuel, and every indication is that it will go further. But if that were my only concern, I would have supported the Commission's report and would have filed that objection.

My real concern is that this body had a very ambitious energy package late last year. That package said that we want greater fuel efficiency, and we are in the process of making sure that cars will be significantly more fuel efficient in the future. That is good for our economy, and that is good for our environment.

We want alternative and renewable fuels, preferably fuels like fuel cells or other things that will not have a negative impact on the environment at all and will not require us to be dependent on foreign nations that do not have our best interests in mind for oil.

So I see us increasingly moving away from fossil-based fuels, and that has been the predominant method of funding transportation since President Eisenhower proposed the interstate highway system.

Sir, I have spent well over 20 years of my life in the transportation field, and if I honestly thought that the gas tax were the right method into the future, I would support that. But I do not. I think we have to diversify our funding for surface transportation. I think we have to have funding that can be used on the best mode, whatever the best mode is, to provide the transportation. The funding should be fungible and be able to be spent on that.

I believe that the Federal role should reflect only those things that are truly in the Federal interest. When the federal role is broader than what perhaps is the Federal interest, too much opportunity comes to spend money in other places. I think there is no

better evidence of that than the fact that, today, in the highway and transit programs, we have 108 different programs that slice and dice up this money that donor states like yours and other states remit, to Washington. And it comes back to them with many strings attached about how and where they can spend it, instead of allowing state and local governments to make that determination.

I feel very strongly that we should collect revenues at the closest possible level to those who have authority over spending them so that the public has recourse, and, in most cases, that would be state and local officials.

But in conclusion, I do think there is an important Federal role. I think the Federal Government does need to provide leadership. I just do not believe that the Federal Government has to manage every one of these programs, and I truly do not believe, and the Commission agreed with this, that we need 108 programs. Thank you.

Mr. OLVER. I suspect that Mr. Price will have some followups in the next round. Mr. Walsh?

#### NON-DEFENSE DISCRETIONARY SPENDING

Mr. WALSH. Thank you, Mr. Chairman. Thank you, Secretary Peters, for your comments today and for your service to the country and also to your deputy.

I just want to make a couple of general comments on what I have seen in the last number of years, as a subcommittee chair and now as a ranking member. It seems like all of the savings that this administration expects us to find are in nondefense discretionary spending. There does not seem to be any real pressure on entitlements. There does not seem to be any real pressure on defense, homeland security discretionary spending. It all seems to come in the nondefense discretionary portion of the budget.

In fact, in this bill, based on my staff analysis, we will be spending \$6 billion less than last year on discretionary spending for our transportation in the country. At the same time—I am not sure if this number is right, but it is somewhere in the neighborhood of 22 to \$23 billion on homeland security. If that is true, and I am not sure of my numbers, we are spending just three times as much on our national transportation system as we are on homeland security. It is an astounding amount of money, considering the fact that there was no Homeland Security Department six years ago.

I saw this happen when I had the VA/HUD Subcommittee when we had EPA. Stag grants having slashed. State revolving fund has been dramatically reduced, and the population increases the pressures on our waters—lakes, river systems, drinking water systems—get heavier and heavier.

I also had NASA in that budget. The President came out in favor of a mission to Mars with all of these goals and rallying around NASA, and then there was no money to follow. You cannot get to Mars without a few bucks.

So I just really worry about where we are going with our transportation infrastructure. We saw the bridge collapse. There is a number of other bridges similar to that in construction all across the country that are in very bad condition, and yet we are spending

actually a dramatically smaller amount of discretionary funds for our infrastructure. As I said, it is not just transportation; it is waste water, it is drinking water. In fact, it is NASA's infrastructure, too, that is 1960's construction with no new money going into any of those areas to speak of.

#### RUNWAY INCURSIONS

Let me just specifically, and I am not sure if you are prepared to answer this—you can answer this one by responding back in writing, if you would. A recent study was done regarding runway incursions at airports. We all know about the dramatic increase in air traffic since September 11, 2001. It has gone up dramatically. It has been estimated that there was one runway incursion per day, each day, between the years 2001 and 2004. We now have technology that can help us to manage that and dramatically reduce the potential for accidents and loss of life, and they are estimating that hundreds of people could be killed in those accidents if we do not do anything about it.

Last year, we spent about \$40 million on this ASDEX ground transportation management system. This year, we are going to spend less. We have got 200-plus airports that need this type of coverage, and yet we are only somewhere near 30, 35 airports in the country that now have it. Some of those are being upgraded. The others have no systems to protect against this.

This is a serious problem, and yet, again, we are reducing the amount of money we are putting into this very dramatic potential problem. So if you could comment on the ASDEX system implementation and why you are reducing the amount of money for it.

Secretary PETERS. Congressman Walsh, unless I am misreading my notes from our budget, we actually are putting significantly more money into the ADS-B program and actually into next generation technologies overall.

This year our budget request includes \$688 million for these NextGen technologies, and, as you indicated, ADS-B is one of the best technologies helping us on the incursion issue.

I have been meeting, on a regular basis, with our acting administrator, Bobby Sturgell, and, in fact, two days ago, he and I discussed a very aggressive plan, in the near term, mid term, and longer term, to take action to prevent and eliminate potential runway incursions. We are concerned about them. There are more planes flying today, and there is more traffic. We are still using a very outdated, radar-based technology in the short term until NextGen is fully on board. But, again, this has our attention.

We recognize the potential that technology brings to us. In addition to the \$330 billion for ADS-B, we are also including \$400 million for another surveillance technology, \$29 million for data communications, including network-enabled weather that will let pilots have access to weather right in the cockpit, and another \$40 million on trajectory-based operations.

I will get you a more substantive breakdown of this, but just to wrap up here, our funding this year has increased by over \$470 million for this type of technology so that we can move our airspace operations into the future.

[The information follows:]

In clarification, the FAA's FY 2009 request for ASDE-X reflects the approved September 2005 program baseline for deployment to 35 airports. It also supports the FAA's commitment to accelerate system deployment to 2010 instead of 2011. ASDE-X is currently fully operational at 12 airports.

Much of the deployment activity and the funding needs to occur in FY 2008. Because it takes three years for an ASDE-X system to become fully operational, funding has already been obligated for the system hardware, planned software, and system enhancements for all 35 sites. The FY 2009 request is sufficient to support the activities in the approved ASDE-X project schedule.

In the approved business case, the FAA determined that the maximum benefit would be achieved by deploying ASDE-X to airports with larger traffic counts and/or more complex operations, e.g. airports that use the same runway(s) for arrivals and departures. The ASDE-X system also requires certain infrastructure. For instance, the system depends on flight data from an automation system (ARTS IIE or STARS) in the Terminal Radar Approach Control (TRACON) and incoming flight data from airport surveillance radar (ASR-9 or ASR-11). The 35 airports identified in the current ASDE-X business case met the business case criteria and had the required infrastructure.

Since very few, if any, additional airports would meet the business case criteria for an ASDE-X system, the FAA is evaluating low-cost ground surveillance (LCGS) systems for other airports. The FAA is in the process of preparing a business case for LCGS and testing prototypes in Spokane, Washington. FAA plans on expanding this test to more sites this year. To date, FAA has spent \$4.5 million on this project and is assessing if it is an alternative safety measure for less busy airports not scheduled to receive the ASDE-X system.

ASDE-X alone does not solve the entire runway incursion problem. FAA is deploying runway status lights (RWSL) which integrate airport lighting equipment with approach and surface surveillance systems to provide a visual signal to pilots indicating that it is unsafe to enter, cross, or begin takeoff on a runway. RWSL will be installed at 21 ASDE-X airports, with two support systems located at Oklahoma City, OK. The Runway Status Light program has FY 2008 funding of \$9.0 million and an FY 2009 request of \$26.9 million.

Additionally, the Runway Incursion Reduction Program (RIRP) is a contributor project of the Advanced Technology Development and Prototyping Program (ATDP). The RIRP has initiated activities to promote safety technologies. The program is funded at \$8.0 million in FY 2008 and FAA is requesting \$10.0 million in FY 2009 to promote runway safety technologies, reduce incursion, and reduce the risk of a runway collision.

If I may, sir, just briefly, in terms of our overall budget, the President has asked us to hold the line on nondefense discretionary spending and non-Homeland Security spending, and we certainly have done that. I think that with respect to the focus on homeland security and defense, there is no better evidence of the need to expend money there than the fact that this Nation has not endured another terrorist attack in the last seven years. The President has talked about entitlement programs and is greatly concerned about those, but he also, with us, put together the budget that we felt best met our nation's needs at this time.

Mr. PRICE. One last comment. I think the point I was trying to make was as defense and other security discretionary funding becomes a larger and larger portion of our discretionary budget—it is much more than half now—we cannot find those savings in non-defense discretionary without dramatically affecting the infrastructure of the country.

Secretary PETERS. Thank you.

Mr. OLVER. Thank you. Ms. Roybal-Allard?

#### GRANTS TO MITIGATE CONGESTION

Ms. ROYBAL-ALLARD. Secretary Peters, to qualify for a U.S. DOT Congestion Reduction Demonstration Grant, the Los Angeles County Metropolitan Transportation Authority has proposed converting

high-occupancy vehicle lanes into high-occupancy toll lanes on sections of three of our local interstate highways.

As you know, many of my colleagues are very concerned about what affect this and other proposals, such as charges per mile driven, will have on lower-income communities. In awarding congestion-reduction grants, to what degree does the Department take into consideration the impact a proposal would have on modest-income commuters and car-pooling programs, and how does the Department ensure that these new programs do not result in a pay-to-drive policy where only commuters with higher incomes are able to take longer road trips and use less-congested lanes than those of lesser means?

Secretary PETERS. Congresswoman, it is an important consideration, and certainly the L.A. area has put together a very ambitious proposal for converting high-occupancy vehicle lanes to high-occupancy toll lanes.

We have studied surveys that have been done in several areas, and I will get the specific data to you, as I indicated to others on the Committee that I would:

The Department of Transportation currently has reference to three formal studies:

- Orange County, California—Continuation Study to Evaluate the Impacts of the SR 91 Value-Priced Express Lanes: Final Report (December 2000), p 131. In 1999, over 50% in all income categories approve allowing Single-Occupancy Vehicles (SOVs) using HOV lane capacity for a fee. Among respondents with annual incomes less than \$25,000, 51% approved. [http://ceenve.calpoly.edu/sullivan/SR91/final\\_rpt/FinalRep2000.pdf](http://ceenve.calpoly.edu/sullivan/SR91/final_rpt/FinalRep2000.pdf)
- San Diego California—1–15 Managed Lanes Value Pricing Project Planning Study (Telephone Survey Report, February 2002, p. 25.) Overall support for “FasTrak” congestion pricing program was 66%. Support was 60% among those with annual incomes below \$40,000. Support was 59% among those with incomes between \$40,000 and \$70,000. [http://www.sandag.org/services/fastrak/pdfs/2002\\_fastrak\\_public\\_outreach.pdf](http://www.sandag.org/services/fastrak/pdfs/2002_fastrak_public_outreach.pdf).
- Minneapolis, Minnesota—MnPASS Evaluation Attitudinal Panel Survey, Final Report, August 2006, p.2. Overall support for allowing single drivers to use carpool lanes by paying a fee was 65% one year after MnPASS implementation (71% higher income, 61% middle income, and 64% lower income.) [http://www.mnpass.org/pdfs/mnpass\\_attitude-study.pdf](http://www.mnpass.org/pdfs/mnpass_attitude-study.pdf)

It is important to note that relatively few HOT lane drivers are everyday users. Instead, most use the priced facility on an as-needed basis, which is typically a few days per month. Low income travelers, just like middle and upper income travelers, often have work, medical, family, and social appointments for which they must or want to be on time. High speed, reliable trip times allow them to keep their schedules, and they are willing to pay for that quality of travel. For example, in Minneapolis, there are close to:

- 20,000+ total toll lane subscribers who have the electronic toll collection device needed to access and pay for the I-394 priced lanes;
- 3,500 of the total 20,000 subscribers who use the facility on any given day (but not the same 3,500 each day); and
- a couple hundred “everyday users,” i.e., the same individuals using the facilities 4–5 weekdays per week.

Low-income respondents to these surveys overwhelmingly like systems where there is that type of conversion, and there are several reasons for that.

One, it gives them an option to use when they need it. If they are going to be late picking up a child at day care, which we have talked about before, then they have the option of using the toll lanes. But it also lures other people off the lanes so they have less-congested conditions to deal with. I believe that the L.A. proposal is consistent with this. Car-pools, high-occupancy vehicles, and

transit systems do not pay. In fact, bus rapid transit, for example works significantly better in a hot-lane configuration than it does in a regular HOV-lane configuration because those buses are kept moving.

The other opportunity we have by using transponders and collecting tolls electronically, or what we call "open-road tolling," is that transponders for lower-income individuals can be programmed to pay less or not pay at all, depending on what the local jurisdiction would like to do. We are having discussions with those who have applied for congestion-reduction grants about whether or not that is something that they would want to factor in.

I know that Mayor Villaraigosa is very interested in looking at this type of system. In fact, he and I had planned to take a trip together to look at some systems, but he ultimately was not able to go.

You raise a valid concern. We are very aware of it, and, as I told Mr. Knollenberg, we are going to be doing some studies, particularly on the impact on low income.

#### CORRIDORS OF THE FUTURE

Ms. ROYBAL-ALLARD. With some 40 percent of the goods traffic at the Ports of Los Angeles and Long Beach having a destination outside of Southern California, the prompt and efficient movement of goods between manufacturing centers and markets is naturally critical to our economy. Goods that are shipped out of the region by rail or on our highways via trucks make it extremely important that our highways, as well as our rail systems, are operating in a very efficient manner.

Can you tell us what the status of the Corridors for the Future program is, particularly with respect to the I-5 and the I-10 corridors, and what is the current status of the Southern California Freight Congestion Initiative, which looks into these problems?

Secretary PETERS. Certainly. Congresswoman, on the I-5 corridors, part of the Corridors of the Future, we are having ongoing discussions with the project sponsors and those who proposed I-5 as a corridor for the future. We think it is tremendously important because of the amount of traffic that that corridor carries, and, as you said, it intersects an area where there is a lot of freight and goods movement, as well as commuter traffic.

I will get a written report to you that tells you exactly where we are with that particular corridor.

[The information follows:]

The Department's National Strategy to Reduce Congestion on America's Transportation Network contains a strong focus on forging stakeholder consensus on developing immediate and long term congestion solutions. The National Strategy targeted major freight bottlenecks in Southern California and development of stakeholder consensus on transportation solutions. The Department spearheaded a Federal, State and local cooperative effort that is actively working to achieve sustainable and efficient freight transportation operations in the region in harmony with California's Goods Movement Action Plan.

In October 2007, DOT along with U.S. EPA Region 9, California's Business, Transportation and Housing Agency, the Southern California Association of Governments and other Federal, state and local agencies signed the Southern California National Freight Gateway Cooperation Agreement. The agreement is a public commitment by the signing parties to work together to improve regional freight throughput capacity in balance with environmental and community concerns. The

agreement creates a forum to promote better understanding of the underlying considerations, potential impacts and alternatives for proposed Southern California transportation projects that affect goods movement.

Signatories to the agreement will work to develop a Strategic Framework for achieving sustainable and efficient freight transportation operations in the area consistent with California's Goods Movement Action Plan (GMAP.) This framework will focus on improvements of the transportation decision-making process and the environmental review process.

During this time, DOT has set up a Gateway office in Long Beach California to be proactive with the state and local governments, ports and the public regarding goods/freight movement in the California area. The Maritime Administration staffed this office with a Gateway director, who participated in the GMAP development process as did a U.S. EPA staff member.

As for the Corridors of the Future Program, DOT is working with each corridor to create a development agreement that sets forth a clear path to achieving the goals of the program. Over the past few months, DOT held an initial negotiation meeting with each corridor and agreed to work towards executing the development agreements this spring.

Specifically, with respect to 1-5, DOT met with representatives from Washington, Oregon and California on January 10, 2008. Subsequent to that meeting, the States and DOT formed a negotiating team. DOT is preparing a draft development agreement to be used by the parties in their negotiations. DOT hopes to have a signed development agreement by late spring 2008.

With respect to 1-10, DOT met with representatives from California, Arizona, New Mexico, Texas, Louisiana, Mississippi, Alabama and Florida on February 12, 2008. Subsequent to that meeting, the States and DOT formed a negotiating team. DOT is preparing a draft development agreement to be used by the parties in their negotiations. DOT hopes to have a signed development agreement by late spring 2008.

In terms of Southern California ports, we are actively working with them to reduce congestion, and certainly the Alameda East project is one that I think will help tremendously. But as you and I have discussed in the past, that area takes a disproportionate impact of all of the freight traffic that comes into L.A.-Long Beach because the traffic has to move through the neighborhoods of Los Angeles before it ultimately gets on its way.

We are working aggressively with the port and with the highway community in that area to see what we can do to fix things. One of the things that we have found to be successful is what we call "congestion pricing," or pricing differently for different times of day so containers that move through during peak periods of time pay more than containers that move off peak.

What that has allowed us to do, and very successfully so far, is to "de-peak" demand in certain areas, keep the traffic flowing smoothly, and, therefore, get more throughput than we otherwise would, but with less negative impacts on the neighborhoods and on the environment.

It is an area where I have our deputy administrator for maritime working very personally and very directly on that project for me, and we will continue to report progress to you.

Secretary PETERS. Thank you.

Mr. OLVER. Mr. Pastor, my vice chairman.

#### CROSS BORDER TRUCKING DEMONSTRATION PROJECT

Mr. PASTOR. How are you, Madam Secretary? I want to apologize, first of all, for being late. It is not that I did not want to be here for the entire two hours, but I was presiding over the chair, and so I have probably missed part of the discussion, but there are two subjects I would like to discuss with you.

One deals with a program that is very close and dear to your heart, and that deals with the pilot program you wanted to do with the Mexico trucks. I tell you that it has been debated here in the House and the Senate now for a number of years, that, there was a limitation on the use of funds to allow the pilot program to go forward, which was signed by the President and is now the current law.

I guess there is some misunderstanding or confusion on what is going to happen to the pilot program. I would caution you that because of the separation of powers and currently the law's limitation of funds that possibly you would consider looking at the law that Congress has passed and signed by the President, that does limit you with funds. So, with caution, I advise you that probably that program, as of yet, should not be implemented. So I bring this, constitutional argument to you so that you may look at it. If you would like to respond, I would be happy—

Secretary PETERS. Mr. Vice Chairman, I would like to respond briefly, and I realize that there is not exactly unanimity in terms of opinion on what we are doing with this. You know that I have tremendous respect for you, as a fellow Arizonan. I have known you much longer than I have been in this position and have great respect for you.

We do understand that the Consolidated Appropriations Act for Fiscal Year 2008 prohibits spending 2008 funds to establish a cross-border trucking program, and I assure you, we will not use any 2008 funds to establish a program. We will, however, based upon an interpretation of our attorneys, continue to implement the program that was started in February 2007.

Safety is the first, the last, the most predominant concern we have, and we have held those drivers and those trucks coming across the border from Mexico to not just the same, but even higher standards than we are holding U.S. trucks and U.S. drivers.

The program is fully reciprocal, in that a limited number of U.S. drivers and U.S. trucks can go into Mexico, the first time they have been able to do that. And Mexican trucks and Mexican drivers can come into the U.S. and go beyond the Free Trade Zone, where they were limited in the past.

I have established a very rigorous evaluation process for this program because safety is so important, and I have asked our former Inspector General, Ken Meade, Former Congressman Jim Colby, and Former Deputy Secretary of the U.S. Department of Transportation Mort Downey to form an independent evaluation panel to ensure that we are meeting all of the rigorous safety requirements of this demonstration program. We will evaluate everything that we are doing and ensure that we can tell the American people that we are not putting them in danger by engaging in this demonstration program.

#### ALTERNATIVES TO THE CURRENT GASOLINE TAX

Mr. OLVER. We will let you regroup for a follow-up on that one. We will start a second round here, and we clearly should have time for everybody to have their five-minute period.

I would like to follow up just a little bit on some comments that were made by my colleague from North Carolina, Mr. Price, who

then had to be elsewhere. The whole issue of the pricing seems to me to be very critical.

Madam Secretary, you said that the price of gasoline is high. It is clearly high. But the price of tolling and of any of the congestion mechanisms that you might come up with, or the public-private partnership, already embeds the price of gasoline in it, and those prices are going to continue to go up, too, as we move forward.

So as we try to bring in these other mechanisms, which some other places have used—London has used, as you indicated, and New York has proposed to use. They have very good public transportation systems that connect to all around Manhattan or the whole subway system of New York City so that people wanting to come in have many choices. They can choose to not drive in or to drive in, knowing that they have a very good option for something else.

But building those is exceptionally expensive, and trying to impose them in places where there is not a very solid transportation system is going to be a very expensive thing, in the first place, and at the higher prices; none of these are going to be low prices.

So my sense here is that, yes, we have used the gasoline tax as a way to fund.

Do you have a sense of what you think, or did in total, the balance of tolling and public-private partnerships and congestion pricing, as well as gasoline tax—should be? Do you believe we are not going to not use gasoline taxes again? How do you see that going over time? What are the kinds of mechanisms for which we raise revenues for a system that has to have local and state and national inputs into? What do you think is the sense of how that will evolve?

Secretary PETERS. Mr. Chairman, I think we have to diversify our funding sources as we move forward.

There were two areas where I was in disagreement with the rest of the commissioners, and one of those areas was quantifying the overall needs. I think the overall needs, at \$225 billion over 50-years is perhaps overstated because there was not the same rigorous benefit-cost analysis performed on every mode of transportation.

But that said, you are right. We have to have more funding. We cannot continue to be as competitive as we need to be as a nation if our transportation system is not serving us well. I have often stated that my job is to ensure that the transportation system is an accelerator on the economy, not a brake, so we have to find new ways to fund it.

One of the things that appeals to me about pricing is that, first, it moves us away from burning fossil-based-fuel. It also can help us manage demand very effectively.

When we pay gasoline taxes, it is an indirect mechanism and indiscriminate in terms of when and how you use the system. You pay the gas tax when you fill your car. As you said, it is related to the number of miles you travel, but it is not related to when and how you use the system.

We recently completed a household travel survey at the U.S. Department of Transportation, and 50 percent—this was amazing, even to me—50 percent of the people who are using the highway

system during peak periods are not commuting to work and back. In fact, a full 20 percent of them are actually retired individuals, my sister among them. If she paid, to go out and pick up her dry cleaning or meet her friends for coffee during rush periods, she would not do it. But because she does not pay directly, she does do it.

Studies indicate that by using pricing mechanisms, we can get 40 percent greater throughput for the same lane configuration than we could otherwise. So I think pricing helps us in dense urbanized areas. You are correct, you have to have alternatives.

We can use pricing mechanisms in areas where there are densities and demand that would warrant it, thereby freeing up increasingly scarce public dollars for areas that cannot successfully use pricing, particularly rural areas where safety and accessibility continue to be a problem.

Other areas have used fuel taxes, development fees, income taxes, or sales taxes to fund transportation. I think we need to diversify our funding portfolio.

The Commission and I also agreed that at some point in the future, we will have what I will call a "vehicle-miles-traveled system." That basically is a utility-type model where I will pay for the amount of miles I drive, the time of day that I drive, the weight of my vehicle, how many people are in my vehicle, whether I am driving in my own neighborhood, or I am driving on a congested commuter corridor. Technology makes all of this possible today.

We do need to deal with privacy concerns. There are big privacy issues, but, nonetheless, I believe we can satisfy those concerns and eventually move to a vehicle-miles-traveled system. All 12 commissioners did agree on that.

Mr. OLVER. I will follow up on that in the next round. Mr. Knollenberg?

#### GRANTS TO MITIGATE CONGESTION

Mr. KNOLLENBERG. Thank you, Mr. Chairman. On the congestion pricing initiative, for which you used existing funds, for example, that were targeted to specific projects in prior years, there is one that comes to mind. When Congress passed the year-long CR for 2007, a large chunk of discretionary money, some \$800 million, was parceled out to five cities in five states: New York, Massachusetts, Minnesota, Washington State, and Florida.

I have some major concerns with that decision. Can you explain what factors you used to come up with your decision to provide money to those select cities and nobody else? I would also state that that money was formerly known as a series of earmarks by a variety of members of the House, and so just your response, please.

Secretary PETERS. Congressman Knollenberg, I would be pleased to do that. Here again, I recognize that we are not always of unanimous opinion on this.

Because congestion is such a pervasive problem in the United States today, when the year-long continuing resolution was passed for Fiscal Year 2007, we elected to target money at major cities where there was significant congestion. We could provide relief that would then be replicable in other areas as well and also the Cor-

ridors of the Future that I mentioned earlier, these travel-and-trade corridors.

We held a competition, and, to my recollection, there were 26 cities who applied for these congestion-pricing grants. I mentioned briefly the project in New York earlier. There are projects in San Francisco, Seattle, Miami, and in Minneapolis. Each of them is a little bit different and piloting, if you will, new ways of relieving congestion in the near term and making travel better for everyone.

We have talked a bit about the condition of our highways, and some believe that our nation's infrastructure condition is deplorable and falling apart. The bridge collapse in Minneapolis is an absolute tragedy, but early results from National Transportation Safety Board indicate that it was not neglected and fell down. In fact, overall, our Nation's highway pavements and bridge conditions are slightly better than they were 10, 15, or 20 years ago. So we are making progress.

Where we are making no progress is in the performance of the system. In spite of a 100-percent increase in funding over the last 25 years, performance is 300-percent worse.

Mr. KNOLLENBERG. Here is the focus of my asking this question. I heard from a variety of people around the country who are very upset with that decision because they did not get it. In fact, in my own state, in my own backyard, the Smart program; they were denied money. They thought they were going to be able to compete, but they could not compete, could not even get heard.

So I am not faulting that you had to make a decision. You did have to make a decision, presumably, but I am wondering if there were not some people that were overlooked, and, frankly, I do not know that that decision—time will tell—was one that was really the best for the entire country because there are a lot of people out there that do live in big cities, in many cases, but do have a need that certainly should be centered in that grouping that was picked from.

Here is what I wanted to also say. On the subject of the local transit agencies around the country, there are so many of them, and I know these are big cities, and yes, in big cities they have congestion, but you have congestion in suburban areas, et cetera, because I do in my own area. So I wonder if you would repeat that decision in the future where there is some sum close to a billion dollars that comes into your lap that you wanted to put somewhere. How would the decision be made then? Would you have any thought about changing what you did this time?

Secretary PETERS. Congressman, you raise a valid point, and I am sorry that the cities in your state were not selected. We had many meritorious applications and we did spend those monies within the statutorily required areas.

In fact, we are conducting another round of competition today. We have proposed, in the President's budget, to make available \$175 million to do another round—

Mr. KNOLLENBERG. I was just coming to that, as a matter of fact. That is the ISTEAs funds?

Secretary PETERS. That is old unobligated funds from ISTEAs and TAE-21. Should this body adopt the budget as we have proposed, we hope to have another round.

The other thing is the first five cities that were selected, New York, for example, have to get state-level enabling legislation. The General Assembly has to make a decision by the end of March of this year. If they do not, we will bring that money back and reallocate it to other meritorious cities. So there still is an opportunity to go back to cities in Michigan.

Mr. KNOLLENBERG. It is the determination that you made to suggest that they were inactive, and, obviously, you found enough inactive situations to consolidate these funds to reach that \$175 million mark. This would be an ongoing process. Is that what you are suggesting?

Secretary PETERS. We hope it would be because we think we can relieve congestion in major cities and medium-sized cities, who also are suffering from congestion. In fact, cities of over 200,000 are seeing dramatic increases in congestion. We hope to continue it, sir. That would certainly be the will of this body as we move forward with the appropriation process.

Mr. KNOLLENBERG. Would these be smaller grants?

Secretary PETERS. We would anticipate that they would be.

Mr. KNOLLENBERG. Thank you, Mr. Chairman.

Mr. OLVER. Mr. Rodriguez.

#### CROSS BORDER TRUCKING DEMONSTRATION PROJECT

Mr. RODRIGUEZ. Thank you very much. Let me follow up on Congressman Pastor's question. Given the situation that, Madam Secretary, the 2007 monies that were to be used for the pilot project, the question, I guess, would be a legal question I would ask for the record: Does the Department have the legal authority to disregard congressional intent, or is it a matter of just budgeting from one year to the other and still disregarding language that ought to be taken into consideration?

I wanted to put that for the record because it seems, unless I misunderstood, that the pilot project continues because of utilizing resources from 2007, but the intent of the language was to prohibit that from occurring. So I just wanted to put that for the record.

Secondly, I put language, Madam Secretary, on the appropriation bill cycle at the conference process at the very end, and I was successful in including language there with Senator Hutchison that prohibits the State of Texas from privatizing existing roads paid by federal dollars to be made into private toll roads, and I just want to get your feedback on that, whether you are going to maybe abide by that, at least for this year, based on your last comments on the trucking.

Secretary PETERS. On the trucking issue, let me reiterate the specific language says that "none of the funds made available under this Act may be used to establish—" and I am adding emphasis on the word "establish" "—a cross-border carrier demonstration program."

That is the interpretation of our attorneys. I am not an attorney, so I will not debate you on the legal merits of that. I can respond to this Committee in writing about our interpretation of that particular issue.

[The information follows:]

The Administration has looked very closely at the Consolidated Appropriations Act, 2008, and section 136 thereof in particular. By prohibiting the use of funds “to establish” a cross-border motor carrier demonstration program, section 136 does not prohibit spending to continue to implement the ongoing cross border demonstration project, which was established in September 2007—well before enactment of the current appropriations act. Consistent with the appropriations act prohibition, FMCSA will not establish any new cross-border demonstration programs with Mexico.

The appropriation bill passed by the House of Representatives (H.R. 3074, 110 Cong. § 410 (2007)) would have barred spending “to establish or implement” a cross-border demonstration project. However, the enacted version of the bill is more narrowly drafted and prohibits only use of funds “to establish” such a project.

To the question about Texas and tolling, I recently met with Senator Hutchison. We talked about the provision that you and she and others sponsored. We fully understand what is to be done and are enforcing that through the process of working with the State of Texas.

#### AIR TRAFFIC CONTROL WORKFORCE

Mr. RODRIGUEZ. Okay. Thank you very much. Secondly, my understanding is that we also have a significant problem when it deals with air controllers and the fact that we have a large number of them retiring.

My concern has always been, and I initially verbalized that last year, and I think Senator Roybal-Allard also talked about the diversification of that group as we train the next batch of air controllers. Where are the institutions now that do some of that training?

Secretary PETERS. Congressman, I will get back to you on the specific locations. There are five locations that are certified schools, as well as Oklahoma City, but let me get back to you on the record with that so that I can be accurate.

[The information follows:]

The Controller Training Institute program is available at the following schools:

Arizona State University, Mesa, AZ  
 Community College of Baltimore County, Baltimore, MD  
 Community College of Beaver County, Beaver Falls, PA  
 Daniel Webster College, Nashua, NH  
 Dowling College, Shirley, NY  
 Embry-Riddle Aeronautical University, Daytona Beach, FL  
 Florida Community College, Jacksonville, FL  
 Green River Community College, Auburn, WA  
 Hampton University, Hampton, VA  
 Inter American University of Puerto Rico, Bayamon, PR  
 Kent State University, Kent, OH  
 Lewis University, Romeoville, IL  
 Metropolitan State College of Denver, Denver, CO  
 Miami Dade County College, Homestead, FL  
 Middle Georgia College, Cochran, GA  
 Middle Tennessee State University, Murfreesboro, TN  
 Minneapolis Community and Technical College, Eden Prairie, MN  
 Mount San Antonio, Walnut, CA  
 Purdue University, West Lafayette, IN  
 University of Alaska, Anchorage, AK  
 University of North Dakota, Grand Forks, ND  
 University of Oklahoma, Norman, OK  
 Vaughn College of Aeronautics, Flushing, NY

FAA is opening the AT-CTI program for new schools to apply again this year. FAA forwarded the announcement information and appropriate contacts to its corporate civil rights for distribution to their constituents.

The Chairman mentioned, at the outset of this hearing, about air traffic controllers. I need to say, I have the highest respect for the men and women who perform that very important task every day. What we are facing right now is a period of increased retirements, for several reasons. Many of the air traffic controllers who came on board after the PATCO situation back in the 1980's are now reaching retirement age.

So we do do a very extensive workforce plan to address these retirements. In fact, last year, we missed, as the Chairman indicated, the number of retirees by about 128 retirees. We had also planned to hire just under 1,400 last year, and we actually hired 1,800.

As you mentioned, training is important. We call those who have not been fully certified on every aspect "developmentals." I assure you that we do not put an air traffic controller on a terminal to do a certain task that is not certified. Because of this big hiring and retirement phase that we are going through now, there are going to be more developmentals in our workforce. This is a period of time that we will work through, but we are very concerned and will not put anyone who is not fully certified on a terminal to work that terminal.

Mr. RODRIGUEZ. I would like to get that additional information from you as we move forward because I would also like to see some diversification occur in that area when it comes to air controllers and the type of training.

I know that we were also talking about moving into a different system for air controllers where, I gather, they all will have to go through some training completely. Where are we on that, real quickly?

Secretary PETERS. Congressman Rodriguez, that training is designed and being implemented in certain areas where we are rolling out early phases of what we call the "NextGen Air Transportation System."

The legacy system that we are using today is largely based on ground-based radar, and that has been the system that most of our air traffic controllers have been trained on and have been using. But as we begin to implement phases of this NextGen technology that I spoke about earlier, the controllers are being trained on that equipment.

There will have to be overlap. We cannot simply turn off the legacy systems and turn on NextGen. So as we make that transition, the controllers will be trained to operate the new equipment.

Mr. OLVER. Thank you. Mr. Wolf?

#### FOREIGN INVESTMENT IN U.S. ASSETS

Mr. WOLF. Thank you, Mr. Chairman. Madam Secretary, this is really an issue—Jim Walsh's question triggered it. You can relax. I am not asking you to get into detail. Hopefully, you will say, "Yes, I will," at the end, but this is the issue.

I worry about our country, insofar as the selling off of America. I had a study done last week, which I will share with the Committee. The number of foreign interests that are coming in and buying up our country are the Saudis. There were 15 people on the airplanes on 911 that killed people from my district in the attack on the Pentagon, 15. This fellow, Alwaleed bin Talal, who has

bought a portion of Citicorp, which is in the study which I will share with the Members, has been accused of anti-Semitic activities, anti-Christian activities, the radical Wahhabism.

If we sell off America to the Chinese, the Chinese now—there are five Catholic bishops in jail. There are Protestant pastors in jail. They have plundered Tibet, and I urge every Member here. There is a U.S.-China Commission Report that almost no Members, other than Mr. Price—God bless him—I think he has left—that I went up and read. It is a top-secret, classified report. Read it to see what the Chinese are doing to us.

I wish I could lay it out, but I cannot, but every Member, I did a “Dear Colleague.” I do not think anybody reads “Dear Colleagues” anymore, but I did a “Dear Colleague” to every Member, urging them to go up and read the report. China is responsible, to a large degree, for the genocide in Darfur. I was the first Member to go to Darfur. They could stop it today.

So when we sell off our assets—I wish Secretary Paulson would spend more time talking to the Congress about a long-term deal, and I am going to get to that, than he does spending time in China talking to the Chinese. There is a bill, the Cooper-Wolf Bill. We have 72 co-sponsors. Secretary Paulson told me that if I got the leadership to be for this bill, they would be for it.

Congressman Hoyer has come out for the bill. I appreciate Steny’s leadership. John Bainer is on the bill. Blunt is on the bill. Jim Cooper, who probably has forgotten more about these issues than most people.

We have 72 co-sponsors. We set up a national commission, putting everything on the table, but if we do not deal with Medicare, Medicaid, all of the entitlements that we begged the administration, and I appreciate the President mentioning it. I would have hoped he would have said, “I am going to come up here, hand in glove, and work in a bipartisan way.”

David Walker, and I will send everyone a copy, just sent me a letter. He said there is a tsunami, a financial tsunami, off the coast.

I have 12 grandkids. If somebody told me—we are on the beach, and there is a tsunami down at Ocean City, and it is coming in, I would do everything I can. But we just stand by and do nothing.

Financial Times, a month ago, and I will send this to every Member, said Moodys will downgrade our triple-A bond rating to a junk bond status in 10 years, junk bond status in 10 years. The Cooper Bill sets up a national commission: eight Republicans and eight Democrats. They take a year to go around the country with everything—Medicare, Medicaid, tax policy, too. Many of my friends from the other side say, Well, you know, we put everything on the table. This would be a gift to the next President, whoever he or she is.

So my question is, and this is also a moral issue—the Tenth Commandment says, “Thou shall not steal”—we are stealing from our children and our grandchildren, and we have an obligation to our parents. My dad fought in World War II. He was in the Marine Corps Reserves. He was in the Navy. My father-in-law fought in World War II. They did not fight to have us sell our nation to for-

eigners. It is okay when the British come in, when the Chinese come in.

Also, this will have, and I hope you take it back, this will have an impact on our foreign policy if the U.A.E. and the Saudis and the Chinese control Morgan Stanley, Citicorp, and large companies.

So this is an issue, and I would hope that we could get the administration to say, not next year but in this Congress, and I am going to look for every opportunity I can, and this is a bipartisan bill. Frankly, I think the American people are thirsty for something that is bipartisan. There is a similar bill in the Senate. Senator Conrad and Senator Gregg, and I believe Senator Voinavich is on it from Ohio.

I hope you will take the word back to the President and to the cabinet. We need the administration not to just say, "Okay, Congress, send it to me," but we need to come up and advocate. We can do this for our country, but I think the worry that I have, and maybe I am alone—sometimes maybe I feel things that others do not feel—when we sell off our assets, and I saw an article in the Washington Post the other day—one out of five jobs in South Carolina are foreign-owned companies. Now, it is okay if it is Canada, it is okay if it is Great Britain, but China that is allowed the genocide to take place in Darfur, I do not want them to own our country. I do not want them to own our large banks, and I certainly do not want the Saudis, who funded all of the madrassas up along the Pakistan-Afghan border, where Mullah Mohammad Omar went to, that literally brought about 9/11.

So the message is, no answer. I know you are not the secretary of—but you are highly respected, to take it back and say, "Mr. President, this guy, Wolf, from Virginia, he said, We need you to participate, and we need Paulson," and Paulson moved the goal post on me. He said, Wolf, you get Bainer, you get Blunt, you get the leadership. Well, Steny Hoyer has come out for it, John Bainer is on the bill, and Blunt is on the bill. We really need the administration to take this up. With that, I yield back the balance of my time.

Secretary PETERS. Congressman, I will take that message back. Thank you.

Mr. WOLF. Thank you. I welcome any co-sponsors on the Committee. We have 32 Democrats on it, too, so it is totally bipartisan.

Mr. OLVER. Would you like to sign on?

Secretary PETERS. I do not think I am qualified, sir.

Mr. OLVER. Mr. Pastor?

#### AMTRAK PRESIDENTIAL EMERGENCY BOARD

Mr. PASTOR. Thank you, Mr. Chairman. I will look forward to reading the legal beagles and their opinions. I was told that, in the House version, we had established and implemented it, but the Senate then changed it, and then I am told the history is that one truck came across, and then we stopped the program with the Senate language in implementing the pilot. I look forward to getting a response.

I am curious. For the longest time I have been here, we have been dealing with Amtrak and dealing with the President's budget and how he tries to zero out Amtrak, and, in a bipartisan manner,

we restore some of the monies. But the workers of Amtrak worked without a contract for about eight years, and recently, in December, the Presidential Emergency Board basically came out with a recommendation that Amtrak provide retroactive pay for the workforce over a period of time.

I could not find in the budget whether that recommendation which was supported by all of the members of the PEB, who, I imagine, were all the President's appointees, included the retroactive pay for the workforce of Amtrak.

Secretary PETERS. Congressman Pastor, let me explain why it was not in the budget. The President's budget was completed well in advance of the PEB recommendations, and, as you indicated, the recommendations did find in favor of the unions.

What is going on right now is that Amtrak management has negotiated a settlement agreement with the unions that is in the process of being ratified. However, I am told that those ratifications will not be completed until March.

There are several alternatives that Amtrak can pursue. We will continue to monitor the situation. Joe Boardman, who is our Federal Railroad administrator, sits on the Amtrak board and keeps me informed, but the simple fact is the budget was completed well in advance of those recommendations having been received.

Mr. PASTOR. Talking about the railroad administrator, last year, when he was here for the Amtrak hearing, we talked about the program. Following that the Chairman of the Subcommittee funded planning grants which will be made available for city-to-city connections. At the time, we talked about the possibility of linking Phoenix, Maricopa County, with Tucson, Pima County, and, by doing that, you would probably connect with commuter rail about 85 percent of the population in Arizona. As you know, this would help address congestion that we have on the freeway today.

To follow up, a representative from administrator's office will be going to Phoenix February 22nd, for a meeting with ADOT, members of the congressional delegation, and other leadership, to talk about the possibility of ADOT receiving a grant. I was just curious. What is the time schedule that you have in application and then evaluation of the grants and then possible funding of a grant to a successful applicant?

Secretary PETERS. Congressman, I will go back and check if we have current authority, or if we need to wait for the appropriation bill to be adopted. But you are correct. We have proposed for at least the second year in a row, \$100 million for grants. You may not know, but I first studied that Phoenix-to-Tucson corridor when I was deputy director at Arizona DOT in the late 1990s and absolutely understand the need for it.

At the time, because there were not viable transit systems, at least on the Phoenix end, that seemed to be problematic, but, of course, that is not the case today, and you and many others have supported a very good transit project that is going in in Phoenix.

The team, as you indicated, will be meeting in Phoenix with the DOT folks in mid-February, around Presidents' Day break, and should they come back and make a recommendation, we will move as expeditiously as possible. I just need to confirm to you whether or not we have funding available in the current year or have to

wait until the budget is passed to have that planning grant money available to us, unless the assistant secretary may know.

[The information follows:]

The Consolidated Appropriations Act, 2008, appropriated \$30 million for the new intercity passenger rail grant program. Under this competitive grant program, a State or States would apply to FRA for grants for up to 50 percent of the cost of capital investments necessary to support improved intercity passenger rail service that either requires no operating subsidy or for which the State or States agree to provide any needed operating subsidy. Several States have already expressed interest in this program, and are anxious to submit applications. On February 19, 2008, FRA issued a Notice of Funds Availability (NOFA) in the Federal Register (Vol. 73, No. 33) officially announcing this program. Arizona would be required to apply under this process outlined in the NOFA. The FRA FY 2009 budget requests an additional \$100 million for this program.

Mr. PASTOR. Mr. Chairman, wasn't there money in this omnibus bill that we just passed and signed, \$30 million?

Secretary PETERS. Thirty million dollars. That is what I was not positive about. So it could happen very quickly, then.

Mr. PASTOR. But there is \$30 million available. Well, thank you very much.

Mr. OLVER. Thank you. Ms. Kaptur?

Ms. KAPTUR. Thank you, Mr. Chairman. I am sorry for not having been here on the first round. I had a competing Budget Committee hearing, and I have a competing Defense hearing while I am here. So it is just great to be here. Secretary, welcome back.

Secretary PETERS. Thank you.

#### CROSS BORDER TRUCKING DEMONSTRATION PROJECT

Ms. KAPTUR. I have four quick questions. One, what can you do to bring back within the border commercial zone the Mexican trucks that are involved in this study that your Department is conducting in violation of federal law? We voted to only allow those trucks within the border commercial zone. You violated the law. What are you going to do to bring those trucks back within that zone?

Secretary PETERS. Congresswoman, we have looked at the law, and we will not use any 2008 monies to establish a program. However, our interpretation is that we are not establishing a program. That program was established prior. We are continuing a very limited, one-year demonstration program that would allow a maximum of 100 Mexican companies and their trucks to come into the U.S. and a maximum 100 U.S. companies and their trucks to go into Mexico.

We have set very rigorous safety standards for that program. We have an independent evaluation panel, and we will certainly evaluate, at the conclusion of this phase of the program next year, the progress and the safety.

Ms. KAPTUR. Well, that is a very interesting interpretation of the law. Congress voted very strongly for that as part of the bill, and, obviously, I am not pleased with what you are saying to me, and it is a mystery to me why, with all of the other transportation needs we have in this country, you are spending money on a program that we specifically asked you not to do.

Secretary PETERS. Congresswoman, if I may, Congress reauthorized the NAFTA Treaty in 1994 and, since that time, has put nu-

merous requirements, good and substantial requirements, on the U.S. Department of Transportation for moving forward with implementing that NAFTA provision and, indeed, have appropriated over \$500 million since 1994 to set up and operate that program. So we certainly are——

Ms. KAPTUR. Which program, the data testing or the commercial zone?

Secretary PETERS. This would be the program that would allow implementation of the NAFTA provision.

When I became Secretary in 2006, I felt the prudent thing to do, rather than opening the border in its entirety, would be to set up a very limited demonstration program by which we could have a limited number of trucks and companies go on either side of the border and put very strict safety requirements on those, the same, actually more, safety requirements than U.S. trucks and U.S. drivers are required to adhere to.

Safety is, was, and remains my highest priority in this program.

Ms. KAPTUR. And you said there were 100 Mexican companies participating.

Secretary PETERS. No, ma'am. There are not 100. In fact, right now, there are 13 Mexican companies that are operating that have been authorized by a pre-authority safety audit to operate 58 vehicles, and there are four U.S. companies that are operating 41 vehicles going in the opposite direction right now. This is all part of this process. In spite of extensive evaluation and surveying, there have been no safety incidents involving these vehicles to date.

Ms. KAPTUR. When you said you were implementing the NAFTA provision, which provision are you referencing?

Secretary PETERS. This is a provision for cross-border trucking, Congresswoman, and I would be happy to get back to you with a specific citation of when that law was passed.

[The information follows:]

Mexican trucks were allowed to operate in the "border commercial zones" prior to the NAFTA. Before 1982, Mexican trucks were allowed to operate in the United States under the same conditions as U.S. and Canadian trucks. The Bus Regulatory Reform Act of 1982 imposed a moratorium on issuing new operating authority to for-hire Mexico-domiciled motor carriers to operate beyond the border commercial zones. However, Mexican trucks were allowed to continue operating in the border zones and Congress established a certification requirement for such operations in section 226 of the Motor Carrier Safety Act of 1984, as amended by section 9111(g) of the Truck and Bus Safety and Regulatory Reform Act of 1988.

In Annex I to the NAFTA, at page I-U-19, the United States specifically recognized the existence of Federally-certified border zone operations that were not subject to the 1982 moratorium. The NAFTA intended to expand the scope of Mexican cross-border truck services by modifying the moratorium on new operating authority to provide such services beyond the border commercial zones in two separate phases (page I-U-20). Because border commercial zone trucking was an established practice recognized by the NAFTA, the Agreement does not include a provision allowing such operations, and none was necessary.

#### AIRSPACE SEPARATION

Ms. KAPTUR. I would appreciate that. I want to move on to air travel.

Is it true that the FAA has reduced the air space between planes from 2,000 to 1,000 feet? Is that true, the air separation?

Secretary PETERS. Congresswoman, I do not know that. I do not believe that is the case, but I do not know. I know there are dif-

ferent requirements for different types of aviation, both horizontal and vertical clearances. What I can do is get back to you on the record with the specifics, and, if variances are allowed, what are the circumstances, and which are allowed.

[The information follows:]

The FAA implemented the Reduced Vertical Separation Minima (RVSM) in Continental US airspace on January 20, 2005. RVSM applies to an exclusionary airspace, from 29,000 feet to 41,000 feet, in which properly equipped and certified aircraft with specially trained flight crews can be separated by 1,000 feet vertically. The previous break point above which the 2,000 feet separation standard applied was 29,000 feet.

FAA implemented Domestic RVSM after extensive testing to ensure the safety of these procedures. Previously, FAA applied the RVSM standards in oceanic and Alaskan Flight Information Regions (FIRs), proving that the target level of safety would be maintained. Implementation aligned US airspace and procedures with those used by the International Civil Aviation Organization (ICAO).

For non-RVSM equipped aircraft operating between 29,000 feet and 41,000 feet, and all aircraft operating at or above 41,000 feet, the vertical separation standard remains 2,000 feet.

FAA has made limited exceptions in the RVSM rules to allow non-equipped aircraft to operate in the exclusionary airspace, or to transition through the exclusionary airspace to altitudes above 41,000 feet. These exceptions require specific approval by air traffic control. Special markings on the controller main display monitor identify these aircraft.

#### AIR TRAFFIC CONTROLLER TRAINING

Ms. KAPTUR. Yes. I am very interested if, in fact, the FAA has, in the last year or two, adopted a policy to collapse that airspace between planes as the number of planes is increasing, and it is my understanding that that has been done. I would like verification, and I thank you for that.

Also, are you aware that when air controllers go for training, they have to leave their home communities many times and go to the place where the training is provided and that, in fact, many of them have to quit their jobs in order to do that, and they are at another location, whether it is Colorado or wherever it is? And it is quite expensive for them to maintain themselves. Many of them are putting their expenses while they are away from home on credit cards.

Are you aware of what goes on in these training programs? And then, many times, even upon graduation, they may have to wait up to two years to get a job. Have you ever looked at the glide path for training of controllers and how easy or difficult it is for them to get to the point where they can actually be hired?

Secretary PETERS. Congresswoman, I do know it is very extensive and complex training, and the work they do is also very complex. They do a very good job of it.

We recently made a change, that while those who have been hired go through the training programs in our large facility, for example, at Oklahoma City, they are paid a per diem or cost of living while they are there taking that training.

At one point in time, that had not been the case and both Acting Administrator Sturgell and I felt it was appropriate to do that. So they are being paid a per diem while they are being trained, and I believe they are actually being paid wages. Is that accurate?

Ms. SCHEINBERG. Yes.

Ms. KAPTUR. Do you know what wage level? Are they at minimum wage?

Ms. SCHEINBERG. It is above minimum wage, but we can get you the exact amount.

Ms. KAPTUR. But you are paying for their lodging now.

Ms. SCHEINBERG. Yes. They are getting paid while they are being trained, and they are getting paid for their expenses.

Ms. KAPTUR. And they are not incurring debt, then, while they are being trained.

Ms. SCHEINBERG. Hopefully, not. Much of the training is occurring in Oklahoma City, which should not be a high-expense area.

Ms. KAPTUR. And then do you have the glide path to hiring? Do you know how long it is before, once they are trained, before they are hired? Can you provide that for the record, please?

Secretary PETERS. Ma'am, I will get back to you on the record for that. I do now have numbers that indicate that we had planned to hire just about 1,400 controllers last year. We actually hired 1,815 controllers, again, into this retirement wave, but we will give you a timeline for the training.

[The information follows:]

Applicants selected from announcements that require previous air traffic control experience (i.e., Veterans Recruitment Appointment, Remote Monitoring and Control, Re-instatement, etc.) are hired at the Academy Grade (AG) level. The current AG pay is \$33,100 plus the appropriate locality percentage for their assigned facility.

Applicants that are selected from announcements that do not require previous air traffic control experience (CTI and General Public) are hired at the FG-1 pay level. The current FG-1 pay is \$17,046 plus the appropriate locality percentage for their assigned facility.

ATCS students attend the Academy as their first duty station and receive long-term per diem. The current long-term per diem rate for the Oklahoma City area is \$48.60/per day for lodging and \$30.60/per day for meals and expenses for a total of \$79.20/per day.

When controllers are hired, they are offered a facility location with their formal job offer. As a result, trainees know where they will be placed prior to their Academy training. Therefore, there is no lag time between successful graduation and placement in a facility. Trainees report directly to their assigned facility immediately upon graduation from the Academy.

I do know that controllers are trained on various aspects of their duties, and once they are certified to perform a certain task, they can work on a terminal and perform that task while they are still being trained for other tasks. They do not have to wait until they have completed all of their training before they can be hired to work on a terminal.

Ms. KAPTUR. Thank you very much. Thank you, Mr. Chairman. I just want to say, I will be submitting some questions for the record, just so the secretary is thinking about the Midwest, the Saint Lawrence Seaway System, and we will have some questions on that and high-speed rail from Pittsburgh, Cleveland, Sandusky, Toledo, Fort Wayne, Gary, Chicago. We will have some questions about that.

Secretary PETERS. I look forward to those, ma'am. Thank you.

#### CROSS BORDER TRUCKING CONGESTION RELIEF, AND TRANSIT

Mr. OLVER. Madam Secretary, we are just about at the point where my Ranking Member and I will close. I am going to make a couple of comments, and it will probably take the full five min-

utes, and then let it go over to him. Thank you very much for your being here today.

Secretary PETERS. Thank you, sir.

Mr. OLVER. My guess is, my suspicion is, in the issue that has been brought up about the Mexican trucks, that the legal interpretation is going to be based upon the idea that what was established during Fiscal Year 2007 and before we ended up passing something in December, that what was established.

I will wait and hear what the interpretation actually is.

Just, very quickly, going back, most of the congestion implies a lack of capacity, and we can encourage people to not do things at times when things are likely to be congested, if they do not have to be there, if it is not absolutely necessary.

The private-public-partnership aspect; we have examples of cases where some of our toll roads have essentially been sold off for a fixed price, but then, if you look at what the price is that the purchaser of the toll road is going to get in terms of profits, what they have projected as profits, many times that over a reasonable period of the lifetime of that asset.

So one really has to wonder whether we are getting, and that goes to the Texas case a little bit, I think, whether we are getting a good price for that situation. And clearly, if you are tolling, if you are tolling only what was already there, another lane of what was already there, you are not getting any additional capacity. And, in addition, we have problems in other places that have tried this that get into the questions of security and privacy and the reliability of the transponder systems and so forth. Are we really ready to deal with all of the issues I have just raised?

I do not need you to answer this right now. But it seems to me there are problems involved in this one that are pretty extensive, and we are going to need some gas tax revenue, the good old traditional gas tax revenue, for a while at least until we sort out some of these other issues.

On another point, Madam Secretary, in our hearings last year, we had learned that FTA and HUD had been working together on a program entitled "Realizing the Potential: Expanding Housing Opportunities Near Transit," and, in the final budget last December, half a million dollars was assigned to each of those two agencies, one of which is in your bailiwick; the other one, in the jurisdiction of this Subcommittee, to work together on developing a practices manual for local communities that wanted to establish or increase mixed-income, transit-oriented development and so on.

I am interested in your views on the current relationship between the Department of Housing and Urban Development and your Department and how you think the federal government could help promote transit near affordable housing. Do you think there should be a coordinated federal role in that area?

Secretary PETERS. Mr. Chairman, yes, I think there should be, and, in fact, there is. Based on your leadership, FTA and HUD have an interagency working group to better coordinate transportation housing programs so they can look at more affordable housing, particularly near transit locations, and, as part of this effort, they developed a best-practices manual. This will assist communities as they plan for the future.

They have also developed action plans on new ways to better coordinate both housing and transit programs together, and that was submitted to this Committee, I believe, in June of last year.

The issue of transit-oriented development is incredibly important and a very good opportunity to move forward in the future. In fact, in April, FTA and HUD, in conjunction with the Center for Transit-Oriented Development, which has now been established, published a report called "Realizing the Potential: Expanding Housing Opportunities Near Transit," which had several key findings.

Localities can better coordinate their housing plans with their transportation plans. Housing investments need to consider the locations of retail and commercial development in order to maximize travel by foot or by transit in more walkable communities, and the private development market should partner with local governments to better integrate transit and housing solutions.

In fact, these recommendations are being applied, as we speak, in Charlotte, North Carolina. Charlotte is developing a transit system and working with housing along that corridor. We should be able to report back to you with real-world examples of how this is working well together.

Mr. OLVER. I will ask, from time to time during this 2008 year, about the progress of that, and I hope very much that your memoranda of agreement have teeth in them.

Secretary PETERS. I suspect it did. I cut my teeth writing contracts.

Mr. OLVER. Okay. Mr. Knollenberg.

#### HIGHWAY BRIDGES

Mr. KNOLLENBERG. Thank you, Mr. Chairman. I will be fairly quick here, but I do want to bring up the Minnesota Bridge situation. I know Congress added in the 2008 Omnibus bill a billion dollars as a funding method for the inspection of bridges.

My question is, are you confident that the condition of these bridges and their operation does not mandate additional money for the 2009 budget? In particular, I would like to know what your assessment of the condition of that bridge was and why it happened there. What might we expect around the country, if you have any idea about that. I do not know how much of an investigatory process you have established, but I would be interested in knowing what you have learned about bridge repair, because there are a lot of bridges around the country besides that one. So if you would respond.

Secretary PETERS. Absolutely, Congressman Knollenberg. Congress did, very assertively, move forward last year, in the budget that was recently enacted, by funding a \$1 billion program to further bridge inspection and repair. We are in the process of implementing that right now.

We have proposed, in the President's budget this year, \$4.5 billion for the bridge program, and that is up from \$4.2 billion in the prior year.

I asked each of the states, and through the Federal Highway Administration, to complete an analysis of bridge inspections. I have also asked them to inspect again specifically the type of bridge that

collapsed in Minnesota and asked that this be done shortly after the tragic collapse occurred there.

I further asked our Inspector General to do a very rigorous scrub of our bridge-inspection program and report back to me the adequacy/sufficiency of that program, how data from that inspection program is then being used to prioritize projects for bridge renewal or replacement, and things like that. That work is ongoing. The states have completed their initial investigation of this type of bridge as well as a real scrub of their bridge-inspection programs.

We found a few places where they are going back and doing some additional work.

As to the specific I-35W bridge, NTSB, of course, is the body that will ultimately make findings about what happened with that bridge, and we have worked very closely with Mark Rosenker and the other members of the NTSB literally from the morning after the collapse when we met there just at daylight. All of us were very aggrieved about what happened and wanted to try to find out why it did happen. That is why, I ordered inspections of all similar types of bridges because the bridge-inspection report, and I will get you the specific ratings, indicating that that bridge should not have collapsed the way it did.

Mr. KNOLLENBERG. Should not have collapsed?

Secretary PETERS. It should not have collapsed, based on the rating and the inspection reports.

What NTSB has found to date, and this a point-in-time finding, as they have indicated to me, is that gusset plates were undersized, a design error when the bridge was originally built, and the bridge had stood for 40 years. Gusset plates are metal plates that various beams are bolted into, and, in this particular bridge, the design error was that they put half-inch-thick gusset plates when they should have put a full-inch-thick gusset plates.

From what Mark Rosenker and the NTSB have been able to tell me to date is that some of the video that they have of the bridge collapse would indicate a puff of concrete dust in that area. That is why they made the initial finding that these undersized gusset plates may have contributed to the collapse.

Mr. KNOLLENBERG. Well, these undersized plates apparently were not big enough in the case of the Minnesota bridge. Did that send out an alert across the country that they had better check them all out?

Secretary PETERS. Absolutely, sir. In fact, we have done that as well. We do not believe that it is a pervasive problem among bridge designs. Nonetheless, the day that NTSB gave us that information, the Federal Highway Administration sent out a directive for all states to check the loading on all of their bridges that have that particular design feature and go back and look at the design plans and make sure that they do not have undersized gusset plates in other areas.

NTSB is very clear that there may be other issues. This is not a conclusive, final finding; they will continue with their investigation. As they have done in the past, when they find something that they believe is an issue that we need to take action on immediately, they report that to us, and that certainly was the case with this gusset plate design.

Mr. KNOLLENBERG. I wonder what they are doing about this plywood that, as you pass under a highway bridge, does not give you a lot of comfort? You have a four-foot-by-eight-foot plywood piece or two or three or four to hold up what must be something coming down. So I hope they look at those, too.

Secretary PETERS. That falsework is supposed to be taken down once the bridge is completed, but we will ask our—

Mr. KNOLLENBERG. That is not a recommended process, is it, putting up plywood?

Secretary PETERS. Sir, plywood is generally only used to hold the forms in place when they are doing pours of concrete, and, in most cases, that “falsework,” as we call it, should be moved once the concrete is set, but we will check on that.

Mr. KNOLLENBERG. Thank you very much. I appreciate your being here today.

Secretary PETERS. Thank you, sir.

Mr. KNOLLENBERG. Thank you, Ms. Scheinberg. I appreciate your being here as well. Thank you.

Ms. SCHEINBERG. Thank you, sir.

Mr. OLVER. Thank you, Madam Secretary, for being with us today. That concludes the hearing. Thank you.

QUESTION FOR THE RECORD  
CHAIRMAN JOHN OLVER

**Status of Vacancies  
as of March 31, 2008**

<u>Office</u>	<u>Status of Vacancy</u>
<b>SALARIES &amp; EXPENSES</b>	
<b>Office of the Secretary (15 Positions Authorized)</b>	No Vacancies
<b>Office of Drug &amp; Alcohol Policy Compliance (7 Reimbursable Positions Authorized)</b>	
Director	Awaiting nomination
<b>Office of the Deputy Secretary (7 Positions Authorized)</b>	
Office Automation Clerk	Vacant 3/08; Not yet filled
Office Assistant	Vacant 3/08; Not yet filled
<b>Office of the Executive Secretariat (15 Positions Authorized)</b>	
Supp Writer Editor	Vacant 3/08; Pending advertisement
Staff Assistant	Vacant 3/08; Pending advertisement
Correspondence Management Assistant	Vacant 3/08; Advertised
Correspondence Management Assistant	Vacant 3/08; Advertised
<b>Office of the Under Secretary for Policy (122 Direct Positions Authorized) (4 Reimbursable Positions Authorized)</b>	
Under Secretary	Vacant 2/08; Reviewing staffing priorities to determine which vacancies to fill first
Assistant Secretary	Vacant 1/08; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 10/06; Reviewing staffing priorities to determine which vacancies to fill first
Economist	Vacant 2/07; Reviewing staffing priorities to determine which vacancies to fill first
Supervisory Transportation Industry Analyst	Vacant 6/05; Reviewing staffing priorities to determine which vacancies to fill first
Supervisory Economist	Vacant 3/02; Reviewing staffing priorities to determine which vacancies to fill first
Supervisory Transportation Industry Analyst	Vacant 9/04; Reviewing staffing priorities to determine which vacancies to fill first
Supervisory Program Analyst	Vacant 11/05; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 12/03; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 6/04; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 2/07; Pending advertisement
Supervisory Transportation Industry Analyst	Vacant 8/03; Reviewing staffing priorities to determine which vacancies to fill first
Supervisory Transportation Industry Analyst	Vacant 12/01; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 2/04; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 4/05; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 3/03; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 3/02; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 2/07; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 6/04; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 4/03; Reviewing staffing priorities to determine which vacancies to fill first
Policy Analyst	Vacant 1/05; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 2/01; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 12/02; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 12/04; Reviewing staffing priorities to determine which vacancies to fill first
Secretary	Vacant 2/02; Reviewing staffing priorities to determine which vacancies to fill first
Secretary	Vacant 3/01; Reviewing staffing priorities to determine which vacancies to fill first
Office Automation Clerk	Vacant 9/05; Reviewing staffing priorities to determine which vacancies to fill first
Program Analyst	Vacant 1/04; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 10/06; Reviewing staffing priorities to determine which vacancies to fill first
Economist	Vacant 2/07; Reviewing staffing priorities to determine which vacancies to fill first
Supervisory Transportation Industry Analyst	Vacant 6/05; Reviewing staffing priorities to determine which vacancies to fill first
Supervisory Economist	Vacant 3/02; Reviewing staffing priorities to determine which vacancies to fill first
Supervisory Transportation Industry Analyst	Vacant 9/04; Reviewing staffing priorities to determine which vacancies to fill first
Supervisory Program Analyst	Vacant 11/05; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 12/03; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 6/04; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 2/07; Pending advertisement
Supervisory Transportation Industry Analyst	Vacant 8/03; Reviewing staffing priorities to determine which vacancies to fill first
Supervisory Transportation Industry Analyst	Vacant 11/07; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 2/04; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 5/07; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 3/03; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 3/02; Reviewing staffing priorities to determine which vacancies to fill first

QUESTION FOR THE RECORD  
CHAIRMAN JOHN OLVER

Transportation Industry Analyst	Vacant 2/07; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 6/04; Reviewing staffing priorities to determine which vacancies to fill first
Policy Analyst	Vacant 4/03; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 1/05; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 2/01; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 12/02; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 12/04; Reviewing staffing priorities to determine which vacancies to fill first
Secretary	Vacant 2/02; Reviewing staffing priorities to determine which vacancies to fill first
Secretary	Vacant 3/01; Reviewing staffing priorities to determine which vacancies to fill first
Office Automation Clerk	Vacant 9/05; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 12/07; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 12/07; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst	Vacant 12/02; Reviewing staffing priorities to determine which vacancies to fill first

<u>Reimbursable</u>	
Transportation Industry Analyst (Reimbursable)	Vacant 3/06; Reviewing staffing priorities to determine which vacancies to fill first
Transportation Industry Analyst (Reimbursable)	Vacant 3/06; Reviewing staffing priorities to determine which vacancies to fill first
Office Automation Clerk (Reimbursable)	Vacant 5/06; Reviewing staffing priorities to determine which vacancies to fill first

**Office of Small & Disadvantaged Business Utilization (9 Positions Authorized)**

Small Business Specialist	Vacant 12/07; Pending advertisement
---------------------------	-------------------------------------

**Office of Intelligence, Security & Emergency Response (36 Authorized Positions)**

Deputy Director	Position Description being finalized
Administrative Support	Awaiting action by OST HR
Intelligence Specialist	Selection made, awaiting EOD to be determined
Intelligence Specialist	Awaiting advertising by Quick Hire
Intelligence Specialist	Position Description being finalized
Deputy CMC Manager	Awaiting action by OST HR
CMC Watch Stander	Awaiting advertising by Quick Hire
CMC/HSCO Watch Stander new FY 2008	Awaiting advertising by Quick Hire
Assistant Training Officer new FY 2008	Awaiting action by OST HR
Training Specialist	Position Description being finalized
Security Policy Specialist	Awaiting action by OST HR
Security Policy Specialist	Awaiting action by OST HR
Preparedness Planner new FY 2008	Position Description being developed
Preparedness Planner new FY 2008	Position Description being developed
Program Operations Specialist new FY 2008 (COOP Specialis	Position Description being developed

**Office of the Chief Information Officer (25 Positions Authorized)**

Program Analyst	Pending exemption approval
Program Analyst	Pending exemption approval
Program Analyst	Position Advertised
Information Technology Specialist	Not yet filled
Supvy Information Technology Specialist	Position Advertised

**Public Affairs (19 Direct Positions Authorized) (2 Reimbursable Positions Authorized)**

Special Assistant	Not yet filled
Secretary	Not yet filled
Public Affairs Specialist	Not yet filled

<u>Reimbursable</u>	
Special Assistant	Not yet filled

**Governmental Affairs (24 Positions Authorized)**

Assistant Secretary	Awaiting nomination
Associate Director for Governmental Affairs	Interviewing Schedule C
Governmental Affairs Liaison Specialist	Interviewing Schedule C
Governmental Affairs Liaison Specialist	Interviewing Schedule C
Governmental Affairs Liaison Specialist	Interviewing Schedule C
Congressional Affairs Assistant	Interviewing Schedule C
Staff Assistant	Not yet filled

QUESTION FOR THE RECORD  
CHAIRMAN JOHN OLVER

**General Counsel (106 Positions Authorized)**

Attorney-Advisor	Vacant 2/08; Pending Advertisement
Attorney-Advisor	Vacant 5/07; Reviewing staffing priorities to determine which vacancies to fill first
Secretary	Vacant 1/08; Pending Advertisement
Secretary	Vacant 9/06; Reviewing staffing priorities to determine which vacancies to fill first
Assistant General Counsel	Vacant 1/08; Pending OPM Confirmation
Attorney-Advisor	Vacant 5/07; Reviewing staffing priorities to determine which vacancies to fill first
Trial Attorney	Vacant 7/07; Pending Advertisement
Secretary	Vacant 11/07; Pending Advertisement
Paralegal Specialist	New; Pending Advertisement
Transportation Industry Analyst	Vacant 3/08; Pending Advertisement
Transportation Industry Analyst	New; Pending Advertisement
Attorney-Advisor	Vacant 3/07; Reviewing staffing priorities to determine which vacancies to fill first
Paralegal Specialist	New; Pending Advertisement

**Office of the Assistant Secretary for Budget & Programs (54 Direct Positions Authorized) (1 Reimbursable Position Authorized)**

Deputy Director of Budget & Program Performance	Currently interviewing for candidates
Program Analyst	Pending advertisement 4/2008
Program Analyst	Not yet filled
Program Analyst	Not yet filled
Program Analyst	Not yet filled
Secretary (OA)	Selection made

**Office of the Assistant Secretary for Administration (66 Direct Positions Authorized) (20 Reimbursable Positions Authorized)**

Senior Advisor	Not yet filled. Reviewing staffing priorities
Deputy Director OFM	To be advertised 3rd Quarter FY 2008
Program Manager	Not yet filled. Reviewing staffing priorities
Program Specialist	Not yet filled. Reviewing staffing priorities
Staff Assistant	Not yet filled. Reviewing staffing priorities
Staff Assistant	Not yet filled. Reviewing staffing priorities
Staff Assistant	Not yet filled. Reviewing staffing priorities
Supervisory Management Analyst	Not yet filled. Reviewing staffing priorities
Supervisory HR Specialist	Not yet filled. Reviewing staffing priorities
Supervisory HR Specialist	To be advertised 4th Quarter FY 2008
Human Resource Specialist	Not yet filled. Reviewing staffing priorities
Human Resource Specialist	Not yet filled. Reviewing staffing priorities
Program Analyst	Not yet filled. Reviewing staffing priorities
Program Analyst	Not yet filled. Reviewing staffing priorities
Program Analyst	Not yet filled. Reviewing staffing priorities
Administrative Assistant	Not yet filled. Reviewing staffing priorities
Administrative Assistant	Not yet filled. Reviewing staffing priorities
Management Analyst	Not yet filled. Reviewing staffing priorities
Senior Procurement Executive	Vacant 2/08; Pending Selection
Supervisory Procurement Analyst	Pending Advertisement
Program Analyst	Vacant 6/08; Pending Advertisement
Procurement Analyst	Vacant 6/08; Pending Advertisement
Procurement Analyst	Not yet filled. Reviewing staffing priorities
Program Analyst	Not yet filled. Reviewing staffing priorities
Program Analyst	Not yet filled. Reviewing staffing priorities
Staff Assistant	Vacant 2/08; Pending advertisement June 2008
Program Assistant	Vacant 11/07; Not yet filled. Reviewing staffing priorities

DEPARTMENT OF TRANSPORTATION  
 OFFICE OF THE SECRETARY  
 AUTHORIZED POSITIONS AND EOY EMPLOYMENT  
 Direct and Reimbursable  
 FY 2007-2009

	FY 2007 ACTUAL			FY 2008 ENACTED			FY 2009 ESTIMATE		
	AUTH. POS.	EOY EST.	EOY ACT.	AUTH. POS.	EOY EST.	ON BD AS OF 03/31/08	AUTH. POS.	EOY EST.	
SALARIES & EXPENSES (S&E)									
General Counsel	106	101	90	106	101	93	106	101	
Under Secretary of Transportation for Policy	126	120	70	126	77	67	126	120	
Budget and Program Performance	55	52	45	55	52	49	55	52	
Governmental Affairs	24	23	15	24	23	17	24	23	
Administration	86	82	47	86	64	48	86	82	
Public Affairs	21	20	15	21	20	14	21	20	
Secretarial Offices	116	110	99	114	108	86	116	110	
SUB-TOTAL, S&E	534	507	381	532	445	374	534	507	
TRANSPORTATION PLANNING, RESEARCH, & DEVELOPMENT	31	31	27	31	31	31	31	31	
OFFICE OF CIVIL RIGHTS	64	64	44	64	45	40	64	64	
MBO/MBRC	2	2	1	2	2	2	2	2	
ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND	10	10	10	14	10	9	14	10	
TOTAL, OST	641	614	463	643	533	456	645	614	
WORKING CAPITAL FUND (WCF)	219	208	171	219	208	176	219	219	

**QUESTIONS FOR THE RECORD  
FROM CONGRESSMAN PASTOR**

**NORTH AMERICAN FREE TRADE AGREEMENT**

**QUESTION:** Does the North American Trade Agreement require the U.S. to enforce the same laws against Mexican motor carriers as U.S. motor carriers, or does it permit or require DOT to give Mexican motor carriers different treatment than U.S. motor carriers (i.e., giving Mexican motor carriers permission to comply with Mexican drivers license, drug testing and medical qualification laws instead of complying with U.S. CDL, medical qualification and drug testing rules.)?

**RESPONSE:** The North American Free Trade Agreement (NAFTA) requires that the United States afford “national treatment” and “most favored-nation treatment” to Mexico-domiciled motor carriers. National and most favored-nation treatment means treatment no less favorable than the United States accords, in the same circumstances, to U.S.-domiciled motor carriers or Canada-domiciled motor carriers (NAFTA, Articles 1202 and 1203). While NAFTA reserves to the individual Parties/countries the enforcement of public health and safety, in conformity with their respective laws, the Department of Transportation, in implementing NAFTA, has not exempted Mexican carriers from complying with applicable U.S. safety regulations.

**QUESTION:** What statute gives the Department of Transportation the authority to grant operating authority to Mexican Carriers who comply with the Mexican driver’s license, drug testing and medical qualification laws instead of complying with U.S. CDL, medical qualification and drug testing rules?

**RESPONSE:** The standards for granting operating authority to all for-hire motor carriers, including foreign carriers, are set forth in 49 U.S.C. 13902(a). This section requires the Federal Motor Carrier Safety Administration (FMCSA) to grant operating authority if it finds the applicant is willing and able to comply with FMCSA’s commercial and safety regulations, and meets minimum financial responsibility requirements for public liability insurance.

The United States and Mexico have a Memorandum of Understanding (MOU) in effect that treats Commercial Driver's Licenses (CDLs) as reciprocal (we recognize Mexican CDLs and Mexico recognizes U.S. CDLs). In addition, a MOU is in effect with regard to drug and alcohol testing, which indicates that Mexican carriers operating in the United States (including the commercial zone) must use U.S.-authorized testing facilities. Currently, all testing is performed in the United States for carriers operating in the United States.

The pre-authorization safety audit (PASA) is a key element in determining whether a Mexican applicant is willing and able to comply with FMCSA's regulatory requirements. If a Mexican carrier passes the PASA, notice of this fact is published in the FMCSA Register and the public is given the opportunity to demonstrate that the carrier is not willing and able to comply with the applicable regulatory requirements and thus not fit to operate in the United States. Unless there is evidence demonstrating an applicant's lack of fitness, FMCSA must grant the carrier provisional operating authority.

**QUESTIONS FOR THE RECORD FROM CONGRESSMAN  
RODRIGUEZ**

**CROSS-BORDER TRUCKING PROGRAM**

**QUESTION:** How do you justify DOT's recent position of using federal appropriated funds to implement the Cross-Border pilot trucking initiative with Mexico, when Congress mandated in the FY 2008 Consolidated Appropriations Act that no federal funds would be used to implement the pilot program? If your response is that prior year funds are being used, please provide a clear legal interpretation that supports the actions undertaken by DOT in contravention of congressional intent and statutory language.

**RESPONSE:** The Administration has looked very closely at the 2008 DOT appropriations act and section 136 thereof in particular. By prohibiting the use of funds "to establish" a cross-border motor carrier demonstration program, section 136 does not prohibit spending to continue to implement the ongoing cross border demonstration project, which was established in September 2007 – well before enactment of the current appropriations act.

Consistent with the appropriations act prohibition, the Federal Motor Carrier Safety Administration (FMCSA) will not establish any new cross-border demonstration programs with Mexico. Congressional actions leading to the enactment of section 136 provide additional support for our interpretation of the provision. Section 410 of the appropriations bill passed by the House of Representatives (H.R. 3074, 110 Cong. (2007)) would have barred the use of funds "to establish or implement" a cross-border demonstration project. However, the enacted version of this provision is more narrowly drafted and prohibits only the use of funds "to establish" such a project.

Funding for the cross-border demonstration project represents only a small portion of FMCSA's responsibilities for its overall border enforcement program. While the demonstration project encompasses Mexican-domiciled motor carriers transporting international freight beyond the southern border commercial zones, the Agency has made significant investments to ensure the safety of commercial motor vehicles and their drivers who have been operating in the border commercial zones for many years. Since 1995, FMCSA has spent more than \$500 million to improve border inspection stations and hire more than 600 new Federal and State inspectors to enforce

safety mandates at the southern border. However, agency expenditures for the cross-border demonstration project represent approximately 4 percent of the overall funds for the border enforcement program in fiscal year 2007, and current year expenditures will account for just 2 percent of overall border enforcement program costs for fiscal year 2008.

### **AIR TRAFFIC CONTROLLER HIRING**

**QUESTION:** Please provide the subcommittee with a list of initiatives and academic institutions that support efforts to train the next wave of air traffic controllers, and in particular, minority and Hispanic air traffic controllers. What efforts are underway to actively recruit Hispanic air traffic controllers? Which institutions, either two- or four-year institutions serve as effective venues for training the next wave of air controllers? Are there any particular academic institutions with which you work that have developed model or feeder programs that prepare individuals to become air traffic controllers?

**RESPONSE:** The Air Traffic Collegiate Training Initiative (AT-CTI) program was established in 1990 to supplement existing Air Traffic Control Specialist (ATCS) hiring with students educated at Federal Aviation Administration (FAA) approved universities and colleges. These schools are accredited and offer a non-engineering aviation degree in aviation programs. Graduates may be hired into either terminal or en route positions.

In fiscal year 2007, the AT-CTI program expanded from 14 schools to 23. A current list of AT-CTI schools is provided below. Current enrollment is 1,514 students, and 616 of these students are expected to meet all eligibility requirements in May 2008. During fiscal year 2007, over 1,100 AT-CTI students were hired as air traffic controller trainees. The following is a listing of the AT-CTI schools.

**Arizona State University**  
College of Technology and  
Innovation  
Department of Aeronautical  
Management Technology  
7442 E. Tillman Avenue  
Mesa, AZ 85212

**Community College of Beaver  
County**  
Aviation Sciences Center  
125 Cessna Drive  
Beaver Falls, PA 15010-1060

**Daniel Webster College**  
Twenty University Drive  
Nashua, NH 03063-1699

**Dowling College**  
Dowling College - Brookhaven  
Campus  
1300 William Floyd Parkway  
Shirley, NY 11967

**Embry-Riddle Aeronautical  
University**  
600 South Clyde Morris Blvd  
Daytona Beach, FL 32114-3900

**Florida Community College at  
Jacksonville**  
13450 Lake Fretwell Street  
Jacksonville, FL 32221

**Green River Community College**  
Main Campus  
12401 SE 320th Street  
Auburn, WA 98092-3622

**Hampton University**  
Department of Aviation  
Science & Technology Building,  
Room 269  
Hampton, VA 23668

**InterAmerican University of  
Puerto Rico**  
School of Aeronautics  
Bayamon Campus  
P.O. Box 9066623  
San Juan, PR 00906

**Kent State University**  
P. O. Box 5190  
Kent, OH 44242

**Lewis University**  
One University Parkway - Unit  
282  
Romeoville, IL 60446-2200

**Miami Dade College**  
500 College Terrace  
Homestead, FL 33030

**Middle Georgia College**  
1100 Second Street, SE  
Cochran, GA 31014

**Middle Tennessee State  
University**  
1500 Greenland Drive, BAS S211  
Murfreesboro, TN 37132

**Minneapolis Community and  
Technical College**  
1501 Hennepin Avenue  
Minneapolis, MN 55403

**Mount San Antonio College**  
1100 North Grand Avenue  
Walnut, CA 91789-1399

**Purdue University**  
**Department of Aviation  
Technology**  
Aviation Technology Building  
1401 Aviation Drive  
West Lafayette, IN 47907-2015

**The Community College of  
Baltimore County**  
Aviation Department AF-301  
800 South Rolling Road  
Baltimore, MD 21228

**The Metropolitan State College  
of Denver**

Campus Box 48  
P.O. Box 173362  
Denver, CO 80217-3362

**University of Alaska, Anchorage  
Division of Aviation Technology**

2811 Merrill Field Drive  
Anchorage, AK 99501

**University of North Dakota**

3980 Campus Road Stop 9007  
Grand Forks ND 58202-9007

**University of Oklahoma**

1700 Asp Avenue  
Norman, Oklahoma 73072-6400

**Vaughn College of Aeronautics  
and Technology**

86-01 23rd Avenue  
Flushing, NY 11369

In addition to the AT-CTI schools, the Minority Serving Institutions Internship Program provides college juniors, seniors and graduate students with a grade point average of 3.00 and above an internship opportunity with the FAA. These internships provide the student an opportunity to become familiar with the FAA mission and consider a future career with the agency, including the ATCS profession.

The FAA's outreach strategy to recruit air traffic controllers includes initiatives that are used to attract a broad-based applicant pool with the objective of increasing participation rates of women and minorities in the workforce. The agency is using both new and traditional outreach strategies to reach applicants. Air traffic controller job vacancies are posted on numerous national internet sites, such as CareerBuilder.com, Monster.com, MySpace.com, and HireDiversity.com. The FAA uses YouTube.com to feature promotional videos on the FAA and air traffic controller occupation.

More traditional outreach strategies include special interest publications, newspapers, and job fairs. Mainstream media, such as newspaper and magazine advertisements in *USA Today* and *Aviation Week & Space Technology*, are supplemented with media designed to reach and attract a broader potential applicant pool, such as the *Native American Times*, *Asian Week*, *Latina*, and *Minority Careers*. Our broader outreach efforts extend to job fairs, such as the National Association for the Advancement of Colored People (NAACP) Diversity job fair, Congressional Black Caucus Diversity job fair, League of United Latin American Citizens (LULAC) job fair, and military job fairs held at locations across the United States.

## HIGHWAY CONGESTION

**QUESTION:** The budget request includes \$175 million to demonstrate alternative strategies for reducing highway congestion. Within my district in San Antonio, we are experiencing growth combined with increased road congestion.

Please explain how the \$175 million will be used and allocated across different state jurisdictions. Is it a grant program and is that really enough money to begin to tackle the congestion problem that many of our cities are beginning to experience?

**RESPONSE:** The Federal Highway Administration's (FHWA) budget proposes \$175 million for the Department of Transportation's (DOT) Congestion Initiative activities in FY 2009 to reduce congestion in metropolitan areas and along major interstate corridors. Within this proposal, \$100 million will support congestion relief projects in metropolitan areas. These congestion relief projects will implement congestion pricing, a key component of DOT's congestion relief strategy, along with complementary transportation solutions, including transit service and innovative operational technologies. Another \$75 million will support the Corridors of the Future program.

In September 2007, the DOT identified Interstates 5, 15, 10, 69, 70 and 95 as nationally significant Corridors of the Future. The Department will be entering into Development Agreements with the States along the Corridors over the next few months. Projects that demonstrate an aggressive approach to congestion management will be selected. Selected projects are expected to include technology purchases to support electronic tolling and other intelligent transportation system technologies, financing analysis and targeted infrastructure investments. The precise distribution of these funds to each of the six named corridors will depend upon the outcome of negotiations currently underway.

**QUESTIONS FOR THE RECORD FROM CONGRESSMAN  
CRAMER**

**TOLLING**

**QUESTION:** I understand tolling has been used as a key component within certain DOT programs, specifically as a way to alleviate congestion and raise revenue. Can you clearly explain the Department's position on tolling and specifically how this policy influences transportation project development within the Department? Does tolling impact a community's selection for funding within a program?

**RESPONSE:** Virtually every economist who has studied transportation says that direct pricing of road use, similar to how people pay for other utilities, holds far more promise in addressing congestion and generating sustainable revenues for re-investment than do traditional gas taxes. And thanks to new technologies that have eliminated the need for toll booths, the concept of road pricing is spreading rapidly around the world. Jurisdictions are embracing road pricing as a preferred option because it achieves three major policy objectives simultaneously.

First, it will immediately reduce congestion and deliver substantial economic benefits. Drivers have proven in a growing array of road pricing examples in the United States and around the world that prices can work to significantly increase highway speed and reliability, encourage efficient spreading of traffic across all periods of the day, encourage shifts to public transportation and encourage the combining of trips. In fact, the National Household Travel Survey shows on an average workday, 56 percent of trips during the morning peak travel period and 69 percent of trips during the evening peak travel period are non-work related, and 23 percent of peak travelers are retired.

Second, it will generate revenues for re-investment precisely in the locations that need investment the most. Recent estimates in a forthcoming paper, "Toward a Comprehensive Assessment of Road Pricing Accounting for Land Use" by economists Clifford Winston and Ashley Langer at the Brookings Institution conclude that utilizing congestion pricing in *only* the largest 98 metropolitan areas could generate approximately \$120 billion a year in transportation revenues for state and local governments while simultaneously solving the recurring congestion problem in those areas.

Implementation of a broader road pricing strategy tied to wear and tear and reconstruction costs would obviously produce even higher revenue. In 2006, as a Nation, we spent approximately \$150 billion on all of our highways. State and local officials would gain additional flexibility to reconsider the wide array of taxes that currently support transportation but are unrelated to use of the system.

Third, direct pricing will reduce carbon emissions and the emissions of traditional pollutants. According to Environmental Defense, a nonprofit environmental organization, congestion pricing in the city of London reduced fossil fuel consumption and CO<sub>2</sub> emissions by 20 percent and emissions of particulate matter and nitrogen oxides by 12 percent; a comprehensive electronic road pricing system in Singapore has prevented the emission of an estimated 175,000 lb. of CO<sub>2</sub>; and Stockholm's congestion pricing system has led to a 10-14 percent drop in CO<sub>2</sub> emissions.

QUESTION: What role should the federal government play in regard to states' decision-making when it comes to transportation dollars?

RESPONSE: We must decide what our national transportation priorities are, and what roles are appropriate for Federal, state and local government as well as the private sector, before we can adequately address our Nation's infrastructure needs. Trying to be all things to all people has proven to be an unsuccessful strategy.

The Department believes that highest priorities for Federal resources should be:

- Improving and maintaining the condition and performance of the Interstate Highway System. Roughly one quarter of all highway miles traveled in the United States takes place on the Interstate System;
- Reducing congestion in major metropolitan areas and increasing incentive funds to state and local officials that pursue more effective congestion relief strategies. A more effective integration of public transportation and highway investment strategies is central to this challenge;
- Investing in and fostering a data-driven approach to reducing highway fatalities;
- Using Federal dollars to leverage non-federal resources;

- Focusing on cutting edge, breakthrough research areas like technologies to improve vehicle to infrastructure communications; and,
- Establishing quality and performance standards.

A streamlined Federal role would allow the Federal Government to ensure accountability for specific investments that are in the national interest and give states greater flexibility to prioritize other investments in their transportation infrastructure.

Other ways that the Federal Government could improve transportation investment outcomes – irrespective of where decision-making authority lies – are eliminating earmarks and set-asides, which bypass planning and merit-based selection mechanisms, and encouraging benefit-cost analysis (BCA), which would steer resources towards investments that are likely to generate the best outcomes.

Recent studies have shown that the economic return on highway capital investments have declined into the low single digits. The Government Accountability Office (GAO) conducted two studies to identify the key processes for surface transportation infrastructure planning and decision-making, with a particular emphasis on the role of economic analysis methods and the factors that affect the use of such methods. GAO cited “political concerns” as a key driver for why BCA is not more widely used in U.S. public sector surface transportation decision-making. To reverse this decline in the economic return on highway capital investments, all levels of government should be seeking a surface transportation financing framework where both state and Federal investments are appropriately focused, rigorously evaluated against other alternatives, and driven by economic benefits rather than political concerns.

## STREAMLINING REGULATIONS

**QUESTION:** I hear from city and local officials that one of the main challenges with transportation funding is that federal regulations accompanying highway project funding are cumbersome and complicated. Can you describe what steps the Department is taking to streamline this process?

**RESPONSE:** Through Division Offices located in each State, and with Headquarters coordination, the Federal Highway Administration (FHWA) is actively engaged in assisting State departments of transportation (State DOTs), as well as tribal, regional and local officials, in navigating the Federal-aid and Federal environmental review processes.

FHWA has collaborated with Federal partners on a variety of environmental streamlining initiatives. This collaboration facilitates resolution of conflicts related to specific projects. States are also able to use Federal-aid highway funds to sponsor locally based resource agency personnel (from State, Tribal, or Federal resource agencies) to expedite environmental reviews. FHWA disseminates information on good practices to city and local officials via electronic newsletters and workshops, as well as via resources produced by the American Association of State Highway and Transportation Officials (AASHTO) Center for Environmental Excellence.

FHWA is making use of new tools provided by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to streamline the environmental review process for Federal-aid highway projects. SAFETEA-LU strengthened linkages between (1) transportation planning by States and Metropolitan Planning Organizations (MPOs), and (2) decisions about individual highway projects resulting from environmental reviews. These strengthened linkages promote resource agency input and provide a more integrated approach to transportation planning and environmental reviews.

In terms of transportation planning, SAFETEA-LU requires that States and MPOs consider environmental issues at the planning stage to identify and avoid or minimize impacts on resources early in the process, rather than at the project development stage. This change is intended to facilitate more efficient environmental reviews of individual projects.

SAFETEA-LU made several changes to the environmental review process. The Act enhances the involvement of resource agencies, defines their roles and responsibilities, and limits time frames for challenging agency decisions in order to facilitate more efficient and timely highway projects while protecting environmental resources. These changes:

- Established a new category of resource agency involvement, known as participating agencies, which includes any agency with an interest in a highway project and allows involvement from a broader range of interested parties.
- Required plans for coordinating and scheduling public and agency participation in and comment on environmental reviews of projects.
- Provided participating agencies and the public with an opportunity for early involvement in defining a project's purpose and need and in developing alternatives.
- Encouraged collaboration between State DOTs and participating agencies on methodologies for conducting environmental reviews.
- Imposed a 180-day limit on the filing of lawsuits challenging final Federal agency decisions, including environmental decisions. Prior to SAFETEA-LU, lawsuits could be filed as much as 6 years after the decision.

FHWA is also implementing SAFETEA-LU provisions to make environmental reviews more efficient by allowing State DOTs to assume greater responsibility for Federal environmental requirements related to highway projects. These provisions include:

- Allowing State DOTs, with FHWA approval and monitoring, to assume authority for determining that a highway project will not have a significant impact on the environment, referred to as categorical exclusions. To do so, State DOTs must enter into a memorandum of understanding with FHWA. The intent of this change is to reduce processing time for categorical exclusions. So far, California has taken advantage of this new authority.
- Establishing the surface transportation project delivery pilot program that allows five states (Alaska, California, Ohio, Oklahoma, and Texas), with agreement from FHWA and subject to FHWA's periodic review, to assume FHWA's environmental responsibilities for highway projects under NEPA and other Federal laws. This program

is designed to provide information on whether delegating these responsibilities to the States will result in more efficient environmental reviews while meeting all Federal requirements. California has begun operating under this pilot program.

### ESSENTIAL AIR SERVICE

According to the FY 2009 budget request, the FY 2009 budget submission assumes \$50 million in funding for the Essential Air Service (EAS) will come from overflight fees collected by the FAA. These funds in turn provide payments to air carriers serving rural airports. In FY 2008, funding for EAS discretionary and overflight fees totaled \$125 million (\$60 million and \$50 million respectively, and an additional \$15 million from the sale of spectrum).

**QUESTION:** As with last year's initial budget request, the President's FY 2009 has once again included no EAS *discretionary* funding, relying only overflight fees to fund the program for air service to rural communities. Please explain why no discretionary funding has been included in this budget submission for EAS.

**RESPONSE:** The FY 2009 Budget proposes revisions to the EAS program in order to administer the program more efficiently and to ensure the most-isolated small communities maintain access to the national air transportation system within the proposed funding level.

The EAS program has remained fundamentally unchanged since its inception while the aviation landscape has changed dramatically with the spread of the hub-and-spoke system, regional jets, and low-fare carriers.

The proposed program reforms seek to ensure that the most isolated small communities maintain access to the national air transportation system. Specifically, under the budget proposal, subsidy in the future would be available to communities that: (1) are being subsidized under EAS at the time of enactment; (2) are more than 70 driving miles from the nearest large- or medium- hub airport; and (3) have a subsidy per passenger that does not exceed \$200 if the community is less than 210 driving miles from the nearest large- or medium-hub airport.

### **AIR TRAFFIC CONTROLLER FATIGUE**

**QUESTION:** According to Government Accountability Office (GAO) and National Transportation Surface Board (NTSB) studies, controller fatigue, overtime usage, and staffing are just some of the challenges facing FAA with regards to controllers. Can you describe the Department's approach on the controller staffing situation within FAA and what the Department is proactively doing to relief the fatigue and stress of our controllers?

**RESPONSE:** Air traffic controllers are an integral part of the National Airspace System (NAS). The work they do, every day of the year, is essential to the mission of the Federal Aviation Administration (FAA) – providing the safest, most efficient aerospace system in the world.

Air traffic controller workload and traffic volume are dynamic. So are staffing needs. By "staffing to traffic," the FAA exercises the flexibility to match the number of controllers at various facilities with traffic volume and workload. Staffing to traffic requires the FAA to consider many facility-specific factors. They include traffic volumes based on FAA forecasts and hours of operation, as well as individualized forecasts of controller retirements and other attrition losses. Staffing ranges also ensure that there are enough controllers to cover operating positions every day of the year.

The FAA understands how critical it is to have an adequately staffed air traffic controller workforce. Staffing is, and will continue to be, monitored at all facilities. The FAA will continue to take action at the facility level, should adjustments become necessary due to changes in traffic volume, unanticipated retirements, or other attrition.

Air traffic controller (ATC) fatigue and its impact on human performance has been an area of long-standing interest to the FAA. Case studies and reviews of existing error databases indicate that ATC fatigue might play a role in safety incidents and accidents. However, there is no definitive study that shows this linkage directly. Fatigue is caused by disruptions of the normal day-night sleep-wake cycle, as well as by sleep deprivation from extended hours on duty.

The FAA is addressing these issues with an evaluation of workshift scheduling policies and practices combined with fatigue awareness and countermeasure training. An FAA workgroup on ATC shiftwork scheduling

has been convened to address potential fatigue affects on all safety-critical personnel across our entire air traffic controller and technicians workforce, including the supervisors and managers who oversee the workforce. Representatives from all FAA operational service units and technical representatives from the Civil Aerospace Medical Institute (CAMI) have been invited to participate. The workgroup depends on bargaining units including the National Air Traffic Controllers Association (NATCA) and the Professional Aviation Safety Specialists (PASS) to provide critical subject matter expertise. The FAA has reviewed relevant fatigue research with the bargaining units and initiated discussions regarding possible approaches to minimize the effects of schedule-related fatigue. The next working group meeting is scheduled for March 27, 2008. At that meeting, NATCA representatives will provide information to the workgroup on their analyses in the area of fatigue and scheduling practices.

In addition, fatigue awareness and countermeasures training materials are currently under development for the Air Traffic Control (ATC) basic course by the Air Traffic Controller Training and Development Group in Oklahoma City in coordination with CAMI. The FAA is also planning a symposium on aviation fatigue risk management that addresses fatigue in air traffic control as well as aircraft operations and maintenance.

### CROSS-BORDER TRUCKING

QUESTION: As you know, the NAFTA Trucking Safety Act of 2007, a bill to prohibit the Mexican trucking pilot program until a number of provisions are met, is a widely supported bill in Congress, was incorporated into a broader bill and passed the House 411 to 3. Knowing this, can you explain the Department's approach to on the cross-border program?

RESPONSE: The NAFTA Trucking Safety Act of 2007 (H.R. 1756, introduced March 29, 2007) did not become law, but some of its provisions were incorporated into section 6901 of the U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability Appropriations Act of 2007 (the 2007 Act), Pub. L. 110-28, which was enacted May 25, 2007. The Department's approach to the cross-border demonstration program has been to ensure that Mexico-domiciled motor carriers operate safely within the United States by requiring and enforcing strict compliance with all applicable Federal safety regulations. The Department has also complied with the numerous requirements of the 2007 Act.

Section 6901(a) of the 2007 Act provides that funds may be expended to grant operating authority to Mexico-domiciled carriers to go beyond the border commercial zones only if: (1) such authority is first tested as part of a pilot program; (2) such pilot program complies with the statutory requirements regarding pilot programs and the safety conditions imposed on the 2002 DOT Appropriations Act, Pub. L. 107-87; and (3) simultaneous and comparable authority to operate in Mexico is made available to U.S.-domiciled carriers. The Department believes that all these section 6901(a) requirements have been satisfied, although petitions challenging the implementation of the cross-border program have been filed with the U.S. Court of Appeals for the Ninth Circuit. Oral argument regarding the petitions was held on February 12, 2008, and the matter is still pending decision by the Court.

Section 6901(b) of the 2007 Act requires that, before initiation of the pilot program required by section 6901(a), the DOT Office of the Inspector General (OIG) must verify compliance with conditions set forth in the 2002 DOT Appropriations Act. The Secretary of Transportation must respond to any issues raised, take necessary corrective action and report to Congress detailing such actions. The Secretary must also publish in the *Federal Register* for notice and comment: (1) comprehensive data and information

on pre-authorization safety audits (PASAs) conducted on Mexican carriers granted operating authority; (2) specific enforcement measures and penalties for noncompliance; (3) specific measures to ensure compliance with the English language proficiency requirements and cabotage restrictions; (4) program evaluation standards; and (5) a list of U.S. motor carrier safety laws for which the Secretary will accept compliance with a corresponding Mexican law.

The Federal Motor Carrier Safety Administration (FMCSA) published *Federal Register* notices specifically addressing the requirements of section 6901(b) on June 8 and August 17, 2007. OIG issued its section 6901(b) report on September 6, 2007, and the Secretary promptly responded in accordance with the requirements of the statute. FMCSA made its first grant of operating authority to a Mexico-domiciled carrier on September 6, 2007, thus marking the commencement of the program. On October 17, 2007, FMCSA issued another *Federal Register* notice reporting the results of PASAs conducted after its June 8 notice. FMCSA intends to publish additional notices as more PASAs are completed.

Section 6901(c) of the 2007 Act directs the OIG to submit an interim report evaluating the program six months after its commencement, and a final report within 60 days after its conclusion.

**QUESTIONS FOR THE RECORD  
FROM CONGRESSMAN ADERHOLT**

**INTEGRATION OF RURAL AIRPORTS INTO NEXTGEN**

**QUESTION:** Given the budget constraints faced by rural airports, can you discuss how airports, which still have traditional radar-based control systems, will be integrated into the NextGen GPS satellite based systems, in terms of helping them afford the cost of the new systems?

**RESPONSE:** Under the Federal Aviation Administration's (FAA) contract with ITT Corp., the FAA expects by 2010 to be able to "commission" Automatic Dependent Surveillance-Broadcast (ADS-B) services for use in the national airspace system, and by 2013 to have coverage everywhere there is now radar coverage. This means that any rural airport that already has radar coverage today will be integrated into the ADS-B system. The cost of this integration is already captured in the program's baseline that was approved by the FAA's Joint Resources Council (JRC).

**ACCESS OF RURAL AIRPORTS TO NEXTGEN NETWORK  
ENABLED WEATHER (NNEW)**

**QUESTION:** Will rural airports be able to access the NextGen NNEW information even before they have replaced their radar-based control systems? What is the expected deployment schedule?

**RESPONSE:** Yes, as envisioned, the users of NNEW should be able to access information through several means—including the Internet and the System Wide Information Management (SWIM) capability—before they have replaced their radar-based control systems.

Initial Operational Capability for NNEW is planned for 2013, with routine enhancements occurring through 2020.

## COORDINATION OF TRANSPORTATION PLANNING

**QUESTION:** As you are aware, delays during coordination between government agencies can cause significant delays in the initiation and completion of highway building projects. I noticed several new initiatives within the five offices overseen by the Under Secretary of Policy. Which of these offices or their specific initiatives will be working to address and reduce these delays?

**RESPONSE:** In addition to the Federal Highway Administration, the Office of the Assistant Secretary for Transportation Policy (OST-P) and its subordinate offices play a major role coordinating among government agencies to reduce delays in the planning and completion of highways, bridges and other transportation projects.

On September 18, 2002, President Bush issued Executive Order 13274 to enhance environmental stewardship and streamline the decision-making process required for major transportation projects. The U.S. Department of Transportation (DOT) selected priority projects and established an interagency Task Force to coordinate expedited decision-making across seven Federal regulatory agencies. OST-P oversees DOT's participation in the Task Force and recommends "project champions" for each project to the Secretary of Transportation.

Building from this successful process, OST-P hopes to coordinate the same cooperation across Federal agencies for key projects identified through the "Corridors of the Future" and Urban Partnership Agreements initiatives.

Senior staff members from the offices within OST-P have represented the Department at numerous interagency working groups, councils and committees which developed and coordinated policies that impacted road and bridge construction. In the aftermath of the Gulf Coast hurricanes, the Policy Office and other DOT officials worked with other Federal agencies through the Homeland Security Council and the Office of the Federal Coordinator for Gulf Coast Rebuilding to accelerate repairs and new construction.

OST-P is part of a multi-modal DOT team working with transportation and public officials to plan for infrastructure and operational improvements in the Southern California Freight Congestion Reduction initiative.

The American Association of State Highway and Transportation Officials (AASHTO) conducted a study entitled “Causes and Extent of Environmental Delay in Transportation Projects” in 2003. This study, prepared by TransTech Management, analyzed 31 projects and found that environment-related requirements caused delays in 65 percent of surveyed projects, adding about one-year to the time required to complete reviews. Although projects have multiple causes of environmental delay, the study concluded that the main delays occurred during selection of alternatives, completion of technical studies, and agreement on purpose and need.<sup>1</sup>

OST-P has helped develop DOT’s legislative proposals to improve the review and construction process. In SAFETEA-LU, Congress adopted key parts of several of DOT’s recommendations. Section 6002, Efficient Environmental Review for Project Decisionmaking, established a new environmental review process for highways, transit, and multi-modal projects. The process requires a new public comment process on both purpose and need and the range of alternatives, encourages increased participation from agencies and organizations, and defines formal roles for State, local, and tribal agencies in the process.

---

<sup>1</sup> *Causes and Extent of Environmental Delays in Transportation Projects*, Requested by American Association of State Highway and Transportation Officials (AASHTO), prepared by TransTech Management, Inc. (December 2003). < [http://www.trb.org/NotesDocs/25-25%285%29\\_FR.pdf](http://www.trb.org/NotesDocs/25-25%285%29_FR.pdf)>

FEDERAL TRANSIT ADMINISTRATION  
 QUESTIONS FOR THE RECORD FOR FY 2009  
 FROM CHAIRMAN JOHN W. OLVER  
 SUBCOMMITTEE ON TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT,  
 AND RELATED AGENCIES

**ADMINISTRATIVE EXPENSES**

QUESTION: How many total full-time equivalent (FTE) employees did the FTA have on-board as of September 30, 2007? How many FTE positions did the FTA have on-board as of March 30, 2008?

RESPONSE: On September 30, 2007, FTA had 523 employees on-board. During FY 2007 FTA used 511 FTEs. On March 30, 2008, FTA had 504 employees on-board. The FY 2008 FTE estimate is 517.

QUESTION: Please provide a table indicating FTA FTEs for FYs 2001-2008 and the FY 2009 request.

RESPONSE: A table identifying FTEs for FYs 2001-2009 is below.

**FEDERAL TRANSIT ADMINISTRATION**  
**Number of Full Time Equivalents FY 2000 through FY 2009**

Fiscal Year	FTE	
2000	490	Actual
2001	487	Actual
2002	495	Actual
2003	501	Actual
2004	495	Actual
2005	473	Actual
2006	496	Actual
2007	511	Actual
2008	517	Estimate
2009	517	Request

QUESTION: Please provide a listing by title, grade and salary of each vacant position at the Federal Transit Administration by office.

RESPONSE: A listing by title, grade, and salary for each vacant position by office is listed below (As of April 30, 2008).

**FEDERAL TRANSIT ADMINISTRATION  
Vacant Positions**

Office	Title	Grade	2008 Salary
Administration	Contract Specialist	GS-13	\$91,259
Administration	Contract Specialist	GS-13	91,259
Administration	Contract Specialist	GS-09	52,921
Administration	Contract Specialist	GS-09	52,921
Administration	Sr. IT Specialist	GS-14	107,836
Budget and Policy	Senior Budget Analyst	GS-14	107,836
Budget and Policy	Transp Spec (Private Sector)	GS-15	126,850
Civil Rights	Supv. Equal Opportunity Spec.	GS-14	107,836
Civil Rights	Supv. Equal Opportunity Spec.	GS-15	126,850
Planning and Environment	Community Planner	GS-13	91,259
Planning and Environment	Community Planner	GS-13	91,259
Program Management	Trans Safety&Security Spec.	GS-13	91,259
Program Management	Transp Program Analyst	GS-12	76,742
Program Management	Transp Program Analyst	GS-13	91,259
Program Management	Engineer	GS-15	126,850
Program Management	Supv Trans Safety & Sec Spec	GS-15	126,850
Program Management	Supv Trans Program Analyst	GS-15	126,850
Region 1	Program Analyst	GS-13	92,482
Region 2	Community Planner	GS-13	104,061
Region 2	Community Planner	GS-13	95,388
Region 2	Community Planner	GS-12	80,215
Region 3	General Engineer	GS-13	90,692
Region 3	General Engineer	GS-13	90,692
Region 4	Supv Transp Program Spec	GS-14	104,634
Region 4	Transportation Program Specialist	GS-13	88,549
Region 4	General Engineer	GS-13	88,549
Region 5	Transportation Program Specialist	GS-12	78,183
Region 5	Community Planner	GS-12	78,183
Region 8	Community Planner	GS-9	52,982
Region 8	Sr Transportation Program Specialist	GS-14	107,961
Region 10	Supervisory Transp. Program Specialist	GS-14	106,819

**QUESTION:** Please provide a table listing the title and grade of each political appointee position at FTA.

**RESPONSE:** A table listing the title and grade of each political appointee position is below (As of March 30, 2008).

**FEDERAL TRANSIT ADMINISTRATION  
Political Appointee Positions  
As of March 30, 2008**

Title	Grade
Administrator	EX
Deputy Administrator	ES
Chief Counsel	ES
Associate Administrator for Communications and Congressional Affairs	ES

**QUESTION:** Please provide a table listing the number of FTE to be hired in FY 2008 and FY 2009 and the cost per FTE.

**RESPONSE:** The table below provides the number of FTE in FY 2008 and FY 2009 and the cost per FTE.

**FEDERAL TRANSIT ADMINISTRATION  
Cost Per FTE**

Fiscal Year	FTE	Cost Per FTE
2008	517	\$121,932
2009	517	\$124,837

**QUESTION:** Please provide a detailed list of FTA contracts for FY 2007 and to date for FY 2008, as well as the dollar amount requested in FY 2009. Include the consultant name, contract value, contract term, and a description of the contract itself.

**RESPONSE:**  
[The information follows:]

[Insert #6 – FTA Contracts]

**FEDERAL TRANSIT ADMINISTRATION**  
**Contract Costs for Fiscal Years 2007 to 2009**

Description	Vendor	FY 2007 Actual	FY 2008 Year To Date	FY 2009 Request	Term
Honors attorney services	Pipeline and Hazardous Materials Safety Administration	\$82,150	\$55,000	\$85,000	Annual
Drug & Alcohol Office	DOT Office of the Secretary	92,853	92,853	96,000	Annual
Retired records storage and services	National Archives and Records Administration	24,824	28,844	26,000	Annual
Westlaw legal research services	West Group	15,062	18,968	17,000	Annual
HR support, WCIS, EHR1, and eOPF	DOT Office of the Secretary	180,468	198,276	332,500	Annual
CASTLE, system, IR, and VACS	Federal Aviation Administration	37,958	38,708	160,000	Annual
Recruitment, screening, and placement of Presidential Management Fellows	Office of Personnel Management	49,000	0	22,000	Annual
PRISM acquisition system	Compusearch	102,897	114,017	190,000	Annual
Delphi accounting system	Federal Aviation Administration	1,043,087	2,441,668	1,807,000	Annual
ESC accounting services	Federal Aviation Administration	680,911	183,290	1,700,000	Annual
Oracle License Agreement	Federal Aviation Administration	35,000	0	37,000	Annual
Lockbox system	Department of Treasury	1,500	1,000	1,000	Annual
Highway Trust Fund audit	DOT Office of the Inspector General	73,265	60,402	50,000	Annual
Accounting support to balance records	Federal Highway Administration	200,000	0	0	One-time
A-123 support	Bearing Point	57,443	62,000	62,000	Annual
FMFIA support	Grant Thornton	488,975	0	509,000	Annual
Regional Security Testing	DOT Volpe Center	40,000	0	0	One-time
Regional Emergency Transportation Representative	DOT Volpe Center	60,950	63,400	65,000	Annual
Budget and accounting services	Dunn and Bradstreet	807	0	1,000	Annual
Cooperative Administrative Support Unit	Department of Health and Human Services	5,000	5,000	5,000	Annual
Sponsorship of NYPTA fall conference	NY Public Transit Association	5,000	5,000	5,000	Annual

Description	Vendor	FY 2007 Actual	FY 2008 Year To Date	FY 2009 Request	Term
Working Capital Fund services	DOT Office of the Secretary	5,600,197	4,860,780	6,658,000	Annual
Health services	DOT Office of the Secretary	16,817	0	41,500	Annual
Security investigations	DOT Office of the Secretary	80,000	0	80,000	Annual
TEAM grant-making system	Quality Software Services, Inc.	2,723,873	2,426,306	3,375,000	Annual
Maintenance and support of internal FTA applications	ActioNet, Inc.	1,859,008	1,917,988	1,984,208	Annual
TEAM requirement analysis	Optech, Inc	300,576	0	0	One-time
Consultant support for system architect tool	Spectrum Systems	45,625	0	0	One-time
Consulting services for Enterprise architecture governance	Tech12, LLC	49,467	0	0	One-time
ECHO electronic payment system	Computer Literacy World, Inc.	669,315	205,000	846,000	Annual
NTD Certification and Accreditation	TBD			150,000	One-time
DOT Crisis Management Center support	DOT Office of the Secretary	191,618	198,816	197,000	Annual
Minority Students Internship	Office of the Secretary	45,012	0	20,000	Annual
Temporary contractor support	1st Choice Staffing	67,640	0	0	One-time
Equipment repair and maintenance	Various	24,317	12,092	43,650	Annual
Building repair and maintenance	Various	5,310	0	12,200	Annual
Regional Space Planning and Design	General Services Administration	300,000	0	0	One-time
Employee training	Various	775,394	157,992	839,000	Annual/ One time
PCS expenses	Employees	33,331	0	16,000	One-time
Miscellaneous	Various	48,535	39,146	112,000	Annual/ One-time
<b>TOTAL</b>	----	<b>\$16,113,185</b>	<b>\$13,186,546</b>	<b>\$19,545,058</b>	----

**QUESTION:** How many individuals are currently on the FTA payroll that are not accounted for in the agency's authorized FTE?

**RESPONSE:** The Lower Manhattan Recovery Office (LMRO) has nine authorized FTE that are not included in FTA's authorized positions and FTE levels. The operating costs of the LMRO are not paid from the FTA Administrative Expenses account. The employees in the LMRO are on FTA's payroll, but their personnel compensation and benefit costs and other operating expenses are charged to supplemental FY 2002 resources provided by Congress for the recovery of Lower Manhattan after the terrorist attacks of September 11, 2001. A total of 9 FTE are reported in our budget justification as funded from the Capital Investment Grants account which includes the FY 2002 supplemental funding.

**QUESTION:** Please provide a detailed table describing the activities included in the FTA's request for "other services" for financial services and information technology investments.

**RESPONSE:** The table describing the request for "other services" financial services and information technology investments is below.

[Insert #9 Financial and IT Invest]

**FEDERAL TRANSIT ADMINISTRATION**  
**Financial Services and Information Technology (IT) Investments**

IT INVESTMENT	FY 2009 BUDGET REQUEST
<b>001 - Financial Management Systems:</b>	
Delphi accounting system and support	\$1,807,000
Financial management systems (ECHO/DOTS)	<u>846,000</u>
<b>001 Subtotal</b>	<b>2,653,000</b>
<b>002 - Common Operating Environment (COE)/ Infrastructure:</b>	
Desktop services (WCF)	2,189,714
Server operations (WCF)	352,962
Information services development (WCF)	0
Directory and messaging services (WCF)	<u>226,174</u>
<b>002 Subtotal</b>	<b>2,768,850</b>
<b>006 - Transportation Electronic Award and Management (TEAM) :</b>	
TEAM grantmaking system	<u>3,375,000</u>
<b>006 Subtotal</b>	<b>3,375,000</b>
<b>008 - Enterprise Architecture:</b>	
Enterprise Architecture licensing agreement	135,000
Enterprise Architecture support	<u>90,000</u>
<b>008 Subtotal</b>	<b>225,000</b>
<b>021 - Web Applications:</b>	
Internal applications support	1,784,500
Westlaw legal research services	<u>17,000</u>
<b>021 Subtotal</b>	<b>1,801,500</b>
<b>022 - Voice, Data &amp; Wireless Communications:</b>	
Voice, cable, and wireless (WCF)	534,793
Campus Area Network (WCF)	424,967
Network engineering (WCF)	32,700
IT security (WCF)	11,995
Local and long distance telephone services	<u>723,000</u>
<b>022 Subtotal</b>	<b>1,727,455</b>
<b>023 - Technology For Mission Support:</b>	
Enterprise Architecture support	125,000
NTD certification and accreditation	150,000
Public website maintenance	21,000
IT equipment repair and maintenance	21,000
IT equipment upgrade and replacement	<u>138,500</u>
<b>023 Subtotal</b>	<b>455,500</b>
<b>024 - Prism Acquisition System Support:</b>	
Prism acquisition system	<u>190,000</u>
<b>024 Subtotal</b>	<b>190,000</b>
<b>026 - Human Resources Systems and Support:</b>	
Human resources systems and support	<u>372,000</u>
<b>026 Subtotal</b>	<b>372,000</b>
<b>TOTAL</b>	<b>\$13,568,305</b>

**NEW STARTS FUNDING FOR FY 2009**

**QUESTION:** Please prepare a table that provides by new start project (FFGAs, proposed FFGAs, and projects in final design and preliminary engineering):

*[Use estimates where necessary.]*

- the total capital cost
- the federal share (in both dollars and percentage)
- the local share (in both dollars and percentage)

**RESPONSE:**

[The information follows:]

[Insert #10 – New Starts Funding]

FEDERAL TRANSIT ADMINISTRATION  
FY 2009 New Starts Funding Data

STATE, PROJECT	Total Capital Cost (millions)	New Starts Share (millions)	New Starts Percent	Other Federal Funding (millions)	Total Federal Funding (millions)	Total Federal Share	Total Local Share (millions)	Total Local Percentage
<b>Existing FFGAs</b>								
AZ Central Phoenix/East Valley Light Rail	\$ 1,412.1	\$ 587.2	42%	\$59.8	\$647.0	46%	765.1	54%
CA Metro Gold Line Eastside Extension	\$ 896.1	\$ 490.7	55%	\$213.0	\$703.7	78%	194.4	22%
CO Southeast Corridor LRT	\$ 879.3	\$ 525.0	60%	\$0.0	\$525.0	60%	354.3	40%
DC Largo Metrorail Extension	\$ 607.2	\$ 364.3	60%	\$0.0	\$364.3	60%	242.9	40%
IL Ravenswood Line Extension	\$ 529.9	\$ 245.5	46%	\$177.6	\$423.1	80%	106.8	20%
MN Northstar Corridor Rail	\$ 317.4	\$ 156.8	49%	\$5.2	\$162.0	51%	155.4	49%
NJ Hudson-Bergen MOS-2	\$ 1,215.4	\$ 500.0	41%	\$153.7	\$653.7	54%	561.7	46%
NY Long Island Rail Road East Side Access	\$ 7,386.0	\$ 2,632.1	36%	\$50.4	\$2,682.5	36%	4,703.5	64%
NY Second Avenue Subway Phase 1	\$ 4,866.1	\$ 1,900.0	27%	\$50.7	\$1,950.7	26%	3,151.4	72%
OR South Corridor L205/Portland Mall LRT	\$ 575.7	\$ 345.4	60%	\$80.9	\$436.3	76%	139.4	24%
PA North Shore LRT Connector	\$ 435.0	\$ 235.7	54%	\$112.3	\$348.0	80%	87.0	20%
TX Northwest/Southeast LRT MOS	\$ 1,406.2	\$ 700.0	50%	\$0.0	\$700.0	50%	706.2	50%
UT Weber County to Salt Lake City Commuter Rail	\$ 611.7	\$ 489.4	80%	\$0.0	\$489.4	80%	122.3	20%
VA Norfolk LRT	\$ 232.1	\$ 128.0	55%	\$39.2	\$167.2	72%	64.9	28%
WA Central Link Initial Segment	\$ 2,436.9	\$ 500.0	21%	\$0.0	\$500.0	21%	1,936.9	79%
<b>Final Design</b>								
CO Denver West Corridor LRT	\$ 656.8	\$ 290.6	44%	\$0.0	\$290.6	44%	366.3	56%
CT Hartford, New Britain - Hartford Busway	\$ 458.8	\$ 275.3	60%	\$91.8	\$367.0	80%	91.8	20%
CT Stamford, Urban Transitway Phase II (1)	\$ 48.3	\$ 24.7	51%	\$0.0	\$24.7	51%	23.6	49%
DE Wilmington, Wilmington to Newark Commuter Rail Improvements (1)	\$ 78.4	\$ 25.0	32%	\$0.0	\$25.0	32%	53.4	68%
RI Providence, South County Commuter Rail (1)	\$ 49.2	\$ 24.9	51%	\$0.0	\$24.9	51%	24.3	49%
UT Salt Lake City, Mid-Jordan LRT	\$ 535.4	\$ 428.3	80%	\$0.0	\$428.3	80%	107.1	20%
VA No. Virginia, Dulles Corridor Metrorail Project - Extension to Wiehle Ave	\$ 2,960.8	\$ 900.0	30%	\$0.0	\$900.0	30%	2,060.8	70%
WA Seattle, University Link LRT	\$ 1,796.1	\$ 750.0	42%	\$0.0	\$750.0	42%	1,046.1	58%

	Total Capital Cost (millions)	New Starts Share (millions)	New Starts Percent	Other Federal Funding (millions)	Total Federal Funding (millions)	Federal Share	Total Local Share (millions)	Total Local Percentage
<b>Preliminary Engineering</b>								
CA Sacramento, South Sacramento Corridor Phase 2	\$ 226.2	\$ 113.1	50%	\$0.0	\$113.1	50%	113.1	50%
CA San Francisco, Central Subway LRT	\$ 1,289.8	\$ 762.2	59%	\$0.0	\$762.2	59%	527.6	41%
FL Miami, Orange Line Phase 2; North Corridor Metrorail Extension	\$ 1,605.4	\$ 700.0	44%	\$0.0	\$700.0	44%	905.4	56%
FL Orlando, Central Florida Commuter Rail Transit - Initial Operating Segment	\$ 416.7	\$ 208.3	50%	\$0.0	\$208.3	50%	208.3	50%
MA Boston, Silver Line Phase III	\$ 1,167.3	\$ 699.2	60%	\$0.0	\$699.2	60%	468.1	40%
MA St. Paul - Minneapolis, Central Corridor LRT	\$ 932.3	\$ 465.2	50%	\$0.0	\$465.2	50%	467.1	50%
NC Charlotte, Northeast Corridor Light Rail Project	\$ 749.0	\$ 374.5	50%	\$0.0	\$374.5	50%	374.5	50%
NJ Northern New Jersey, Access to the Region's Core	\$ 7,263.5	\$ 3,000.0	41%	\$1,454.9	\$4,454.9	61%	2,808.5	39%
TX Houston, North Corridor BRT	\$ 677.0	\$ 331.7	49%	\$0.0	\$331.7	49%	345.3	51%
TX Houston, Southeast Corridor BRT	\$ 680.5	\$ 333.5	49%	\$0.0	\$333.5	49%	347.0	51%

<b>Small Starts Project Development</b>								
AZ Flagstaff, Mountain Links BRT	\$ 10.4	\$ 6.2	60%	\$1.9	\$8.1	78%	2.3	22%
CA Los Angeles, Metro Rapid Bus System Gap Closure	\$ 25.7	\$ 16.7	65%	\$0.0	\$16.7	65%	9.0	35%
CA Los Angeles, Wilshire Boulevard Bus-Only Lane	\$ 31.5	\$ 23.3	74%	\$0.0	\$23.3	74%	6.2	26%
CA Livermore, Livermore-Amador Route 10 BRT	\$ 21.7	\$ 10.9	50%	\$6.4	\$17.3	80%	4.3	20%
CA Riverside, Perris Valley Line	\$ 188.3	\$ 75.0	45%	\$0.0	\$75.0	45%	93.3	55%
CA San Bernardino, E Street Corridor sbX BRT	\$ 163.4	\$ 75.0	46%	\$26.5	\$101.5	62%	61.9	38%
CA San Diego, Mid-City Rapid	\$ 43.3	\$ 21.7	50%	\$0.0	\$21.7	50%	21.7	50%
CA San Francisco, Van Ness Avenue BRT	\$ 87.6	\$ 70.0	80%	\$0.0	\$70.0	80%	17.5	20%
CO Fort Collins, Mason Corridor BRT	\$ 74.2	\$ 59.4	80%	\$0.0	\$59.4	80%	14.8	20%
MA Fitchburg, Commuter Rail Improvements	\$ 150.0	\$ 75.0	50%	\$0.0	\$75.0	50%	75.0	50%
MI Grand Rapids, South Corridor BRT	\$ 36.7	\$ 29.3	80%	\$3.6	\$33.0	90%	3.7	10%
MO Kansas City, Troost Corridor BRT	\$ 30.7	\$ 24.6	80%	\$0.0	\$24.6	80%	6.2	20%
OR Portland, Streetcar Loop	\$ 126.9	\$ 75.0	59%	\$0.0	\$75.0	59%	51.9	41%
OR Springfield, Pioneer Parkway EmX BRT	\$ 37.0	\$ 28.6	80%	\$0.0	\$28.6	80%	7.4	20%
WA King County, Bellevue-Redmond BRT	\$ 27.0	\$ 20.2	75%	\$0.0	\$20.2	75%	6.7	25%
WA King County, Pacific Highway South BRT	\$ 25.1	\$ 14.1	56%	\$0.0	\$14.1	56%	11.0	44%

**UNOBLIGATED BALANCES FOR NEW STARTS PROJECTS**

QUESTION: Please provide a table showing all unobligated new starts funds.

RESPONSE:

[The information follows:]

[Insert #11 – New Starts w lapse year]

FEDERAL TRANSIT ADMINISTRATION  
 FY 2008 Unobligated Balances for New Starts  
 as of May 27, 2008

STATE	FY	EARMARK ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR
AK	2008	E2008-NWST-001	Denali Commission	\$5,000,000	\$5,000,000	2011
AK / HI	2007	D2007-NWST-002	Alaska and Hawaii Ferry	15,000,000	7,500,000	2009
AK, HI	2006	E2006-NWST-001	Alaska and Hawaii Ferry	14,701,500	1,702,406	2008
AK, HI	2006	E2006-NWST-002	Alaska and Hawaii Ferry projects	15,000,000	15,000,000	2011
AL	2004	E2004-NWST-001	Birmingham Transit Corridor, Alabama	3,444,626	2,689,626	2008
AZ	2008	E2008-NWST-003	Central Phoenix/East Valley LRT	88,200,000	88,200,000	2011
CA	2008	E2008-NWST-004	AC Transit BRT Corridor - Alameda County	490,000	490,000	2011
CA	2007	D2007-NWST-005	Mission Valley East	806,654	806,654	2009
CA	2006	E2006-NWST-010	Santa Barbara Coast Rail Track Improvement Project	980,100	980,100	2008
CA	2008	E2008-NWST-007	Perris Valley Line Metrolink Extension	1,960,000	1,960,000	2011
CA	2008	E2008-NWST-010	Smart EIS and PE	1,960,000	1,960,000	2011
CA	2008	E2008-NWST-012	Telegraph Ave./International Blvd./E 14th St. BRT Corridor Improvements	2,940,000	2,940,000	2011
CA	2008	E2008-NWST-008	Rapid Transit (BRT) project, Livermore	1,960,000	1,960,000	2011
CA	2008	E2008-NWST-011	South Sacramento Corridor, Phase 2	4,410,000	2,940,000	2011
CA	2006	E2006-NWST-003	ACE Gap Closure San Joaquin County	4,900,500	4,900,500	2008
CA	2008	E2008-NWST-006	Metro Rapid Bus System Gap Closure	16,347,380	16,347,380	2011
CA	2007	D2007-NWST-030	Oakland Airport Connector (Public-Private Partnership Pilot Program)	24,999,999	24,999,999	2009
CA	2007	D2007-NWST-009	West Corridor LRT	35,000,000	35,000,000	2009
CO	2008	E2008-NWST-015	West Corridor LRT Project	39,200,000	39,200,000	2011
CO	2003	E2003-NWST-014	Bridgport, Connecticut, Intermodal Transportation Center Project	2,458,956	2,458,956	2008
CT	2008	E2008-NWST-016	New Britain-Hartford Busway	3,271,632	3,271,632	2011
CT	2006	E2006-NWST-015	Stamford Urban Transitway	9,801,000	9,801,000	2011
DC, MD	2008	E2008-NWST-017	Largo Metrorail Extension	34,300,000	34,300,000	2011
DE	2003	E2003-NWST-019	Wilmington, Delaware, Train Station Improvements	1,967,165	1,327,165	2008
DE	2006	E2006-NWST-016	Northeast Corridor Commuter Rail Project	1,396,643	1,396,643	2008
DE	2004	E2004-NWST-013	Wilmington, Delaware, Train Station Improvements	1,476,268	1,476,268	2008
DE	2003	E2003-NWST-106	Wilmington, Delaware, Downtown Transit Corridor Project	3,654,249	3,654,249	2008
FL	2008	E2008-NWST-019	Metrorail Orange Line Expansion	980,100	980,100	2008
FL	2006	E2006-NWST-018	City of Miami Streetcar	1,960,000	1,960,000	2011
FL	2006	E2006-NWST-017	Central Florida Commuter Rail System	10,781,100	1,960,200	2011
FL	2008	E2008-NWST-018	JTA Bus Rapid Transit	10,781,100	2,427,245	2008
FL	2006	E2006-NWST-020	Miami-Dade Transit County Metrorail Extension	9,329,600	9,329,600	2011
FL	2006	E2006-NWST-021	Atlanta Belt Line C Loop	9,801,000	9,801,000	2008
GA	2002	E2002-NWST-800	Honolulu, Hawaii Bus Rapid Transit	980,100	980,100	2008
HI	2008	E2008-NWST-020	Honolulu High Capacity Transit Corridor	8,900,000	1,548,000	*2020
HI	2006	E2006-NWST-024	CTA Yellow Line	15,190,000	15,190,000	2011
IL	2006	E2006-NWST-026	Ogden Avenue Transit Corridor/Circle Line	980,100	980,100	2008
IL	2007	D2007-NWST-012	Union-Pacific West Line Extension	1,255,978	1,255,978	2008
IL	2008	E2008-NWST-021	METRA Connects Southeast Service	7,227,500	7,227,500	2011
IL	2008	E2008-NWST-022	METRA Star Line	7,227,500	7,227,500	2011
IL	2008	E2008-NWST-023	Metra Union Pacific Northwest Line	7,227,500	7,227,500	2011
IL	2008	E2008-NWST-024	Metra Union Pacific West Line	7,227,500	7,227,500	2011

FEDERAL TRANSIT ADMINISTRATION  
 FY 2008 Unobligated Balances for New Starts  
 as of May 27, 2008

STATE	FY	EARMARK ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR
IN	2008	E2008-NWST-026	Northern Indiana Commuter Transit District Recapitalization	4,900,000	4,900,000	2011
KS	2008	E2008-NWST-027	State Avenue BRT Corridor, Wyandotte County	1,470,000	1,470,000	2011
MA	2006	E2006-NWST-030	North Shore Corridor and Blue Line Extension	1,960,000	1,960,000	2011
MA	2006	E2006-NWST-028	North Shore Corridor Blue Line Extension	1,960,200	1,960,200	2008
MA	2006	E2006-NWST-029	Boston/Fitchburg Massachusetts Rail Corridor	1,960,200	1,960,200	2008
MA	2006	E2006-NWST-030	META Fitchburg to Boston Rail Corridor Project	5,860,000	5,860,000	2011
MD	2006	E2006-NWST-032	Baltimore Red Line and Green Line	1,960,200	1,960,200	2008
MD	2006	E2006-NWST-026	MARC Commuter Rail Improvements and Rolling Stock	9,800,000	9,800,000	2011
Mf	2006	E2006-NWST-034	Detroit Center City Loop	3,920,400	3,920,400	2008
Mf	2006	E2006-NWST-034	Ann Arbor/Detroit Commuter Rail	4,900,500	4,900,500	2008
MI	2006	E2006-NWST-033	Troost Corridor Bus Rapid Transit	6,134,800	6,134,800	2011
MO	2006	E2006-NWST-033	I-69 Mississippi HOV/BRT	7,546,000	7,546,000	2011
MS	2004	E2004-NWST-031	Western North Carolina Rail Passenger Service	984,179	984,179	2006
NC	2006	E2006-NWST-039	Triangle Transit Authority Regional Rail System (Raleigh-Durham)	19,602,000	19,602,000	2008
NC	2003	E2003-NWST-036	Lowell, Massachusetts-Nashua, New Hampshire Commuter Rail Extension	2,950,747	2,950,747	2006
NH, MA	2006	E2006-NWST-036	Monmouth-Ocean-Middlesex County Passenger Rail	980,000	980,000	2011
NJ	2006	E2006-NWST-041	Northern Branch Bergen County	2,450,250	2,450,250	2008
NJ	2006	E2006-NWST-042	Northwest New Jersey-Northeast Pennsylvania Passenger Rail	9,801,000	9,801,000	2008
NJ	2006	E2006-NWST-038	Trans-Hudson Midtown Corridor	14,700,000	14,700,000	2011
NJ, PA	2006	E2006-NWST-037	Northwest NJ-Northeast PA passenger Rail Project	2,940,000	2,940,000	2011
NM	2006	E2006-NWST-044	Commuter Rail, Albuquerque to Santa Fe	490,050	490,050	2008
NM	2005	E2005-NWST-035	CATRAIL RTC Rail Project, Nevada	992,000	992,000	2007
NV	2005	E2005-NWST-036	Las Vegas, Nevada, Resort Corridor Fixed Guideway Project	29,760,000	4,815,000	2007
NV	2003	E2003-NWST-040	Las Vegas, Nevada, Resort Corridor Fixed Guideway	19,683,577	6,885,077	2008
NV	2004	E2004-NWST-034	Las Vegas, Nevada, Resort Corridor Fixed Guideway, MOS	19,683,577	19,683,577	2008
NY	2008	E2008-NWST-040	Second Avenue Subway Phase 1	167,810,300	167,810,300	2011
NY	2008	E2008-NWST-039	Long Island Rail Road East Side Access	210,700,000	210,700,000	2011
OR	2008	E2008-NWST-042	Lane Transit District, Pioneer Parkway EmX BRT Corridor	14,504,000	14,504,000	2011
PA	2008	E2008-NWST-044	Bus Rapid Transit, Cumberland County	294,000	294,000	2011
PA	2006	E2006-NWST-051	Harrisburg, Pennsylvania, Corridor One	1,894,000	877,000	2008
PA	2006	E2006-NWST-053	Corridor One Regional Rail Project	1,470,150	1,470,150	2008
PA	2006	E2006-NWST-053	Schuylkill Valley Metro	3,920,400	3,920,400	2008
PA	2005	E2005-NWST-043	Philadelphia, Pennsylvania, Schuylkill Valley MetroRail	9,920,400	9,920,400	2008
PA	2008	E2008-NWST-045	CORRIDORone Regional Rail Project	10,976,000	10,976,000	2011
PA	2004	E2004-NWST-041	Philadelphia, Pennsylvania, Schuylkill Valley Metro	13,778,504	13,778,504	2006
PA	2008	E2008-NWST-046	North Shore LRT Connector	32,846,115	32,846,115	2011
RI	2006	E2006-NWST-047	Pawtucket/Central Falls Commuter Rail Station	1,960,000	1,960,000	2011
RI	2006	E2006-NWST-055	Rhode Island Integrated Commuter Rail Project	5,880,600	4,824,600	2008
RI	2008	E2008-NWST-048	South County Commuter Rail Wickford Junction Station	12,269,449	12,269,449	2011
TX	2008	E2008-NWST-049	DCTA Fixed Guideway/Engineering	245,000	245,000	2011
TX	2008	E2008-NWST-050	Galveston Rail Trolley	1,960,000	1,960,000	2011
TX	2008	E2008-NWST-053	VIA Bus Rapid Transit Corridor Project	4,900,000	4,900,000	2011
TX	2006	E2006-NWST-059	Houston Metro	11,761,200	5,860,600	2008

FEDERAL TRANSIT ADMINISTRATION  
 FY 2008 Unobligated Balances for New Starts  
 as of May 27, 2008

STATE	FY	FARMARK ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR
TX	2004	E2004-NWST-048	Dallas, Texas, North Central Light Rail Extension	29,684,097	9,259,540	2006
TX	2008	E2008-NWST-051	North Corridor, Houston and Southeast Corridor	19,600,000	19,600,000	2011
UT	2008	E2008-NWST-055	Provo Orem BRT	4,018,000	4,018,000	2011
UT	2008	E2008-NWST-054	Mid-Jordan Light Rail Extension	19,600,000	19,600,000	2011
VA	2008	E2008-NWST-060	Virginia Railway Express Extension - Gainesville/Haymarket, VA	490,000	490,000	2011
VA	2008	E2008-NWST-059	Route 1 BRT, Potomac Yard - Crystal City, Alexandria and Arlington	1,421,145	1,421,145	2008
VA	2008	E2006-NWST-063	Gainesville-Haymarket VRE Service Extension	3,920,000	3,920,000	2011
VA	2008	E2008-NWST-061	VRE Rolling Stock	18,908,912	18,908,912	2011
VA	2008	D2008-NWST-001	Norfolk LRT Project	19,683,577	19,683,577	2008
VA	2004	E2004-NWST-012	Washington, DC/VA Dulles Corridor Rapid Transit Project	23,030,000	23,030,000	2011
VA	2008	E2008-NWST-058	Norfolk LRT Project	24,750,327	24,750,327	2008
VA	2002	E2002-NWST-700	Dulles Corridor Project, 2002	24,800,000	24,800,000	2007
VA	2005	E2005-NWST-055	Dulles Corridor Rapid Transit Project, Virginia	26,064,934	26,064,934	2008
VA	2003	E2003-NWST-017	Washington, District of Columbia, Dulles Corridor Rapid Transit Project	29,403,000	29,403,000	2008
VA	2008	E2006-NWST-062	Dulles Corridor Rapid Transit Project, Virginia	34,300,000	34,300,000	2011
VA	2008	E2008-NWST-057	Dulles Corridor Metrorail Project	13,794,480	13,794,480	2011
WA	2008	E2008-NWST-063	Pacific Highway South BRT - King County	19,600,000	19,600,000	2011
WA	2008	E2008-NWST-064	University Link LRT Extension	68,600,000	68,600,000	2011
WA	2008	E2008-NWST-062	Central Link Initial Segment			
<b>Total</b>				<b>\$1,482,274,320</b>	<b>\$1,391,261,214</b>	

\* Funds for Honolulu, Hawaii BRT are available until expended per FY 2005 Conference Report

**QUESTION:** For those new starts projects that have had funds extended past the three-year availability date, please detail, by project, the unobligated amounts at the beginning of this year; which projects have now obligated their funding; which projects still have difficulties obligating these funds and what the difficulties are; when an obligation can be expected; and the fiscal year that funding was originally provided.

**RESPONSE:**  
[The information follows:]

[Insert #12 – unobligated New Starts]

FEDERAL TRANSIT ADMINISTRATION  
 FY 2008 Lapsing New Starts Earmarks

Earmark Id	Earmark FY	State Code	Project Name	Original Allocation Amount	Unobligated Balance	Comments
E2002-NWST-700	2002 VA		Dulles Corridor Project, 2002	24,750,327	24,750,327	Expect to obligate by end of FY
E2003-NWST-014	2003 CT		Bridgeport, Connecticut, Intermodal Transportation Center Project	2,458,956	2,458,956	No application.
E2003-NWST-017	2003 VA		Washington, District of Columbia, Dulles Corridor Rapid Transit Project	26,064,934	26,064,934	No application.
E2003-NWST-019	2003 DE		Wilmington, Delaware, Train Station Improvements	1,967,165	1,327,165	Extended through FY 2008 per letter from Mary Peters dated September 28, 2007.
E2003-NWST-040	2003 NV		Las Vegas, Nevada, Resort Corridor Fixed Guideway	6,885,077	6,885,077	Extended through FY 2008 per letter from Mary Peters dated September 28, 2007.
E2003-NWST-106	2003 DE		Wilmington, Delaware, Downtown Transit Corridor Project	3,854,249	3,854,249	Extended through FY 2008 per letter from Mary Peters dated September 28, 2007.
E2004-NWST-001	2004 AL		Birmingham Transit Corridor, Alabama	3,444,626	2,689,626	Extended through FY 2008 per letter from Mary Peters dated September 28, 2007.
E2004-NWST-012	2004 VA		Washington, DC/VA Dulles Corridor Rapid Transit Project	19,683,577	19,683,577	Grantee is requesting extension for FY07. Extended through FY 2008 per letter from Mary Peters dated September 28, 2007.
E2004-NWST-013	2004 DE		Wilmington, Delaware, Train Station Improvements	1,476,268	1,476,268	Extended through FY 2008 per letter from Mary Peters dated September 28, 2007.
E2004-NWST-034	2004 NV		Las Vegas, Nevada, Resort Corridor Fixed Guideway, MOS	19,683,577	19,683,577	Extended through FY 2008 per letter from Mary Peters dated September 28, 2007.
E2004-NWST-041	2004 PA		Philadelphia, Pennsylvania, Schuylkill Valley Metro	13,778,504	13,778,504	No application.
E2005-NWST-042	2005 PA		Harrisburg, Pennsylvania, Corridor One	1,984,000	877,000	No application.
E2005-NWST-043	2005 PA		Philadelphia, Pennsylvania, Schuylkill Valley Metro/Rail	9,920,000	9,920,000	Grantee is requesting extension.
E2006-NWST-001	2006 AK	HI	Dulles Corridor Rapid Transit Project	24,800,000	24,800,000	Expect to obligate by end of FY
E2006-NWST-003	2006 CA		Alaska and Hawaii Ferry	14,701,500	1,702,406	No application.
E2006-NWST-010	2006 CA		ACE Gap Closure San Joaquin County	4,900,500	4,900,500	No application.
E2006-NWST-015	2006 CT		Santa Barbara Coast Rail Track Improvement Project	980,100	980,100	No application.
E2006-NWST-016	2006 CT		Stamford Urban Transitway	1,396,643	1,396,643	No application.
E2006-NWST-017	2006 FL		Northwest Corridor Commuter Rail Project	10,781,100	2,427,245	No application.
E2006-NWST-018	2006 FL		Central Florida Commuter Rail System	1,960,200	1,960,200	No application.
E2006-NWST-019	2006 FL		City of Miami Streetcar	980,100	980,100	No application.
E2006-NWST-020	2006 FL		FL Lauderdale Downtown Rail Link	980,100	980,100	No application.
E2006-NWST-021	2006 GA		Miami-Dade Transit County Metrorail Extension	980,100	980,100	No application.
E2006-NWST-024	2006 IL		Atlanta Belt Line C Loop	980,100	980,100	Expect to Lapse
E2006-NWST-025	2006 IL		CTA Yellow Line	980,100	980,100	Expect to Lapse
E2006-NWST-026	2006 IL		Ogden Avenue Transit Corridor/Circle Line	1,960,200	1,960,200	No application.
E2006-NWST-028	2006 MA		North Shore Corridor Blue Line Extension	1,960,200	1,960,200	No application.
E2006-NWST-030	2006 MA		Boston/Fitchburg Massachusetts Rail Corridor	1,960,200	1,960,200	Grantee Seeking Extension
E2006-NWST-032	2006 MD		Baltimore Red Line and Green Line	1,960,200	1,960,200	Grantee Seeking Extension
E2006-NWST-033	2006 MI		Ann Arbor/Detroit Commuter Rail	4,900,500	4,900,500	No application.
E2006-NWST-034	2006 MI		Petroit Center City Loop	3,920,400	3,920,400	No application.
E2006-NWST-039	2006 NC		Triangle Transit Authority Regional Rail System (Raleigh-Durham)	19,602,000	19,602,000	No application.
E2006-NWST-041	2006 NJ		North Branch Bergen County	2,450,250	2,450,250	No application.
E2006-NWST-042	2006 NJ		Northwest New Jersey-Northeast Pennsylvania Passenger Rail	9,801,000	9,801,000	No application.
E2006-NWST-044	2006 NM		Commuter Rail, Albuquerque to Santa Fe	490,050	490,050	No application.
E2006-NWST-051	2006 PA		Corridor One Regional Rail Project	1,470,150	1,470,150	Grantee Seeking Extension
E2006-NWST-053	2006 PA		Schuylkill Valley Metro	3,920,400	3,920,400	Grantee Seeking Extension
E2006-NWST-055	2006 PA		Rhode Island Integrated Commuter Rail Project	5,880,600	4,824,600	No application.
E2006-NWST-059	2006 TX		Houston Metro	11,761,200	5,880,600	No application.
E2006-NWST-062	2006 VA		Dulles Corridor Rapid Transit Project, Virginia	29,403,000	29,403,000	Expect to Obligate by end of FY
E2006-NWST-063	2006 VA		Gamesville-Haymarket VRE Service Extension	1,421,145	1,421,145	Grantee Seeking Extension

**FULL FUNDING GRANT AGREEMENTS FUNDING**

**QUESTION:** Please provide a table detailing for each project with an FFGA:

- the amount of the FFGA
- the actual amounts received through fiscal year 2007
- the schedule 6 amounts through fiscal year 2008
- the fiscal 2008 enacted level; any shortfalls or overages to date
- the fiscal year 2009 schedule 6 amount
- the amount of shortfall included in the fiscal year 2009 budget request, and the total fiscal year 2009 budget request.

**RESPONSE:**

[The information follows:]

[Insert #13 – FFGA Attachment 6]

FEDERAL TRANSIT ADMINISTRATION  
FULL FUNDING GRANT AGREEMENTS (FFGA)

Existing Full Funding Grant Agreements (FFGAs)	City	FFGA Amount	Actual Amounts Received Through FY 2007	Schedule 6 Amounts Through FY 2008	FY 2008 Enacted Level	Shortfalls or Overages to Date	FY 2009 Schedule 6 Amount	Amount of Shortfall Included in FY 2009 Budget Request	FY 2009 Budget Request
AZ Central Phoenix/East Valley Light Rail	Phoenix	\$587,210,000	\$310,868,087	\$403,259,097	\$90,000,000	\$4,191,000	\$90,000,000	\$1,800,000	\$91,800,000
CA Metro Gold Line Eastside Extension	Los Angeles	490,700,000	255,193,449	337,265,449	80,000,000	3,672,000	80,000,000	(5,400,000)	74,600,000
CO Southeast Corridor LRT	Denver	525,000,000	473,439,516	525,000,000	51,560,484	1,031,210	0	1,031,210	1,031,210
DC Largo Metrorail Extension	Washington	364,300,000	295,000,000	330,000,000	35,000,000	700,000	34,000,000	700,000	34,700,000
IL Ravenswood Line Extension	Chicago	245,520,000	175,845,596	215,845,596	40,000,000	800,000	29,674,404	800,000	30,474,404
MN Northstar Corridor Rail	Minneapolis-Big Lake	156,810,000	31,743,940	45,618,920	13,874,980	(40,025,020)	111,191,080	(40,025,020)	71,166,060
NJ Hudson-Bergen MOS-2	Northern NJ	500,000,000	444,807,005	500,000,000	50,000,000	1,103,861	0	1,103,861	1,103,860
NY Long Island Rail Road East Side Access	New York	2,632,114,000	887,766,826	1,102,766,826	215,000,000	4,300,000	215,000,000	4,300,000	219,300,000
NY Second Avenue Subway Phase 1	New York	1,300,000,000	0	230,000,049	197,182,000	(1,447,502,951)	277,697,000	0	277,697,000
OR South Corridor 1-205/Portland Mall LRT	Portland	345,410,000	80,000,000	160,000,000	80,000,000	1,600,000	80,000,000	1,600,000	81,600,000
PA North Shore LRT Connector	Pittsburgh	235,700,000	202,183,556	217,700,000	15,516,444	(17,329,671)	18,000,000	(17,329,671)	670,885
TX Northwest/Southeast LRT MOS	Dallas	700,000,000	101,191,000	187,440,716	86,249,716	1,724,716	86,249,716	1,725,000	87,974,716
UT Weber County to Salt Lake City Commuter Rail	Salt Lake City	489,346,000	101,614,510	181,614,510	80,000,000	1,600,000	80,000,000	1,600,000	81,600,000
VA Norfolk LRT	Norfolk	127,980,000	23,030,000	91,999,788	59,200,643	68,969,788	35,361,669	21,694,065	57,055,734
WA Central Link Initial Segment	Seattle	500,000,000	402,553,265	475,971,851	70,000,000	4,818,586	24,028,149	4,818,586	28,846,735
<b>Subtotal Existing FFGAs</b>		<b>\$9,200,090,000</b>	<b>\$3,785,236,760</b>	<b>\$5,005,682,802</b>	<b>\$1,162,584,267</b>	<b>(\$1,410,346,481)</b>	<b>\$1,161,202,018</b>	<b>(\$21,581,969)</b>	<b>\$1,139,620,604</b>

<sup>1</sup> Final payment year extended due to shortfall.

<sup>4</sup> Final payment year - shortfall.

QUESTION: Please prepare a table for each project with an FFGA or proposed for an FFGA:

- the approximate date of the ROD
- the FFGA final year payment
- the amount of federal funding to be provided after revenue operations commencing before the final FFGA payment.

RESPONSE:

[The information follows:]

[Insert #14 – Revenue Operation]

**Federal Transit Administration  
Proposed FY 2009 Section 5309 New Starts  
(Dollars in Millions)**

			Approximate Date of the ROD	The FFGA Final Year Payment	Amount of Federal Funding to be Provided After Revenue Operation Date commencing
<b>A. Existing Full Funding Grant Agreements (FFGAs)</b>					
AZ	Central Phoenix/East Valley Light Rail	Phoenix	Dec-08	2011	\$183.9
CA	Metro Gold Line Eastside Extension	Los Angeles	Dec-09	2010	\$73.4
CO	Southeast Corridor LRT	Denver	Jun-08	2008	\$0.0
DC	Largo Metrorail Extension	Washington	Dec-04	2009	\$104.0
IL	Ravenswood Line Extension	Chicago	Dec-09	2009	\$0.0
MN	Northstar Corridor Rail	Minneapolis-Big Lake	Jan-10	2009	\$0.0
NJ	Hudson-Bergen MOS-2	Northern NJ	Dec-05	2008	\$250.0
NY	Long Island Rail Road East Side Access	New York	Dec-13	2016	\$454.3
NY	Second Avenue Subway	New York	Jun-14	2014	\$0.0
OR	South Corridor I-205/Portland Mail LRT Portland	Portland	Sep-09	2011	\$185.4
PA	North Shore LRT Connector	Pittsburgh	Jun-11	2009	\$0.0
TX	Northwest/Southeast LRT MOS	Dallas	Jun-11	2014	\$253.8
UT	Weber County to Salt Lake City Commuter Rail	Salt Lake City	Sep-08	2012	\$307.7
VA	Norfolk LRT	Norfolk	Jan-10	2010	\$0.0
WA	Central Link Initial Segment	Seattle	Jul-09	2009	\$0.0
<b>Subtotal Existing FFGAs</b>					
<b>B. Pending Full Funding Grant Agreements</b>					
CO	West Corridor LRT	Denver	Jan-13	N/A	N/A
WA	University Link LRT Extension	Seattle	Mar-16	N/A	N/A

\*FFGA was amended to add 52 rail cars and "project scope changes".

**PENDING/PROPOSED FULL FUNDING GRANT AGREEMENTS  
FUNDING**

QUESTION: Please provide for the record the rating given to each of the projects pending and proposed for FFGAs in fiscal year 2009 and the projects recommended for appropriations within the amounts provided for planning and preliminary engineering.

RESPONSE: The table with ratings for pending and proposed FFGAs for FY 2009 is below.

**FERAL TRANSIT ADMINISTRATION  
Summary of FY 2009 New Starts Ratings**

<b>Phase State, City, Project</b>	<b>Overall Project Rating</b>	<b>Local Financial Commitment Rating</b>	<b>Project Justification Rating</b>
<b>Final Design</b>			
CO Denver, West Corridor LRT	Medium-High	Medium-High	Medium
WA Seattle, University Link LRT	High	Medium-High	Medium-High
<b>Small Starts Project Development</b>			
AZ Flagstaff, Mountain Links BRT	Medium	Medium	Medium
CA Livermore, Livermore-Amador Route 10 BRT	Medium	Medium	Medium
CA Los Angeles, Metro Rapid Bus System Gap Closure	Medium	Medium	Medium
CA Los Angeles, Wilshire Boulevard Bus-Only Lane	Medium	Medium	Medium
CA Riverside, Perris Valley Line	Medium-High	High	Medium
CA San Diego, Mid-City Rapid	Medium-High	High	Medium
CO Fort Collins, Mason Corridor BRT	Medium	Medium	Medium
MA Fitchburg, Commuter Rail Improvements	Medium-High	High	Medium
MO Kansas City, Troost Corridor BRT	Medium	Medium	Medium
OR Portland, Streetcar Loop	Medium-High	Medium	Medium-High
OR Springfield, Pioneer Parkway EmX BRT	Medium	Medium	Medium-High
WA King County, Bellevue-Redmond BRT	Medium	Medium	Medium
WA King County, Pacific Highway South BRT	Medium	Medium	Medium

**QUESTION:** Please provide for the record the amount that each of the projects pending and proposed for FFGAs in fiscal year 2009 has received through the FY 2008.

**RESPONSE:**

There are two pending FFGA projects included in the President's FY 2009 budget. The Denver, Colorado West Corridor Light Rail Transit (LRT) project has appropriations totaling \$79.1 million through fiscal year 2008, and \$60 million is requested in the President's budget for fiscal year 2009. The Seattle, Washington University Link LRT Extension project has appropriations totaling \$19.6 million through fiscal year 2008, and \$100 million is requested in the President's budget for fiscal year 2009.

There are no proposed FFGAs included in the President's FY 2009 budget.

Funding amounts are detailed in the table below:

<b>Federal Transit Administration</b>			
<b>New Starts Pending FY 2009 Full Funding Grant Agreements</b>			
<b>(\$ in millions)</b>			
<b>Pending Full Funding Grant Agreements</b>		<b>Total Appropriations Through FY 2008</b>	<b>FY 2009 President's Budget</b>
CO	Denver West Corridor LRT	\$79.1	\$60.0
WA	Seattle University Link LRT Extension	19.6	100.0
<b>TOTAL</b>		<b>\$98.7</b>	<b>\$160.0</b>

**AUTHORIZED NEW START PROJECTS**

**QUESTION:** For each project authorized in SAFETEA-LU as a transit new start, please provide the rating given to that project by the FTA. Please list the projects in alphabetical order.

**RESPONSE:**

**FEDERAL TRANSIT ADMINISTRATION**  
**SAFETEA-LU New Starts Earmark Project Ratings**

State	Project	FY 2009 or Subsequent Rating
<b>Full Funding Grant Agreements Projects Authorized</b>		
GA	Atlanta - North Springs Extension	FFGA
MD	Baltimore Central LRT Double Tracking	FFGA
NC	Charlotte South Corridor LR	FFGA
IL	Chicago Douglas	FFGA
IL	Chicago METRA North Central	FFGA
IL	Chicago METRA SW	FFGA
IL	Chicago METRA UP West Line	FFGA
IL	Chicago Ravenswood	FFGA
OH	Cleveland Euclid	FFGA
CO	Denver SE	FFGA
FL	Ft Lauderdale Tri-Rail CR	FFGA
MD	Largo Metrorail Extension	FFGA
CA	Los Angeles - LA Metro Gold Line East Side LRT	FFGA
CA	Los Angeles - LA North Hollywood	FFGA
MN	Minneapolis - Hiawatha Corridor LRT	FFGA
NJ	New Jersey Urban Core - Newark-Elizabeth Rail Link MOS1	FFGA
NJ	New Jersey Urban Core - Hudson-Bergen MOS 2	FFGA
NJ	New Jersey Urban Core Hudson Bergen LRT	FFGA
LA	New Orleans Canal St	FFGA
NY	New York - LIRR East Side Access	FFGA
AZ	Phoenix - Central Phoenix East Valley	FFGA
PA	Pittsburgh North Shore LR	FFGA
PA	Pittsburgh North Shore LRT Connector	FFGA
PA	Pittsburgh Stage II LRT Reconstruction	FFGA
OR	Portland Interstate MAX	FFGA
UT	Salt Lake City - CBD to University LRT	FFGA
UT	Salt Lake City - Medical Center	FFGA
CA	San Diego Mission Valley East	FFGA
CA	San Diego Oceanside Escondido Rail Corridor	FFGA
CA	San Francisco SFO-BART	FFGA
PR	San Juan Tren Urbano	FFGA
WA	Seattle Central Link LR	FFGA
MO	St. Louis Metrolink Extension St. Clair Cty	FFGA
<b>Projects Authorized for Final Design &amp; Construction (FD&amp;C)</b>		
MA	Boston Silver Line Phase II & III	Medium
FL	Central Florida Commuter Rail	1/
TX	Dallas DART NW/SE LR MOS	FFGA
DE	Delaware - Wilmington-Newark Commuter Improvements	Exempt
CO	Denver West Corridor	Medium-High
TX	El Paso Line (SMART)	Not Rated
PA	Harrisburg Corridor I CR	Exempt

TX	Houston Advanced Transit Program (SE and N Corridor BRT)	Not Rated
MO	Kansas City-Southtown BRT	Medium
NV	Las Vegas Resort Corridor Downtown Extn.	Not Rated
CA	Los Angeles - LA MTA Exposition LRT	Not Rated
MD	MARC	Not Rated
FL	Miami-Dade North Corridor	Medium-Low
MN	Minneapolis Northstar CR	FFGA
NH	Nashua Commuter Rail	Not Rated
TN	Nashville CR	Exempt
CT	New Britain Hartford Busway	Medium
LA	New Orleans Desire Street Corridor	Not Rated
VA	Norfolk LRT	FFGA
VA	Northern Virginia - Dulles Phase 1	Medium
CA	Orange County Centerline Rapid Transit Project	Not Rated
PA	Philadelphia Schuylkill Valley Rail	Not Rated
OR	Portland South LRT I-205 to Portland Mall LRT	FFGA
RI	Providence - South County CR	Exempt
NC	Raleigh Triangle Transit	Not Rated
CA	Sacramento So Corridor Phase 2	Medium-High
CA	San Diego Mid Coast Extension	Not Rated
CA	San Francisco Muni Third St. LRT	Medium-High
CA	San Gabriel Gold Line Foothill Ext. (LA to Montclair)	Not Rated
CA	Santa Clara VTA Silicon Valley	Not Rated
NY	Second Ave Subway	FFGA
FL	Tampa Bay Regional Rail	Not Rated
OR	Washington Cty CR Wilsonville to Beaverton	FFGA
AK	Wasilla-Girdwood CR	Not Rated
UT	Weber Cty to Salt Lake City CR	FFGA

**Projects Authorized for Alternatives Analysis or Preliminary Engineering (AA/PE)**

CA	Alameda Fixed Guideway Corridor Project	Not Rated
CA	Alameda Transit Improvement & Multimodal Center	Not Rated
NM	Alberquerque High Capacity Corridor	Not Rated
MI	Ann Arbor-Detroit CR	Not Rated
GA	Atlanta Belt Line C-Loop	Not Rated
GA	Atlanta East Line I-20 Corridor	Not Rated
GA	Atlanta GRTA I-75 Corridor	Not Rated
GA	Atlanta Interstate 285 Transit Corridor	Not Rated
GA	Atlanta North Line Corridor (GA 400)	Not Rated
GA	Atlanta West Line I-20 Corridor	Not Rated
TX	Austin Rapid Bus Transit	Not Rated
TX	Austin Urban CR	Not Rated
TX	Austin-San Antonio I-35 CR	Not Rated
MD	Baltimore Red/Green Line Transit Project	Not Rated
LA	Baton Rouge BRT	Not Rated
NJ	Bayonne Hudson Bergen LRT to NY Harbor	Not Rated
NM	Bernalillo-Santa Fe CR	Not Rated
AL	Birmingham Transit Corridor	Not Rated
AL	Birmingham-Jefferson Transit Authority I-65 South BRT	Not Rated
ID	Boise Downtown Corridor	Not Rated

ID	Boise Valley Regional Transit Corridor Preservation	Not Rated
MA	Boston Assembly Square Orange Line Station	Not Rated
MA	Boston North-South Rail Link	Not Rated
MA	Boston Urban Ring BRT	Not Rated
MA	Boston, North Shore Corridor, Blue Line	Not Rated
CT	Bridgeport Intermodal Corridor	Not Rated
FL	Broward County BRT	Not Rated
NJ	Camden North Ferry Terminal	Not Rated
TX	Carrollton Regional Intermodal Passenger Rail Facility	Not Rated
IA	Cedar Rapids River Rail Project	Not Rated
FL	Central FL Orlando I-4 CR	Medium-High
AZ	Central Phoenix E. Valley Extensions	Not Rated
IL	Cermack Road BRT	Not Rated
NC	Charlotte Center City Streetcar Loop	Not Rated
NC	Charlotte Multimodal Station	Not Rated
NC	Charlotte North Corridor	Not Rated
NC	Charlotte Northeast Corridor	Medium-High
NC	Charlotte SE Corridor	Not Rated
NC	Charlotte South Corridor to Rock Hill	Not Rated
NC	Charlotte West Corridor	Not Rated
IL	Chicago CTA Orange Line Extn	Not Rated
IL	Chicago CTA Red Line Extn	Not Rated
IL	Chicago CTA Transit Hub (Circle Line)	Not Rated
IL	Chicago CTA Yellow Line Extn	Not Rated
IL	Chicago Ogden Avenue Corridor	Not Rated
IL	Chicago Pace Golf Road BRT	Not Rated
CA	Chula Vista BRT	Not Rated
OH	Cleveland-Akron-Canton CR	Not Rated
SC	Columbia LR	Not Rated
OH	Columbus North Corridor LRT	Not Rated
CA	Contra Costa BART Extension	Not Rated
TX	Corpus Christi Downtown Trolley	Not Rated
TX	Dallas DART Beltline to DFW	Not Rated
TX	Dallas DART CBD	Not Rated
TX	Dallas DART Rowlett LRT Extn	Not Rated
OH	Dayton Aviation Heritage Corr. Streetcar	Not Rated
TX	Denton County Fixed Guideway	Not Rated
CO	Denver East Corridor to Airport	Not Rated
CO	Denver Gold Line Arvada	Not Rated
CO	Denver I-225 Transit Corridor	Not Rated
CO	Denver North Metro Corridor to Thornton	Not Rated
CO	Denver RR Right of Way	Not Rated
CO	Denver SE Cor.To LoneTree/Ridgegate	Not Rated
CO	Denver SW Cor. To C470/Lucent Blvd	Not Rated
CO	Denver US Route 36 Corridor	Not Rated
MI	Detroit Center City Loop	Not Rated
MI	Detroit Woodward Corridor	Not Rated
PA	Erie Ferry Acquisition	Not Rated
MA	Fitchburg CR	Medium-High
FL	Ft Lauderdale Downtown Rail Link	Not Rated

TX	Ft Worth Trinity CR	Not Rated
FL	Ft. Lauderdale from NW 215 & 79 Sts.	Not Rated
TX	Ft. Worth Cotton Belt CR to DFW	Not Rated
TX	Galveston Trolley	Not Rated
CA	Glendale Downtown Streetcar	Not Rated
MI	Grand Rapids Corridor	Medium
GM	Guam Tumon Bay - Airport LR	Not Rated
PA	Harrisburg Corr. 1 MOS2 CR E. Mechanicsburg/Carlisle	Not Rated
MS	Harrison County Canal Road Intermodal Connector HOV/BRT	Not Rated
NV	Henderson-Las Vegas-N. LV Reg. Fixed Guideway	Not Rated
HI	Honolulu Rapid Transit	Not Rated
TX	Houston Advanced Transportation Technology System	2/
TX	Houston Commuter Rail Service in Harris & Ft. Bend Counties	Not Rated
MS	I-69 HOV/BRT	Not Rated
IN	Indianapolis System of Metro Area Rapid Transit	Not Rated
FL	Jacksonville E/SW Corridor	Not Rated
FL	Jacksonville N/SE Corridor	Not Rated
MO	Kansas City - Lawrence, KS CR	Not Rated
WI	Kenosha Streetcar Expansion	Not Rated
WI	Kenosha-Racine-Milwaukee CR	Not Rated
WA	King County I-405 BRT	Medium
NJ	Lackawanna Cutoff Rail Restoration	Not Rated
NV	Lake Tahoe Passenger Ferry Service	Not Rated
MN	Lakeview Cedar Ave BRT	Not Rated
OR	Lane County BRT Ph 2	Medium
NV	Las Vegas Boulder Highway MAX BRT	Not Rated
MA	Lechmere to Somerville & Medford	Not Rated
DC	Light Rail Starter Line	Not Rated
AR	Little Rock River Rail Streetcar	Not Rated
AR	Little Rock-West Little Rock CR	Not Rated
OH	Lorain-Cleveland CR	Not Rated
GA	Lovejoy to Griffin CR	Not Rated
WI	Madison and Dane County CR	Not Rated
WI	Madison LRT	Not Rated
WI	Madison Streetcar	Not Rated
GA	MARTA Memorial Dr. BRT	Not Rated
MD	Maryland - Silver Spring Capacity Improvements	Not Rated
MD	Maryland I-270 Corridor Cities Transitway	Not Rated
MA	Massachusetts - Worcester to New Bedford CR Extension	Not Rated
TN	Memphis Downtown Airport Corridor	Not Rated
TN	Memphis Intermodal Terminal	Not Rated
TN	Memphis Regional Rail	Not Rated
IL	METRA BNSF Naperville to Aurora	Not Rated
IL	METRA SE Service Line CR	Not Rated
IL	METRA South Suburban Airport CR ext.	Not Rated
IL	METRA STAR Line CR	Not Rated
IL	METRA UP NW Line Capacity Up	Not Rated
IL	METRA UP West Line Core Cap	Not Rated
IL	METRA West Line Ext. Elgin to Rockford	Not Rated
FL	Miami Downtown Streetcar	Not Rated

FL	Miami-Dade Douglas Road	Not Rated
FL	Miami-Dade East/West Corr	Not Rated
FL	Miami-Dade Kendall-Airport Corr	Not Rated
FL	Miami-Dade Miami Intermodal Center to Earlington Hts	Not Rated
FL	Miami-Dade Northeast Corridor	Not Rated
FL	Miami-Dade South Dade Corridor	Not Rated
NY	Middletown-So Fallsburg Passenger Rail	Not Rated
WI	Milwaukee Downtown Dedicated Guideway Transit Corridor	Not Rated
MN	Minneapolis Central Corridor	Medium
MN	Minneapolis Northwest Corridor Busway	Not Rated
MN	Minneapolis-St. Paul Hinkley Rush Line Corridor	Not Rated
MO	Missouri/Kansas I-35 Transit Corridor	Not Rated
CA	Monterey Commuter Rail	Not Rated
MD	Montgomery/PG Cty Purple Line	Not Rated
NJ	Morris/Essex/Boonton CR Improv	Not Rated
NH	Nashua-Manchester CR Extension	Not Rated
TN	Nashville Area Transit Corridors	Not Rated
TN	Nashville Commuter Rail	Exempt
TN	Nashville Southeast Rail Corridor	Not Rated
NY	Nassau & Queens Cty LIRR Main Line 3rd Track	Not Rated
NY	Nassau Hub Long Island RR	Not Rated
MA	New Bedford-Fall River CR Extensions	Not Rated
CT	New Haven/Hartford/Springfield CR	Not Rated
NJ	New Jersey Transit NY Susquehanna & Western RR	Not Rated
NJ	New Jersey Urban Core	Not Rated
LA	New Orleans CBD to Airport CR	Not Rated
LA	New Orleans Riverfront Streetcar Downriver Extension	Not Rated
LA	New Orleans Riverfront Streetcar Upriver Extension	Not Rated
NY	New York - Governors Island Transportation Access	Not Rated
NY	New York - Long Island Sound (Weschester) Ferry Service	Not Rated
NY	New York - Penn Station Access project	Not Rated
NY	New York - Rockaway/Bklyn Army/ManhattanFerry	Not Rated
NY	New York - Staten Island/Manhattan HiSpd Ferry	Not Rated
NY	New York - Stewart Airport Rail Access	Not Rated
NY	New York - Tappan Zee I 287 Corridor	Not Rated
NY	New York - West Harlem Waterfront Ferry Improvement	Not Rated
NY	New York City - BRT	Not Rated
NY	New York City - Highline	Not Rated
NY	Newburgh LRT	Not Rated
VA	Norfolk Naval Station Corridor	Not Rated
VA	Norfolk-Petersburg US Rt 460 CR	Not Rated
NJ	Northeast Corridor CR Improvements	Not Rated
IN	Northern Indiana Commuter District Line	Not Rated
IN	Northern Indiana West Lake CR (So. Shore CR)	Not Rated
VA	Northern Virginia -Columbia Pike Transit	Not Rated
VA	Northern Virginia -Crystal City Potomac Yards	Not Rated
VA	Northern Virginia Dulles Corridor Extension Phase 2	Not Rated
VA	Northern Virginia Richmond Hwy Rt 1 Rapid Transit	Not Rated
PA	Oakland Technology Corridor	Not Rated
CA	Oakland Telegraph Ave. International Blvd/East 14th St BRT	Not Rated

UT	Ogden Intermodal Weber State University Transit Connection	Not Rated
CA	Orange County BRT	Not Rated
FL	Orlando-Orange City LRT	Not Rated
IL	Ottawa Illinois Valley CR Extensions	Not Rated
PA	Philadelphia 52nd St City Connector	Not Rated
PA	Philadelphia Broad St Extension	Not Rated
PA	Philadelphia Elwyn to Wawa Train Service Restoration	Not Rated
PA	Philadelphia Navy Yard Transit Exten	Not Rated
PA	Philadelphia Rte 100 Rapid Trolley	Not Rated
NJ	Phillipsburg Extension	Not Rated
NC	Piedmont Authority Reg Rail East/West Rail Transit Corridor Project	Not Rated
FL	Pinellas Mobility Initiative BRT	Not Rated
PA	Pittsburgh East-West Corr RT	Not Rated
PA	Pittsburgh Keyston West Passenger Rail Cor. in Blair, Cambria & Allegheny Cty	Not Rated
PA	Pittsburgh MLK Busway Extn	Not Rated
OR	Portland Streetcar Extension	Medium
ME	Portland Yarmouth Brunswick Lewiston/Auburn Passenger Rail	Not Rated
RI	Providence South County Commuter Rail Phase ii	Not Rated
UT	Provo-Orem BRT	Not Rated
PA	Quakertown-Stoney Creek Rail Restor	Not Rated
NJ	Raritan Valley CR	Not Rated
NV	Reno Virginia St BRT	Not Rated
CA	Riverside Perris Valley Line Metrolink Extension	Medium-High
CO	Roaring Fork BRT	Not Rated
IL	Rock Island - Quad City RTS	Not Rated
CA	Sacramento Downtown Streetcar Project	Not Rated
CA	Sacramento Downtown/Natomas Airport Cor.	Not Rated
CA	Sacramento Regional Rail Auburn to Oakland	Not Rated
UT	Salt Lake City Airport to University Extension	Not Rated
UT	Salt Lake City Delta Center to Gateway Intermodal Cen. LRT	Not Rated
UT	Salt Lake City Draper/Sandy LRT Extn	Not Rated
UT	Salt Lake City Provo CR Extension	Not Rated
UT	Salt Lake City to South Davis Transit Connection	Not Rated
UT	Salt Lake City TRAX Capacity Improvement	Not Rated
TX	San Antonio BRT	Not Rated
CA	San Diego First BRT	Medium-High
CA	San Diego Imperial County Mag Lev Airport Cor. Project	Not Rated
CA	San Diego LOSSAN - Del Mar	Not Rated
CA	San Diego Sprinter Rail Line	Not Rated
CA	San Francisco BART Extension to Livermore	Not Rated
CA	San Francisco BART Extn Oakland Airport	Not Rated
CA	San Francisco Muni Geary Boulevard BRT	Not Rated
CA	San Francisco Oyster Point Ferry Terminal	Not Rated
CA	San Francisco Transbay Terminal Caltran Downtown Ext Project	Not Rated
CA	San Joaquin CR (Altamont CR)	Not Rated
CA	San Joaquin Reg. Rail Commission Central Valley Rail Service	Not Rated
PR	San Juan Tren Urbano Minillas Ext	Not Rated
NM	Santa Fe El Dorado	Not Rated

WA	Seattle LINK LRT Extn	High
WA	Seattle Monorail - Green Line Extension	Not Rated
WA	Seattle Sound Transit CR	Not Rated
WA	Seattle Sound Transit Reg Exp BRT	Not Rated
TN	Sevierville-Pigeon Ford BRT	Not Rated
CA	Sonoma/Marin CR SMART	Not Rated
SC	South Carolina HSR Corridor (Florence-MyrtleB-Charleston)	Not Rated
CA	Southern CA High Speed Rail	Not Rated
NJ	Southern NJ to Philadelphia Transit Project	Not Rated
MO	St. Louis East-West Gateway	Not Rated
MO	St. Louis Metro South Corridor	Not Rated
MO	St. Louis MetroLink Scott AFB Mid Amer Apt	Not Rated
MO	St. Louis Northside and Daniel Boone Corridors	Not Rated
MO	St. Louis University Downtown Trolley	Not Rated
MN	St. Paul Red Rock Cor. CR	Not Rated
CT	Stamford Urban Transitway Ph 2	Exempt
CT	Stamford-Boston Post Rd Intermodal Center	Not Rated
FL	Tampa BRT	Not Rated
FL	Tampa Streetcar Extension to Downtown	Not Rated
OH	Toledo CBD to Zoo	Not Rated
OH	Toledo University Corridor	Not Rated
NJ	Trans-Hudson Midtown Corridor	Medium
PR	Tren Urbano Rio Piedras to Carolina	Not Rated
NJ	Trenton Trolley	Not Rated
FL	Tri-Rail Dolphin Extension	Not Rated
FL	Tri-Rail Fl Eastcoast Extn	Not Rated
FL	Tri-Rail Jupiter Extn	Not Rated
FL	Tri-Rail Scripps Corridor Ext	Not Rated
AZ	Tucson-Old Pueblo Trolley Ext	Not Rated
WA	Vancouver Clark County Max Extension	Not Rated
VA	Virginia Beach BRT	Not Rated
VA	Virginia Railway Express Capacity Improvements	Not Rated
MD	Waldorf Corridor Route 5 Corridor	Not Rated
WA	Washington State - Issaquah Valley Trolley	Not Rated
WA	Washington State Ferries	Not Rated
DC	Washington, DC - Woodrow Wilson Bridge Transit Projects	Not Rated
UT	West Jordan LRT Extn (also referred to as Mid-Jordan)	Medium-High
NJ	West Trenton	Not Rated
UT	West Valley City 3500 South BRT	Not Rated
UT	West Valley LRT Extn	Not Rated
DE	Wilmington Commuter Rail to Middletown	Not Rated
NC	Winston Salem Downtown Streetcar System	Not Rated
VA	Wmsburg-Newport News Peninsula	Not Rated

1/ See "Fl Central Florida Orlando I-4 CR (AA/PE)

2/ See "TX Houston Advanced Transit Program (FD/C)"

### CONTINGENT COMMITMENT AUTHORITY

**QUESTION:** How much contingent commitment authority remains available (1) now, (2) if proposed FFGAs are signed, and (3) if the projects with FFGAs anticipated in CY 2008 are signed? Please answer separately for each category.

**RESPONSE:** The following chart shows that currently there is \$2.10 billion in available commitment authority. Once FFGAs for Denver-West Corridor LRT and Seattle University Link LRT Extension are signed, the remaining available commitment authority will be \$1.14 billion.

	[in millions]
<b>I. Available SAFETEA-LU Authority-Guaranteed Level</b>	<b>\$12,691.330</b>
Additional Commitment Authority per BART	181.856
<b>Total</b>	<b>\$12,873.186</b>
<b>II. Existing Commitments</b>	
Remaining ISTEAF FFGA Commitments [FY 2005 - FY 2007]	236.674
Remaining TEA-21FFGA Commitments [FY 2005- Post 2009]	2,908.728
Existing SAFETEA-LU FFGA Commitments [FY 2005-Post 2009]	6,012.374
PMO Takedown [FY 2005-09]	76.966
Alaska and/or Hawaii Ferry Boat Set-aside [FY 2005-2009]	69.916
Denali Commission [FY 2006-FY 2009]	19.901
Small Starts	282.621
Urban Partnership Agreement Projects	112.700
Public-Private Partnership Pilot Program	25.000
Preliminary Engineering	781.321
Prior Funding for FY 2008 Pending FFGAs and Other New Starts Projects	259.115
Reallocated Funds*	(\$14.361)
<b>Total</b>	<b>\$10,770.955</b>
<b>Remaining Commitment Authority (1)</b>	<b>\$2,102.231</b>
<b>III. Pending FY 2009 Budget Recommendations</b>	
FY 2008 Pending FFGAs (Denver West Corridor LRT and Seattle - University Link LRT Extension)	959.979
<b>Remaining Commitment Authority (2) &amp; (3)</b>	<b>\$1,142.252</b>

\*Includes \$1,362,683 in FY 2001 funds and \$12,998,815 in FY 2002 funds reallocated under Public Law 108-447, as adjusted by the FY 2005 Emergency Supplemental Appropriations Act. The amount of commitments supported by these reallocated funds is not counted against the SAFETEA-LU Commitment Authority.

**SECURITY ISSUES**

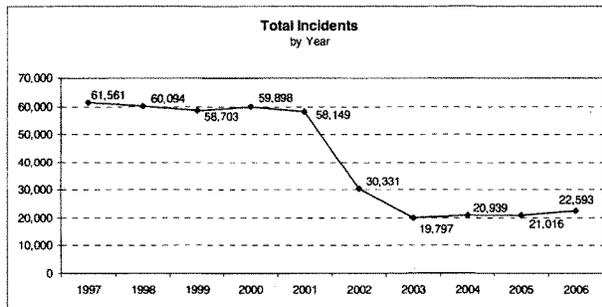
**QUESTION:** SAFETEA-LU requires Section 5307 grantees to spend at least one percent of their formula funds on transit security unless the Secretary issues a waiver from that requirement. What, if any, waivers have been granted from these requirements by the Secretary in the last two years?

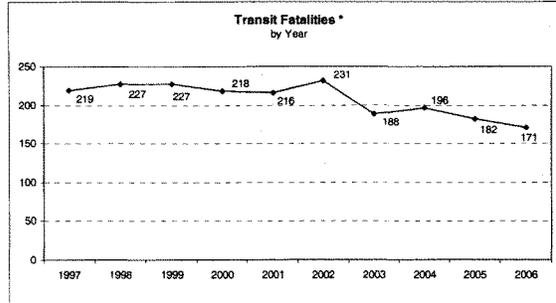
**RESPONSE:** To date, no waivers have been granted. 49 U.S.C. Section 5307 (d)(1)(J)(i) requires grantees to expend at least one percent of the amount they receive under section 5307 each fiscal year for public transportation security projects, or provide justification that the expenditure for security projects is not necessary. The latter has not occurred.

**ANNUAL ACCIDENT DATA**

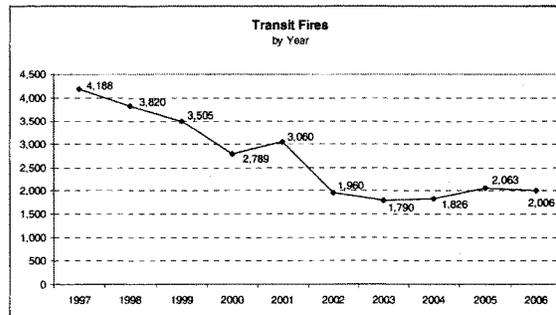
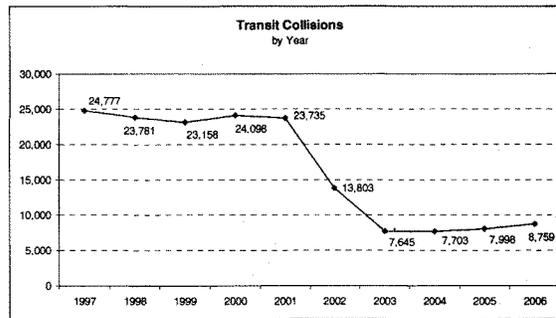
**QUESTION:** Please provide updated annual accident data from the National Transit Database. Please include charts detailing data in the following areas for the most recent decade available: transit incidents; transit injuries; transit fatalities; transit passenger miles; transit collisions; transit personal casualties; transit fires; and transit derailments/buses going off road.

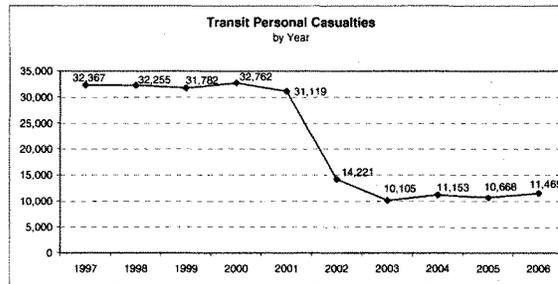
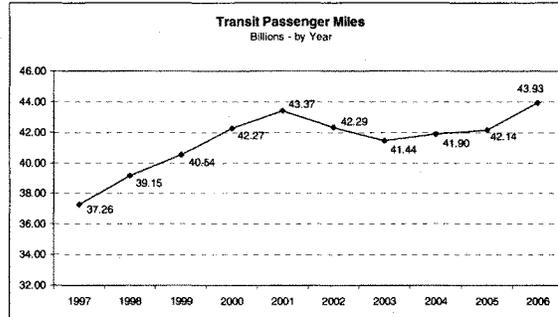
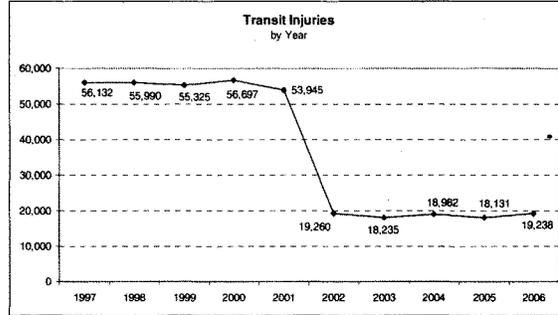
**RESPONSE:** The following charts show the updated annual accident data:

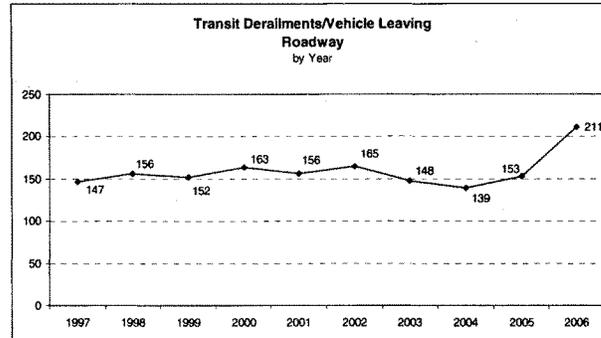




\* Not including suicide fatalities







The updated information is derived from reports submitted to the Federal Transit Administration's (FTA) National Transit Database (NTD) for most transit modes and from the Federal Railroad Administration (FRA) for commuter rail. To maintain continuity with data submitted in response to QFR's in past years, only safety statistics for the following transit modes are included in the charts: Motor Bus (MB), Commuter Rail (CR), Heavy Rail (HR), Light Rail (LR), Automated Guideway (AG), Demand Response (DR), and Vanpool (VP). Statistics for Trolley Bus (TB), Ferryboat (FB), Cable Car (CC), Inclined Plane (IP), Monorail (MO), Alaska Railroad (AR), Jitney (JT), and Público are not included. For the same reason, these charts only include data for directly-operated (DO) services. Data for service that is contracted-out as purchased transportation (PT) service is not included.

The definitions used for reporting data to the NTD Safety & Security Module were revised in 2002. The definition of a reportable injury was to only include injuries requiring immediate medical transportation away from the scene. Previously, any claimed injury was reported. Additionally, the property damage threshold for a reportable incident was revised from \$1,000 to \$7,500. The raised thresholds for injuries and property damage dramatically lowered the number of reported incidents in 2002. As such, data on injuries and incidents from 2002 to the present cannot be compared with data on injuries and incidents from before this date. Although the new thresholds have caused a discontinuity in the data, the new thresholds are consistent with definitions used by other Department of Transportation (USDOT) modal administrations. It also has refocused the NTD and FTA on serious safety incidents.

There has been a slight increase in the number of transit incidents from 2003 to 2006. The total of 30,331 incidents in 2002 may have been anomalous as reporters adjusted to the new definition thresholds. Adjusted for increasing transit ridership, there were 47.8 incidents per 100 million PMT in 2003 and 51.4 incidents per 100 million PMT in 2006, an increase of 7.5%. From 2003 to 2005 there were occasional interruptions in funding for the NTD Safety & Security Module. This may have caused the data to be underreported in those years. FTA is continuing to take steps to increase the quality and reliability of data in the Safety & Security Module, and to examine a possible trend of an increasing number of safety incidents.

Despite increasing transit ridership, the transit fatality count (excluding suicides) has dropped significantly in the last three years and hit a new modern-era low of just 171 fatalities in 2006. Most transit-related fatalities involve pedestrians, trespassers, and motorists and the disregard of posted signs or signals. Only 17 of the 171 (10%) transit-related fatalities were transit vehicle occupants, making transit one of the safest modes of travel. When taken in the context of steadily rising ridership and passenger miles, the fatality rate per 100 million PMT has dropped by 34 percent over the last 10 years and by 17 percent over the last two years.

Light rail (LR) grade crossings are an area where an increase in fatalities had been noted in recent years. Despite a 10 percent increase in LR passenger miles from 2005 to 2006, the number of LR collisions at grade crossings decreased from 8 in 2005 to 6 in 2006.

There has been a discernable increase in transit derailments and in vehicles going off the road. Since 2000, LR derailments have nearly doubled, from 24 in 1999 and 2000 to 47 in 2006. The 29 HR derailments in 2006 were nearly double the 15 HR derailments in 2005, but below the 38 HR derailments in 1999. The 93 MB vehicle-leaving-roadway incidents in 2006 were well above the average of 51 such incidents over the previous nine years.

#### **FORMULA AND BUS FUNDING**

**QUESTION:** Provide the fiscal year 2009 grant allocations by urbanized area, nonurbanized area and the elderly and persons with disabilities apportionments by state.

**RESPONSE:**

[The information follows:]

[Insert #21 – Formula Apportionments]

**FEDERAL TRANSIT ADMINISTRATION**  
**Estimated Fiscal Year 2009 Apportionments for Formula Grants Programs (by State)**

State	Urbanized Areas (5307 and 5340)	Nonurbanized Areas (5311 and 5340)	Elderly / Persons with Disabilities	State Total
Alabama.....	20,047,160	13,250,536	2,316,728	35,614,424
Alaska.....	25,188,965	6,050,865	298,338	31,538,168
America Samoa.....	0	226,697	65,166	291,863
Arizona.....	64,986,125	9,472,743	2,421,844	76,880,712
Arkansas.....	9,951,811	10,112,054	1,485,312	21,549,177
California.....	738,992,279	22,705,022	14,201,973	775,899,274
Colorado.....	64,439,533	8,335,931	1,680,952	74,456,416
Connecticut.....	75,135,245	2,701,840	1,633,799	79,470,884
Delaware.....	11,973,948	1,262,598	467,748	13,704,294
District of Columbia.....	83,668,270	0	401,674	84,069,944
Florida.....	222,547,163	13,641,284	9,054,548	245,242,995
Georgia.....	84,717,823	17,175,302	3,388,163	105,281,288
Guam.....	0	612,752	173,448	786,200
Hawaii.....	30,783,539	1,961,769	652,887	33,398,195
Idaho.....	7,240,524	5,835,579	622,251	13,698,354
Illinois.....	267,911,602	14,150,726	5,238,179	287,300,507
Indiana.....	45,729,812	13,574,712	2,750,575	62,055,099
Iowa.....	17,118,355	10,113,138	1,411,636	28,643,129
Kansas.....	12,627,945	9,369,784	1,263,995	23,261,724
Kentucky.....	23,049,200	12,826,307	2,134,698	38,010,205
Louisiana.....	37,215,148	10,112,471	2,125,248	49,452,867
Maine.....	4,863,204	5,420,533	738,482	11,022,219
Maryland.....	116,646,140	4,969,045	2,260,435	123,875,620
Massachusetts.....	191,342,194	3,481,280	3,005,985	197,829,459
Michigan.....	83,708,917	17,258,310	4,355,117	105,322,344
Minnesota.....	56,687,374	12,715,494	1,990,631	71,393,499
Mississippi.....	6,275,590	11,510,947	1,489,595	19,276,132
Missouri.....	46,452,872	13,825,950	2,626,238	62,905,060
Montana.....	3,259,895	7,512,639	515,089	11,287,623
N. Mariana Islands.....	803,841	34,899	66,533	905,273
Nebraska.....	10,105,582	6,543,694	833,830	17,483,106
Nevada.....	31,904,054	4,906,930	1,022,392	37,833,376
New Hampshire.....	6,332,420	3,494,073	625,384	10,451,877
New Jersey.....	329,350,786	3,236,635	3,827,337	336,414,758
New Mexico.....	11,925,559	8,176,607	922,070	21,024,236
New York.....	703,346,948	17,496,063	9,093,992	729,937,003
North Carolina.....	52,712,879	22,085,658	3,791,181	78,589,718
North Dakota.....	4,065,114	3,966,433	404,204	8,435,751
Ohio.....	106,015,494	19,926,166	5,095,271	131,036,931
Oklahoma.....	16,523,458	11,297,644	1,753,695	29,574,797
Oregon.....	45,813,554	9,764,555	1,624,581	57,202,690
Pennsylvania.....	180,755,156	20,178,463	6,017,165	206,950,784
Puerto Rico.....	52,557,768	1,402,706	2,041,295	56,001,769
Rhode Island.....	21,392,973	579,011	633,128	22,605,112
South Carolina.....	19,202,119	11,094,571	2,016,570	32,313,260
South Dakota.....	3,081,583	4,912,803	447,170	8,441,556
Tennessee.....	36,618,793	14,149,858	2,815,688	53,584,339
Texas.....	243,344,676	33,813,522	8,422,652	285,580,850
Utah.....	38,573,392	4,827,557	827,533	44,228,482
Vermont.....	1,720,097	2,624,150	379,702	4,723,949
Virgin Islands.....	972,160	0	163,743	1,135,903
Virginia.....	71,567,338	12,412,959	2,970,333	86,950,630
Washington.....	122,964,150	9,547,989	2,524,195	135,036,334

**Estimated Fiscal Year 2009 Apportionments for Formula Grants Programs (by State)**

<b>State</b>	<b>Urbanized Areas (5307 and 5340)</b>	<b>Nonurbanized Areas (5311 and 5340)</b>	<b>Elderly / Persons with Disabilities</b>	<b>State Total</b>
West Virginia.....	6,803,236	6,708,994	1,116,184	14,628,414
Wisconsin.....	48,319,340	13,448,423	2,303,921	64,071,684
Wyoming.....	1,744,712	4,642,776	322,017	6,709,505
Subtotal	4,521,077,815	511,459,447	132,832,500	5,165,369,762
Oversight	31,202,738	2,325,000	667,500	34,195,238
Subtotal	4,552,280,553	513,784,447	133,500,000	5,199,565,000
Tribal Transit Program	0	15,000,000	0	15,000,000
Rural Transit Assistance Program	0	9,300,000	0	9,300,000
Grand Total	\$4,552,280,553	\$538,084,447	\$133,500,000	\$5,223,865,000

**QUESTION:** Please provide a table detailing the distribution of FY 2008 and proposed FY 2009 rail modernization formula funds.

**RESPONSE:**  
[The information follows:]

**FEDERAL TRANSIT ADMINISTRATION**  
**FY 2008 and FY 2009 Section 5309 Fixed Guideway Modernization**  
**Apportionments**

<b>State</b>	<b>Area</b>	<b>FY 2008 (Enacted)</b>	<b>FY2009 (Proposed)</b>
Alaska	Anchorage, AK - Alaska Railroad	17,181,327	19,343,159
Arizona	Phoenix--Mesa, AZ	3,560,398	3,921,628
California	Antioch, CA	3,471,024	3,907,764
California	Concord, CA	17,486,020	19,686,191
California	Lancaster--Palmdale, CA	2,810,227	3,163,822
California	Los Angeles--Long Beach--Santa Ana, CA	54,963,805	60,527,112
California	Mission Viejo, CA	1,948,946	2,194,172
California	Oxnard, CA	1,535,983	1,729,247
California	Riverside--San Bernardino, CA	5,344,053	6,016,466
California	Sacramento, CA	4,562,242	5,009,165
California	San Diego, CA	19,383,452	21,432,999
California	San Francisco--Oakland, CA	85,040,842	89,167,296
California	San Jose, CA	18,411,640	20,177,563
California	Stockton, CA	2,068,612	2,328,895
California	Thousand Oaks, CA	852,916	960,234
Colorado	Denver--Aurora, CO	7,366,426	8,190,029
Connecticut	Hartford, CT	2,013,391	2,200,149
Connecticut	Southwestern Connecticut	44,083,117	45,501,400
District of Columbia	Washington, DC--VA--MD	99,138,427	109,227,827
Florida	Jacksonville, FL	390,854	435,013
Florida	Miami, FL	26,697,254	29,338,202
Florida	Orlando, FL	221,138	248,963
Florida	Tampa--St. Petersburg, FL	173,521	190,683
Georgia	Atlanta, GA	33,067,494	36,243,262
Hawaii	Honolulu, HI	1,997,646	2,214,067
Illinois	Chicago, IL--IN	166,374,368	173,615,798
Illinois	Round Lake Beach-McHenry-Grayslake, IL-WI	3,156,546	3,553,717
Indiana	South Bend, IN--MI	1,061,487	1,195,048
Louisiana	New Orleans, LA	3,480,806	3,599,680
Maryland	Baltimore Commuter Rail	22,912,015	24,095,519
Maryland	Baltimore, MD	12,546,013	13,749,815
Massachusetts	Boston, MA	87,431,658	91,476,701
Massachusetts	Worcester, MA-CT	1,352,279	1,522,429
Michigan	Detroit, MI	860,034	950,305
Minnesota	Minneapolis--St. Paul, MN	11,054,752	12,195,190
Missouri	Kansas City, MO--KS	41,964	47,244
Missouri	St. Louis, MO--IL	4,845,312	5,282,643
New Jersey	Atlantic City, NJ	1,520,789	1,712,142
New Jersey	Northeastern New Jersey	104,641,424	109,138,563
New Jersey	Trenton, NJ	2,052,688	2,235,765
New York	Buffalo, NY	1,602,958	1,749,863
New York	New York	439,275,949	459,447,804
New York	Poughkeepsie-Newburgh, NY	2,914,431	3,281,138
North Carolina	Charlotte, NC--SC	237,049	266,876
Ohio	Cleveland, OH	13,744,587	14,031,476
Ohio	Dayton, OH	6,930,493	7,588,160
Oregon	Portland, OR--WA	9,383,075	10,410,665
Pennsylvania	Harrisburg, PA	1,013,865	1,141,434
Pennsylvania	Philadelphia, PA-NJ-DE-MD	107,953,681	111,822,508
Pennsylvania	Pittsburgh, PA	22,078,732	22,483,262

**FEDERAL TRANSIT ADMINISTRATION**  
**FY 2008 and FY 2009 Section 5309 Fixed Guideway Modernization**  
**Apportionments**

<b>State</b>	<b>Area</b>	<b>FY 2008 (Enacted)</b>	<b>FY2009 (Proposed)</b>
Puerto Rico	San Juan, PR	3,149,987	3,455,820
Rhode Island	Providence, RI—MA	3,055,747	3,317,980
Tennessee	Chattanooga, TN—GA	108,589	118,478
Tennessee	Memphis, TN--MS—AR	504,123	567,555
Texas	Dallas--Fort Worth--Arlington, TX	9,761,069	10,944,259
Texas	Houston, TX	10,204,605	11,177,940
Utah	Salt Lake City, UT	3,087,499	3,475,983
Virginia	Virginia Beach, VA	1,550,919	1,687,199
Washington	Seattle, WA	38,294,073	42,205,777
West Virginia	Morgantown, WV	1,371,550	1,502,715
Wisconsin	Madison, WI	939,273	1,024,823
Wisconsin	Milwaukee, WI	361,884	407,418
	Total Apportioned	1,554,627,028	1,649,835,000
	Oversight	15,700,000	16,665,000
	Grand Total	\$1,570,327,028	\$1,666,500,000

QUESTION: Please provide a table reflecting the FY 2009 funding levels for the bus and bus facility projects designated in SAFETEA-LU.

RESPONSE:

[The information follows:]

[Insert #23 – SAFETEA-LU Bus Earmarks]

**FEDERAL TRANSIT ADMINISTRATION**  
**Bus and Bus Facilities Funding under SAFETEA-LU**

Number	State	Project Description	FY 2009 Funding (\$)
427	AK	Alaska Native Medical Center intermodal parking facility	\$1,350,000
466	AK	Anchorage-Transit Needs	274,000
422	AK	C Street Expanded bus facility and inter-modal parking garage, Anchorage, AK	1,350,000
425	AK	CITC Non-profit Services Center inter-modal parking facility, Anchorage, AK	810,000
541	AK	Hoonah, AK-Intermodal Ferry Dock	549,000
416	AK	Improve marine inter-modal facilities in Ketchikan	3,780,000
436	AK	Intermodal facility improvements at the Port of Anchorage	6,750,000
236	AK	Juneau, Alaska-transit bus acquisition and transit center	405,000
550	AK	Juneau-Transit Bus Acquisition and Transit Center	411,000
553	AK	Ketchikan, Alaska-Transit Needs	68,000
574	AK	Matsu, Alaska-Transit Needs	137,000
423	AK	Morris Thompson Cultural and Visitors Center intermodal parking facility, Fairbanks, AK	675,000
596	AK	North Slope Borough, AK-Transit Purposes	549,000
597	AK	North Star Borough, AK-Transit Purposes	274,000
616	AK	Sitka, Alaska-Transit Needs	68,000
664	AK	Wrangell, AK-Ferry Infrastructure	274,000
461	AL	Alabama Institute for Deaf and Blind-Bus project	137,000
462	AL	Alabama State Port Authority-Choctaw Point Terminal	5,485,000
437	AL	American Village/Montevallo, Alabama construction of closed loop Access Road, bus lanes and parking facility	90,288
98	AL	Birmingham, AL Expansion of Downtown Intermodal Facility, Phase II	451,440
496	AL	City of Birmingham, AL-Birmingham Downtown Intermodal Terminal, Phase II	1,372,000
501	AL	City of Huntsville, AL- Cummings Park Intermodal Center	1,372,000
503	AL	City of Montgomery, AL-ITS Acquisition and Implementation	1,097,000
504	AL	City of Montgomery, AL-Montgomery Airport Intermodal Center	1,097,000
507	AL	City of Tuscaloosa, AL-Intermodal Facility	1,646,000
528	AL	Gadsden, AL-Community Buses	137,000
534	AL	Gulf Shores, AL-Community Bases	274,000
582	AL	Mobile County, AL Commission-Bus project	137,000
644	AL	University of Alabama in Birmingham Intermodal Facility	1,919,000
645	AL	University of Alabama in Huntsville Intermodal Facility	1,646,000
646	AL	University of Alabama Intermodal Facility South	2,468,000
647	AL	University of Alabama Transit System	411,000
650	AL	US Space and Rocket Center, AL-Tramway Expansion	274,000
487	AR	Central Arkansas Transit Authority Facility Upgrades	1,000,000
231	AR	Harrison, Arkansas-Trolley Barn	9,029
263	AR	Wilmar, AR Develop the Southeast Arkansas Intermodal Facility	451,440
304	AZ	Coconino County buses and bus facilities for Flagstaff, AZ	282,150
229	AZ	Coconino County, Arizona-Bus and bus facilities for the Sedona Transit System	214,434
47	AZ	Phoenix, AZ Construct City of Phoenix para-transit facility (Dial-A-Ride)	225,720
346	AZ	Phoenix, AZ Construct metro bus facility in Phoenix's West Valley	1,128,600
150	AZ	Phoenix, AZ Construct regional heavy bus maintenance facility	225,720
26	AZ	Scottsdale, Arizona-Plan, design, and construct intermodal center	564,300
203	AZ	Tempe, Arizona-Construct East Valley Metro Bus Facility	1,467,180
75	CA	Alameda County, CA AC Transit Bus Rapid Transit Corridor Project	112,860
288	CA	Alameda County, CA AC Transit Bus Rapid Transit Corridor Project	451,440
398	CA	Amador County, California-Regional Transit Center	225,720
76	CA	Baldwin Park, CA Construct vehicle and bicycle parking lot and pedestrian rest area at transit center	451,440
227	CA	Berkeley, CA Construct Ed Roberts Campus Intermodal Transit Disability Center	677,160
119	CA	Burbank, CA CNG Transit Vehicles Purchase for Local Transit Network Expansion	101,574
396	CA	Burbank, CA Construction of Empire Area Transit Center near Burbank Airport	56,430
190	CA	Calexico, CA Purchase new buses for the Calexico Transit System	67,716
132	CA	Carson, CA Purchase one bus	56,430
407	CA	Carson, CA Purchase one trolley-bus vehicle	56,430
108	CA	Carson, CA Purchase two transfer facility	112,860
54	CA	City of Alameda, CA Plan, design, and construct intermodal facility	451,440

Number	State	Project Description	FY 2009 Funding (\$)
155	CA	City of Livermore, CA Construct Bus Facility for Livermore Amador Valley Transit Authority	507,870
158	CA	Covina, El Monte, Baldwin Park, Upland, CA Parking and Electronic Signage Improvements	395,010
207	CA	Culver City, CA Purchase compressed natural gas buses and expand natural gas fueling facility	835,164
17	CA	Davis, CA Davis Multi-Modal Station to improve entrance to Amtrak Depot and parking lot, provide additional parking and improve service	225,720
11	CA	Development of Gold Country Stage Transit Transfer Center, Nevada County, CA	209,992
339	CA	East San Diego County, California-Bus Maintenance Facility Expansion	451,440
101	CA	Emeryville, CA Expand & Improve Inter-modal Transit Center at Amtrak Station	225,720
222	CA	Escondido, CA-Construct Bus Maintenance Facility	112,860
387	CA	Fresno, CA-Develop program of low-emission transit vehicles	225,720
260	CA	Gardena, CA Purchase of alternative fuel buses for service expansion, on-board security system and bus facility training equipment	1,383,664
212	CA	Glendale, CA Construction of Downtown Streetcar Project	225,720
1	CA	Glendale, CA Purchase of CNG Buses for Glendale Beeline Transit System	104,283
414	CA	Hercules, CA Inter-modal Rail Station Improvements	338,580
276	CA	Long Beach, Ca Museum of Latin American Art, Long Beach, to build intermodal park and ride facility	451,440
332	CA	Long Beach, CA Park and Ride Facility	225,720
295	CA	Long Beach, CA Purchase one larger (75. passengers) and two smaller (40 passengers) ferryboats and construct related dock work to facilitate the use and accessibility of the ferryboats	677,160
410	CA	Long Beach, CA Purchase ten clean fuel buses	677,160
443	CA	Los Angeles County Metropolitan Transit Authority, CA capital funds for facility improvements to support the Cal State Northridge tram system	73,359
140	CA	Los Angeles, CA Crenshaw Bus Rapid Transit	1,924,940
223	CA	Los Angeles, CA Design and construct improved transit and pedestrian linkages between Los Angeles Community College and nearby MTA rail stop and bus lines	338,580
307	CA	Los Angeles, CA Improve safety, mobility and access between LATTTC, Metro line and nearby bus stops on Grand Ave between Washington and 23rd	112,860
121	CA	Los Angeles, CA Improve transit shelters, sidewalks lighting and landscaping around Cedar's-Sinai Medical Center	338,580
326	CA	Los Angeles, CA Install permanent irrigation system and enhanced landscaping on San Fernando Valley rapid bus transit way	677,160
36	CA	Los Angeles, CA Wilshire-Vermont subway station reconstruction	225,720
6	CA	Los Angeles, CA, Construction of Intermodal Transit Center at California State University Los Angel	178,319
567	CA	Los Angeles, CA, Fly-Away Bus System Expansion	850,000
566	CA	Los Angeles, CA, LAX Intermodal Transportation Center Rail and Bus System Expansion	850,000
311	CA	Mammoth Lakes, California-Regional Transit Maintenance Facility	112,860
112	CA	Mariposa, CA-Yosemite National Park CNG-Hydrogen transit buses and facilities	564,300
266	CA	Martinez, CA Inter-modal Facility Restoration	338,580
285	CA	Metro Gold Line Foothill Extension Light Rail Transit Project from Pasadena, CA to Montclair, CA	3,385,800
39	CA	Monrovia, California-Transit Village Project	677,160
200	CA	Montebello, CA Bus Lines Bus Fleet Replacement Project	158,004
186	CA	Monterey Park, CA Bus enhancement and improvements-construct maintenance facility and purchase clean-fuel buses to improve transit service	361,152
321	CA	Monterey Park, CA Catch Basins at Transit Stop Installation	72,230
191	CA	Monterey Park, CA Safety improvements at a bus stop including creation of bus loading areas and street improvements	361,152
375	CA	Monterey, CA Purchase bus equipment	225,720
43	CA	Needles, California-El Garces Intermodal Facility	451,440
92	CA	Norwalk, CA Transit System Bus Procurement and Los Angeles World Airport Remote Fly-Away Facility Project	180,576
392	CA	Oakland, CA Construct Bay Trail between Coliseum BART station and Martin Luther King, Jr. Regional Shoreline	203,148
352	CA	Oakland, CA Construct streetscape & intermodal improvements at BART Station Transit Villages	225,720
173	CA	Ontario, CA Construct Omnitrans Transcenter	225,720
194	CA	Orange County Transit Authority, California-Security surveillance and monitoring equipment	1,194,059
244	CA	Orange County, CA Purchase buses for rapid transit	225,720
366	CA	Orange County, CA Transportation Projects to Encourage Use of Transit to Reduce Congestion	225,720
45	CA	Palm Springs, California-Sunline Transit bus purchase	112,860

Number	State	Project Description	FY 2009 Funding (\$)
70	CA	Palm Springs, California-Sunline Transit: CalStrat-Weststart fuel cell bus program	225,720
399	CA	Pasadena, CA ITS improvements	225,720
116	CA	Pleasant Hill, CA Construct Diablo Valley College Bus Transit Center	338,580
251	CA	Redondo Beach, CA Capital Equipment procurement of 12. Compressed Natural Gas (CNG) Transit Vehicles for Coastal Shuttle Services by Beach Cities Transit	180,576
286	CA	Richmond, CA BART Parking Structure	1,128,600
171	CA	Riverside, California-RTA Advanced Traveler Information System	112,860
189	CA	Sacramento, CA Bus enhancement and improvements-construct maintenance facility and purchase clean-fuel buses to improve transit service	451,440
84	CA	Sacramento, CA Construct intermodal station and related improvements	1,580,040
253	CA	San Bernardino, CA Implement Santa Fe Depot improvements in San Bernardino	112,860
282	CA	San Diego, CA Completion of San Diego Joint Transportation Operations Center (JTOC)	451,440
314	CA	San Diego, CA Widen sidewalks and bus stop entrance, and provide diagonal parking, in the Skyline Paradise Hills neighborhood (Reo Drive)	67,716
183	CA	San Fernando Valley, CA Reseda Blvd. Bus Rapid Transit Route	135,432
127	CA	San Fernando, CA Purchase CNG buses and related equipment and construct facilities	686,189
377	CA	San Francisco, CA Construct San Francisco Muni Islais Creek Maintenance Facility	1,354,320
287	CA	San Francisco, CA Implement ITS on Muni Transit System	677,160
403	CA	San Francisco, CA Implement Transbay Terminal-Caltrain Downtown Extension Project	3,160,080
381	CA	San Francisco, CA Redesign and renovate intermodal facility at Glen Park Community	931,095
341	CA	San Gabriel Valley, CA-Foothill Transit Park and Rides	2,144,340
254	CA	San Joaquin, California Regional Rail-Altamont Commuter Express Corridor inter-modal centers	902,880
382	CA	San Luis Rey, California-Transit Center Project	112,860
145	CA	Santa Ana, CA Improve Santa Ana transit terminal	225,720
147	CA	Santa Barbara, CA-Expansion of Regional Intermodal Transit Center	67,716
364	CA	Santa Monica, CA Construct intermodal park-and-ride facility at Santa Monica College campus on South Bundy Drive near Airport Avenue	225,720
172	CA	Santa Monica, CA Purchase and service LNG buses for Santa Monica's Big Blue Bus to meet increased ridership needs and reduce emissions	846,450
313	CA	Solana Beach, CA-Construct Intermodal Facility	338,580
27	CA	Sonoma County, CA Purchase of CNG buses	112,860
401	CA	South Pasadena, CA Silent Night Grade Crossing Project	203,148
383	CA	South San Francisco, CA Construction of Ferry Terminal at Oyster Point in South San Francisco to the San Francisco Bay Water Transit Authority	1,072,170
388	CA	Sylmar, CA Los Angeles Mission College Transit Center construction	56,430
315	CA	Temecula, California-Intermodal Transit Facility	112,860
85	CA	Torrance Transit System, CA Acquisition of EPA and CARB-certified low emission replacement bus	677,160
459	CA	Transbay Terminal/ Caltrain Downtown Extension Project	4,725,000
35	CA	Union City, CA Inter-modal Station, Phase 1: Modify BART station	959,310
195	CA	Woodland Hills, CA Los Angeles Pierce College Bus Rapid Transit Station Extension	225,720
83	CA	Woodland, CA Yolobus operations, maintenance, administration facility expansion and improvements to increase bus service with alternative fuel buses	451,440
449	CO	City of Aspen, CO Bus and Bus Facilities	158,004
448	CO	City of Durango, CO Bus and Bus Facilities	56,430
509	CO	Colorado Association of Transit Agencies/Colorado Transit Coalition-Colorado Statewide Buses and Bus Facilities	7,130,000
518	CO	Denver Regional Transit District-Bus Maintenance Facility	823,000
520	CO	Denver Regional Transit District-Denver Union Station Multimodal Renovations	549,000
521	CO	Denver Regional Transit District-US 36 Corridor BRT	1,919,000
167	CO	Denver, CO Denver Union Station Inter-modal Center	1,241,460
435	CO	Denver, Colorado-Regional Transportation District Bus Replacement	451,440
441	CO	Grand Valley Transit, CO Bus and Bus Facilities	112,860
188	CO	Mountain Express, Crested Butte, CO Bus and Bus Facilities	112,860
444	CO	Pueblo Transit, CO Bus and Bus Facilities	56,430
445	CO	Roaring Fork Transit Authority, CO Bus and Bus Facilities	169,290
446	CO	Steamboat Springs, CO Bus and Bus Facilities	169,290
450	CO	Town of Snowmass Village, CO Bus and Bus Facilities	67,716
447	CO	Town of Telluride, CO Bus and Bus Facilities	72,923

Number	State	Project Description	FY 2009 Funding (\$)
44	CT	Bridgeport, Connecticut-Greater Bridgeport Transit Authority Bus Facility	112,860
478	CT	Bridgeport, CT Facility Expansion/Improvement	750,000
90	CT	Buses and bus related facilities throughout the State of Connecticut	1,354,320
523	CT	Downtown Middletown, CT, Transportation Infrastructure Improvement Project	2,850,000
218	CT	Enfield, Connecticut-intermodal station	677,160
394	CT	Hartford, CT Buses and bus-related facilities	902,880
267	CT	Middletown, CT Construct intermodal center	338,580
589	CT	New Haven, CT Bus Maintenance Facility	2,850,000
269	CT	New London, Connecticut-Intermodal Transportation Center and Streetscapes	112,860
369	CT	Norwalk, Connecticut-Pulse Point Joint Development inter-modal facility	112,860
131	CT	Stonington and Mystic, Connecticut-Intermodal Center parking facility and Streetscape	550,757
32	CT	Torrington, CT Construct bus-related facility (Northwestern Connecticut Central Transit District)	451,440
270	CT	Vernon, Connecticut-Intermodal Center, Parking and Streetscapes	1,715,472
657	CT	Waterbury, CT Bus Maintenance Facility	3,400,000
169	DE	Delaware-University of Delaware Fuel Cell Bus Deployment	112,860
470	FL	Bay County, FL - Transit Facility	549,000
297	FL	Broward County, FL - Purchase Buses and construct bus facilities	451,440
69	FL	Broward County, FL Buses & Bus Facilities	1,467,180
479	FL	Broward County-Bus and Bus Facilities	549,000
117	FL	Broward, FL Purchase new articulated buses and bus stop improvements on State Road 7. (SR 7) between Golden Glades Interchange and Glades Road	112,860
439	FL	Central Florida Commuter Rail intermodal facilities	1,128,600
453	FL	Central Florida Commuter Rail Intermodal Facilities	810,000
488	FL	Central Florida Regional Transportation Authority-LYNX Bus Fleet Expansion Program	1,372,000
498	FL	City of Gainesville Regional Transit System-Facility Expansion	274,000
508	FL	Collier County Transit-Transit Facility	274,000
23	FL	Construct intermodal transportation & parking facility, City of Winter Park, Florida	112,860
80	FL	Flagler County, Florida-bus facility	135,432
527	FL	Florida Department of Transportation-Palm Beach County Replacement Buses	274,000
344	FL	Gainesville, FL Bus Facility Expansion	902,880
213	FL	Gainesville, FL Bus Rapid Transit Study	112,860
95	FL	Gainesville, FL Bus Replacement	902,880
538	FL	Hillsborough Area Regional Transit-Bus Rapid Transit Improvements	549,000
539	FL	Hillsborough, FL, Hillsborough Area regional Transit Authority	1,000,000
548	FL	Jacksonville Transportation Authority-Bus Fleet Replacement and Equipment	1,372,000
306	FL	Jacksonville, FL Bus Replacement	1,580,040
107	FL	Jacksonville, FL Paratransit Vehicles	1,015,740
549	FL	Jacksonville, FL Transportation Authority Paratransit Program	0
558	FL	Lakeland Area Mass Transit District/Citrus Connection-Capital Funding Needs	549,000
238	FL	Levy County, Florida-Purchase 2. wheel chair equipped passenger buses and related equipment	67,716
103	FL	Longwood, Florida-Construct Intermodal Transportation Facility	112,860
308	FL	Miami Dade, FL N.W. 7th Avenue Transit Hub	677,160
211	FL	Miami-Dade County, Florida-buses and bus facilities	1,354,320
432	FL	Miami-Dade County, Florida-buses and bus facilities	902,880
133	FL	Miami-Dade County, Florida-Transit Security System	674,903
580	FL	Miami-Dade Transit 7th Avenue NW Transit Hub	274,000
454	FL	Miami-Dade Transit Dadeland South Intermodal Center	540,000
136	FL	Ocala and Marion County, Florida-replacement buses	677,160
294	FL	Orlando, FL Bus Replacement	902,880
14	FL	Orlando, Florida-LYNX Bus Fleet Expansion Program	203,148
125	FL	Palm Beach County, FL Plan and Construct Belle Glade Combined Passenger Transit Facility	790,020
367	FL	Palm Beach, FL 20 New Buses for Palm Tran	338,580
248	FL	Palm Beach, FL Palm Tran AVL-APC system with smart card fare boxes	56,430
600	FL	Pinellas County Metropolitan Planning Organization-Pinellas Mobility Initiative: BRT and Guide way	274,000
415	FL	Purchase Buses and construct bus facilities in Broward County, FL	507,870
420	FL	Purchase Buses and construct bus facilities in Broward County, FL	451,440
400	FL	South FL Region, FL Regional Universal Automated Fare Collection System (UAFC) (for bus system)	451,440
623	FL	South Florida Regional Transportation Authority-West Palm Beach Intermodal Facility	549,000

Number	State	Project Description	FY 2009 Funding (\$)
622	FL	South Florida Regional Transportation Authority-West Palm Improvements, for any activity eligible under section 5309	4,114,000
31	FL	St. Augustine, Florida-Intermodal Transportation Center and related pedestrian and landscape improvements	225,720
390	FL	St. Lucie County, FL Purchase Buses	225,720
402	FL	Tampa, FL Establish Transit Emphasis Corridor Project	169,290
148	FL	Tampa, FL Purchase buses and construct bus facilities	507,870
355	GA	Albany, GA Bus replacement	67,716
255	GA	Albany, GA Multimodal Facility	180,576
357	GA	Athens, GA Buses and Bus Facilities	320,522
247	GA	Atlanta, GA Inter-modal Passenger Facility Improvements	451,440
384	GA	Atlanta, GA MARTA Clean Fuel Bus Acquisition	1,354,320
469	GA	Auburn University-Intermodal Parking Garage	1,097,000
144	GA	Augusta, GA Buses and Bus Facilities	90,288
110	GA	Cobb County, GA Cobb County Smart Card Technology/ Bus Facility Improvements	225,720
91	GA	Columbus, GA Bus replacement	67,716
510	GA	Columbus, Georgia/Phoenix City, Alabama-National Infantry Museum Multimodal Facility	466,000
49	GA	Columbus, Georgia-Buses & Bus Facilities	218,723
530	GA	Georgia Department of Transportation-Georgia Statewide Bus and Bus Facilities	2,468,000
60	GA	Georgia Statewide Bus Program	45,144
275	GA	Jesup, Georgia-Train Depot intermodal center	225,720
374	GA	Metro-Atlanta, GA MARTA Automated Smart-Card Fare Collection System	225,720
406	GA	Moultrie, GA Inter-modal facility	67,716
329	GA	Quitman, Clay, Randolph, Stewart Co., GA Bus project	56,430
256	GA	Savannah, GA Bus and Bus Facilities-Chatham Area Transit	1,128,600
348	GA	Savannah, Georgia-Water Ferry River walk intermodal facilities	451,440
206	GA	Sylvester, GA Inter-modal Facility	45,144
298	GA	Thomasville, GA Bus Replacement	45,144
540	HI	Honolulu, HI, Bus Facilities	1,300,000
440	IA	Ames, Iowa-Expansion of CyRide Bus Maintenance Facility	451,440
475	IA	Black Hawk County, IA UNI Multimodal Project	823,000
242	IA	Des Moines, IA Purchase 40 foot buses	225,750
545	IA	Iowa Department of Transportation-Iowa Statewide Buses and Bus Replacement	3,291,000
176	ID	Boise, ID-Multimodal facility	1,015,740
543	ID	Idaho Department of Transportation - Idaho Statewide ITS for Public Transportation	411,000
652	ID	Valley Regional Transit, ID-Downtown Boise Multimodal	1,590,000
473	IL	Bi-State Development Agency-St. Louis Bridge Repair/Reconstruction, for any activity eligible under section 5309	1,372,000
474	IL	Bi-State Development Agency-St. Louis Metro Bus Fare Collection Program	4,388,000
433	IL	Centralia, Illinois-South Central Mass Transit District Improvements	90,288
226	IL	Champaign, IL-Construct park and ride lot with attached daycare facility	338,580
221	IL	Chicago, IL Construct intermodal facility at 35th Street at Metra Ride Line (Northside)	1,128,600
219	IL	Chicago, IL Feasibility Study for intermodal station on the Metra Rock Island near Kennedy-King Co	67,716
491	IL	Chicago, IL, Cermak Road, Bus Rapid Transit	500,000
358	IL	Cicero, Chicago Establish Transit Signal Priority, Cicero Ave., Pace Suburban Bus	225,720
4	IL	Des Plaines, Wauconda, Cook and Lake Counties, IL Rand Road Transit Signal Priority	180,576
296	IL	Elgin to Rockford, Illinois-Intermodal stations along planned Metra Union Pacific West Line extension alignment, including necessary alternatives analysis	112,860
114	IL	Geneva, Illinois-Construct commuter parking deck for Metra Service	902,880
291	IL	Joliet, Illinois-Union Station commuter parking facility	648,945
250	IL	Maywood, IL Purchase buses	11,286
429	IL	Normal, Illinois-Multimodal Transportation Center	451,440
163	IL	Normal, Illinois-Multimodal Transportation Center, including facilities for adjacent public and nonprof	1,128,600
365	IL	Pace Suburban Bus, IL South Suburban BRT Mobility Network	112,860
404	IL	Rock Island, IL Improve Rock Island Mass Transit District Bus Facility	112,860
608	IL	Rock Island, Illinois, Metrolink Transit Maintenance Facility	500,000
632	IL	Springfield, IL, Multimodal Transit Terminal	1,800,000
259	IL	St. Charles, IL-Intermodal Parking Structures	1,015,740

Number	State	Project Description	FY 2009 Funding (\$)
265	IL	Village of Tinley Park, Illinois, 80th Avenue Commuter Rail Station reconstruction and site enhancer	180,576
135	IL	Wheaton, IL Pace Suburban Bus-Purchase buses	225,720
109	IN	Bloomington, IN-Bus and transfer facility	1,085,713
529	IN	Gary, Indiana, Gary Airport Station Modernization and Shuttle Service Project	500,000
544	IN	Indianapolis Downtown Transit Center	1,200,000
235	IN	Indianapolis, IN Construct the Ivy Tech State College Multi-Modal Facility	1,128,600
5	IN	Indianapolis, IN Downtown Transit Center	3,160,080
220	IN	Indianapolis, IN IndySMART program to relieve congestion, improve safety and air quality	451,440
378	IN	Indianapolis, IN Relocate and improve inter-modal transportation for pedestrian to Children's Museum of Indianapolis	3,160,080
417	IN	Indianapolis, Indiana-Children's Museum Intermodal Center	225,720
546	IN	Ivy Tech State College, Indiana Multimodal Center	400,000
617	IN	South Bend, Indiana, TRANSPSO Bus Operations Center	1,200,000
141	IN	South Bend, Indiana-Construct South Bend Bus Operations Center	225,720
637	IN	Terre Haute, Indiana--Cherry Street Joint Development Project	1,200,000
53	KS	Johnson Co., KS Bus and bus related facilities [I-35. corridor], Johnson Co. Transit	451,440
551	KS	Kansas City Area Transportation Authority-Bus Project	2,742,000
552	KS	Kansas Department of Transportation-Kansas Statewide Transit Buses, Bus Facilities, and Bus ITS	3,291,000
372	KY	Richmond, KY Purchase buses, bus equipment and facilities	162,518
639	KY	Transit Authority of Lexington, KY-Rehabilitation of Building for Maintenance and Administration	1,097,000
484	LA	Capital Area Transit System-Baton Rouge BRT	823,000
72	LA	Hammond, Louisiana-Passenger Intermodal facility at Southeastern University	45,144
555	LA	Lafayette City-Parish Consolidated Government, LA-Lafayette Multimodal Transportation Facility	274,000
556	LA	Lafayette, Indiana, City Bus of Greater Lafayette	750,000
239	LA	Lafayette, Louisiana-Lafayette Transit System bus replacement program	203,148
356	LA	Lafayette, Louisiana-Multimodal center, Final Phase	677,160
568	LA	Louisiana Department of Transportation and Development-Statewide Vehicles and Equipment	274,000
170	LA	Louisiana-Construct pedestrian walkways between Caddo St. and Milam St. along Edwards St. in Shreveport, LA	228,720
55	LA	New Orleans, LA Inter-modal Riverfront Center	112,860
67	LA	New Orleans, LA Plan and construct New Orleans Union Passenger Terminal intermodal facilities	225,720
243	LA	New Orleans, LA Regional Planning Commission, bus and bus facilities	112,860
310	LA	River Parishes, LA South Central Planning and Development Commission, bus and bus facilities	225,720
606	LA	River Parishes, Louisiana, South Central Planning and Development Commission, bus and bus faci	220,000
277	LA	Shreveport, LA-intermodal Transit Facility	756,162
625	LA	Southeastern Louisiana University Intermodal Facility	700,000
283	LA	St. Bernard Parish, LA Intermodal facility improvements	225,720
118	MA	Attleboro, MA Construction, engineering and site improvements at the Attleboro Intermodal Center	451,440
472	MA	Berkshire, MA, Berkshire Regional Transit Authority Bus Maintenance Facility	0
59	MA	Beverly, MA Design and Construct Beverly Depot Intermodal Transportation Center	451,440
273	MA	Boston, MA Harbor Park Pavilion & Inter-modal Station	282,150
174	MA	Brockton, MA Bus replacement for the Brockton Area Transit Authority	338,580
330	MA	Framingham, MA Local Intra-Framingham Transit System enhancements	406,296
124	MA	Haverhill, MA Design and Construct Inter-modal Transit Parking Improvements	1,264,032
21	MA	Hingham, MA Higham Marine Intermodal Center Improvements: Enhance public transportation infrastructure/parking	2,031,480
563	MA	Lawrence, MA, Gateway Intermodal and Quadant Area Reuse Project	1,150,000
280	MA	Lowell, MA Implementation of LRTA bus replacement plan	225,720
569	MA	Lowell, MA, Lowell Regional Transit	1,150,000
42	MA	Medford, MA Downtown revitalization featuring construction of a 200 space Park and Ride Facility	451,440
257	MA	Newburyport, MA Design and Construct Intermodal Facility	451,440
139	MA	Quincy, MA MBTA Purchase high speed catamaran ferry for Quincy Harbor Express Service	451,440
161	MA	Revere, MA Inter-modal transit improvements in the Wonderland station (MBTA) area	406,296
88	MA	Rockport, MA Rockport Commuter Rail Station Improvements	620,730
370	MA	Salem, MA Design and Construct Salem Intermodal Transportation Center	451,440
205	MA	Woburn, MA Construction of an 89 space park and ride facility to be located on Magazine Hill, in the Heart of Woburn Square	406,296
122	MD	Baltimore, MD Construct Intercity Bus Intermodal Terminal	1,128,600

Number	State	Project Description	FY 2009 Funding (\$)
499	MD	City of Gaithersburg, Maryland-Bus and paratransit vehicle for seniors	0
303	MD	Howard County, MD Construct Central Maryland Transit Operations and Maintenance Facility	1,128,600
542	MD	Howard County, MD Construct Central Maryland Transit Operations and Maintenance Facility	200,000
571	MD	MARC Intermodal Odenton and Edgewood Station Improvements	418,000
573	MD	Maryland Statewide Bus Facilities and Buses	7,250,000
224	MD	Montgomery County, MD Wheaton CBD Intermodal Access Program	112,860
214	MD	Mount Rainier, MD Intermodal and Pedestrian Project	101,574
615	MD	Silver Spring, Maryland, Transit Center	0
8	MD	Silver Spring, MD Construct Silver Spring Transit Center in downtown Silver Spring	823,878
629	MD	Southern Maryland Commuter Initiative	3,500,000
19	ME	Bar Harbor, ME Purchase new buses to enhance commuting near the Jackson Labs	67,716
483	ME	Campobello Park, ME, Bus Acquisition	0
570	ME	Maine Department of Transportation-Acadia Intermodal Facility	823,000
301	MI	Barry County, MI-Barry County Transit equipments and dispatching software	33,858
204	MI	Boysville of Michigan Transportation System	758,419
502	MI	City of Kalamazoo, MI bus Replacement	1,400,000
319	MI	Detroit Bus Maintenance Facility	2,031,480
522	MI	Detroit Department of Transportation Bus Replacement	2,300,000
2	MI	Detroit Fare Collection System	902,880
156	MI	Detroit Replacement Buses	1,128,600
320	MI	Detroit, MI Bus Replacement	1,692,900
9	MI	Detroit, MI Enclosed heavy-duty maintenance facility with full operational functions for up to 300 bus	1,015,740
208	MI	Eastern Upper Peninsula, MI Ferry Dock and Facility upgrades for Drummond Island Ferry Services	56,430
526	MI	Flint, MI, Mass Transportation Authority Bus Maintenance Facility	150,000
531	MI	Grand Rapids, Michigan, The Rapid, Bus Replacement	1,750,000
249	MI	Grand Rapids, MI-Purchase replacement and expansion buses	3,306,798
79	MI	Ionia County, MI-Purchase and Implementation of communication equipment improvements	133,175
560	MI	Lansing, MI, Capital Area Transportation Authority, Bus Replacement and Bus Related ITS	1,050,000
572	MI	Marquette County, Michigan Transit Authority Bus passenger facility	300,000
581	MI	Michigan Department of Transportation (MDOT) Bus Replacement	2,600,000
293	MI	Muskegon, Michigan-Muskegon Area Transit Terminal and related improvements	451,440
601	MI	Port Huron, Michigan, Blue Water Area Transportation Commission, Bus Maintenance Facility	1,750,000
634	MI	Suburban Mobility Authority for Regional Transportation (SMART) Bus Maintenance Facility	2,250,000
40	MN	Duluth, MN Downtown Duluth Area Transit facility improvements	451,440
177	MN	Fond du Lac Reservation, MN Purchase buses	33,858
577	MN	Metro Transit/Metropolitan Council, MN-Bus/Bus Capital	2,606,000
185	MN	St. Paul to Hinckley, MN Construct bus amenities along Rush Line Corridor	338,580
342	MN	St. Paul, MN Union Depot Multi Modal Transit Facility	451,440
345	MO	Kansas City, MO Bus Transit Infrastructure	225,720
598	MO	OATS, Incorporated, MO-ITS Information and Billing System and Bus Facilities	4,663,000
624	MO	Southeast Missouri Transportation Service-Bus Project	549,000
130	MS	Coahoma County, Mississippi Purchase buses for the Aaron E. Henry Community Health Services Center, Inc./DARTS transit service	33,858
547	MS	Jackson State University, MS-Busing Project	1,372,000
129	MT	Bozeman, Montana-Vehicular Parking Facility	902,880
476	MT	Bozeman, MT, Intermodal and parking facility	176,000
584	MT	Montana Department of Transportation-Statewide Bus Facilities and Buses	823,000
490	NC	Charlotte Area Transit System/City of Charlotte-Charlotte Multimodal Station	2,742,000
217	NC	Charlotte, NC Construct Charlotte Multimodal Station	1,760,616
351	NC	Charlotte, North Carolina-Eastland Community Transit Center	451,440
228	NC	Charlotte, North Carolina-Multimodal Station	902,880
154	NC	City of Greenville, NC Expansion Buses and Greenville Intermodal Center	804,466
324	NC	Elon, North Carolina-Piedmont Authority for Regional Transportation buses and bus facilities	270,864
302	NC	Greensboro, North Carolina-Piedmont Authority for Regional Transportation Multimodal Transportation Center	2,826,014
52	NC	Greensboro, North Carolina-Replacement buses	1,304,662
537	NC	High Point, NC-Intermodal Facility	329,000
335	NC	High Point, North Carolina-Bus Terminal	1,354,320

Number	State	Project Description	FY 2009 Funding (\$)
594	NC	North Carolina Department of Transportation-North Carolina Statewide Bus and Bus Facilities	6,856,000
143	NC	Raleigh, NC Purchase eighteen replacement buses to replace buses that have reached their useful life according to Federal Transit Administration regulations	451,440
134	NC	Town of Chapel Hill, NC Park and Ride Lot	338,580
57	NC	Wilmington, NC Build Intermodal Center	225,720
595	ND	North Dakota Department of Transportation/Statewide Bus	1,600,000
505	NE	City of Omaha-Creighton University Intermodal Facility	823,000
160	NE	Kearney, Nebraska-RYDE Transit Bus Maintenance and Storage Facility	451,440
586	NE	Nebraska Department of Roads-Bus Maintenance and Storage Facility for RYDE in Kearney, NE	549,000
587	NE	Nebraska Department of Roads-Statewide Vehicles, Facilities, and Related Equipment Purchases	1,097,000
240	NE	Nebraska-statewide transit vehicles, facilities, and related equipment	902,880
599	NE	Omaha, NE, Buses and Fare boxes	740,000
418	NH	Windham, New Hampshire--Construction of Park and Ride Bus facility at Exit 3	835,164
468	NJ	Atlantic City, NJ Jitney	750,000
86	NJ	Burlington County, NJ-BurLink and Burlington County Transportation System vehicles and equipment	902,880
28	NJ	Camden, NJ Construction of the Camden County Intermodal Facility in Cramer Hill	225,720
12	NJ	Hoboken, NJ Rehabilitation of Hoboken Inter-modal Terminal	857,736
102	NJ	Jersey City, NJ Construct West Entrance to Pavonia-Newport PATH Station	451,440
389	NJ	Lakewood, NJ-Ocean County Bus service and parking facilities	677,160
138	NJ	Long Branch, NJ Design and construct facilities for ferry service from Long Branch, NJ to New York City and other destinations	902,880
38	NJ	Monmouth County, NJ Construction of main bus facility for Freehold Township, including a terminal and repair shop	451,440
209	NJ	Morristown, New Jersey-Intermodal Historic Station	225,720
46	NJ	National Park Service Design and construct 2.1-mile segment to complete Sandy Hook multiuse pathway in Sandy Hook, NJ	225,720
340	NJ	New Jersey Inter-modal Facilities and Bus Rolling Stock	677,160
328	NJ	New Jersey Transit Community Shuttle Buses	112,860
13	NJ	Newark, NJ Penn Station Intermodal Improvements including the rehabilitation of boarding areas	225,720
29	NJ	Sandy Hook, NJ National Park Service Construct year-round ferry dock at Sandy Hook Unit of Gateway National Recreation Area	225,720
393	NJ	South Amboy, NJ Construction of improvements to facilities at South Amboy Station under S Amboy, NJ Regional Intermodal Initiative	1,805,760
618	NJ	South Brunswick, NJ Transit System	1,000,000
643	NJ	Trenton Intermodal Station	4,000,000
61	NJ	Trenton, New Jersey-Trenton Train Station Rehabilitation	338,580
181	NJ	Trenton, NJ Development of Trenton Trolley System	225,720
62	NJ	Trenton, NJ Reconstruction and rehabilitation of the Trenton Train Station	1,580,040
464	NM	Albuquerque, NM, Ride Bus and Bus Facilities	2,100,000
562	NM	Las Cruces, NM, Road Runner Bus and Bus Facilities	350,000
405	NV	Las Vegas, NV Construct Boulder Highway BRT system and purchase vehicles and related equipment	451,440
199	NV	Las Vegas, NV Construct Central City Inter-modal Transportation Terminal	1,354,320
371	NV	Las Vegas, NV Construct Las Vegas West Care Intermodal Facility	56,430
603	NV	Regional Transportation Commission of Southern Nevada-Central City Intermodal Transportation Terminal	1,097,000
18	NV	Reno-Sparks, Nevada-Intermodal Transportation Terminals and Related Development	902,880
630	NV	Southern Nevada Transit Coalition, Public Transit Building Acquisition	100,000
656	NV	Washoe County, NV Bus and Bus Facilities	2,250,000
74	NY	Albany-Schenectady, NY Bus Rapid Transit Improvements in NY Route 5 Corridor.	225,720
463	NY	Albany-Schenectady, NY, Bus Rapid Transit Improvements in NY Route 5	1,500,000
271	NY	Bronx, NY Botanical Garden metro North Rail station Intermodal Facility	225,720
20	NY	Bronx, NY Establish an intermodal transportation facility at the Wildlife Conservation Society Bronx.	225,720
279	NY	Bronx, NY Establish an intermodal transportation facility at the Wildlife Conservation Society Bronx.	225,720
166	NY	Bronx, NY Hebrew Home for the Aged elderly and disabled transportation support	42,323
338	NY	Bronx, NY Intermodal Facility near Exit 6. of the Bronx River Parkway	56,430
234	NY	Bronx, NY Jacobi Intermodal Center to North Central Bronx Hospital bus system	70,538
10	NY	Bronx, NY Wildlife Conservation Society intermodal transportation facility at the Bronx Zoo	98,753
197	NY	Brooklyn, NY Construct a multi-modal transportation facility	316,008

Number	State	Project Description	FY 2009 Funding (\$)
408	NY	Brooklyn, NY Construct a multi-modal transportation facility in the vicinity of Downstate Medical Cen	225,720
41	NY	Brooklyn, NY New Urban Center-Broadway Junction Intermodal Center	216,691
56	NY	Brooklyn, NY-Rehabilitation of Bay Ridge 86th Street Subway Station	902,880
419	NY	Brooklyn, NY--Rehabilitation of Bay Ridge 86th Street Subway Station	902,880
192	NY	Buffalo, NY Inter-modal Center Parking Facility	225,720
245	NY	Bus to provide York-town, New York internal circulator to provide transportation throughout the Tow	41,758
230	NY	Construction of Third Bus Depot on Staten Island	2,708,640
146	NY	Cooperstown, New York-Intermodal Transit Center	1,128,600
363	NY	Corning, New York-Transportation Center	1,128,600
512	NY	Corning, NY, Phase II Corning Preserve Transportation Enhancement Project	650,000
284	NY	Cornwall, NY-Purchase Bus	19,638
300	NY	Geneva, New York-Multimodal facility-Construct passenger rail center	112,860
317	NY	Jamestown, NY Rehabilitation of Intermodal Facility and associated property	451,440
343	NY	Kings County, NY Construct a multi-modal transportation facility	225,720
368	NY	Nassau County, NY Conduct planning and engineering for transportation system (HUB)	1,580,040
585	NY	Nassau County, NY, Conduct planning, engineering, and construction for transportation system (HL	1,500,000
26	NY	New York City, NY First Phase Implementation of Bus Rapid Transit System	225,720
375	NY	New York City, NY Purchase Handicapped-Accessible Livery Vehicles	225,720
590	NY	New York City, NY, Bronx Zoo Intermodal Facility	650,000
591	NY	New York City, NY, Enhance Transportation Facilities Near W. 65th Street and Broadway	650,000
592	NY	New York City, NY, Highline Project, for Studies, Design, and Construction	1,500,000
593	NY	New York, Improvements to Moynihan Station	1,500,000
77	NY	Niagara Falls, NY Relocation, Development, and Enhancement of Niagara Falls International Railway Station/Intermodal Transportation Center	1,264,032
373	NY	Niagara Frontier Transportation Authority, NY Replacement Buses	225,720
322	NY	Oneonta, New York-bus replacement	33,858
379	NY	Ramapo, NY Transportation Safety Field Bus	56,430
252	NY	Rochester, New York-Renaissance Square transit center	1,015,740
430	NY	Rochester, New York-Renaissance Square Transit Center	507,870
607	NY	Rochester, NY, Renaissance Square Intermodal Facility, Design and Construction	2,000,000
609	NY	Rockland County, NY Express Bus	900,000
386	NY	Suffolk County, NY Design and construction of intermodal transit facility in Wyandanch	1,038,312
353	NY	Suffolk County, NY Purchase four handicapped accessible vans to transport veterans to and from the VA facility in Northport	63,202
635	NY	Syracuse, New York, Syracuse University Connective Corridor Transit Project	1,150,000
261	NY	Thendra-Webb and Utica, New York-Install handicap lifts in intermodal centers	22,572
289	NY	Town of Warwick, NY Bus Facility Warwick Transit System	124,146
451	NY	Utica, New York Transit Multimodal Facilities	1,350,000
78	NY	Utica, New York-Union Station Boehlert Center siding track improvements	22,572
182	NY	Utica, New York-Union Station rehabilitation and related infrastructure improvements	112,860
264	NY	Westchester County, NY Bus replacement program	846,450
149	NY	Yonkers, NY Trolley Bus Acquisition	84,645
362	OH	Akron, OH Construct City of Akron Commuter Bus Transit Facility	338,580
318	OH	Akron, Ohio Construct Downtown Multi-modal Transportation Center	902,880
105	OH	Akron, Ohio-West Market Street transit center and related pedestrian improvements	146,718
489	OH	Central Ohio Transit Authority-Paratransit and Small Bus Service Facility	549,000
241	OH	Cincinnati, Ohio-Construct Uptown Crossings Joint Development Transit Project	677,160
89	OH	Cincinnati, Ohio-Metro Regional Transit Hub Network Eastern Neighborhoods	208,791
327	OH	Cleveland, OH Construct East Side Transit Center	677,160
202	OH	Cleveland, OH Construct Fare Collection System Project, Cuyahoga County	112,860
179	OH	Cleveland, OH Construct passenger inter-modal center near Dock 32	194,119
411	OH	Cleveland, OH Construction of an inter-modal facility and related improvements at University Hospitals facility on Euclid Avenue	225,720
51	OH	Cleveland, Ohio acquisition of buses Greater Cleveland Regional Transit Authority	225,720
258	OH	Cleveland, Ohio-Euclid Avenue and East 93rd Street intermodal facility	1,918,620
198	OH	Cleveland, Ohio-Euclid Avenue University Hospital intermodal facility	1,015,740
50	OH	Cleveland, Ohio-University Circle Intermodal facility	1,918,620
380	OH	Columbiana County, OH Construct Inter-modal Facility	1,128,600

Number	State	Project Description	FY 2009 Funding (\$)
7	OH	Columbus, OH-Central Ohio Transit Authority Paratransit Facility	1,354,320
292	OH	Cuyahoga County, Ohio-Ohio Department of Transportation transit improvements	33,858
120	OH	Dayton Airport Inter-modal Rail Feasibility Study	169,290
516	OH	Dayton-Wright Stop Plaza	549,000
347	OH	Eastlake, Ohio-Eastlake Stadium transit intermodal facility	959,310
309	OH	Elyria, OH Construct the New York Central Train Station into an intermodal transportation hub	462,275
349	OH	Kent, OH Construct Kent State University Intermodal Facility serving students and the general public	225,720
104	OH	Marietta, Ohio Construction of transportation hub to accommodate regional bus traffic	112,860
576	OH	Metro Regional Transit Authority/City of Akron-Downtown Transit Center/Akron	1,919,000
87	OH	Niles, OH Acquisition of bus operational and service equipment of Niles Trumbull Transit	45,144
385	OH	Springfield, OH-City of Springfield Bus Transfer Station and Associated Parking	56,430
34	OH	Toledo, OH TARTA/TARPS Passenger Inter-modal Facility construction	1,692,900
64	OH	Zanesville, OH-bus system signage and shelters	18,340
442	OR	Albany, OR North Albany Park and Ride	214,971
165	OR	Albany, OR Rehabilitate Building At Multimodal Transit Station	343,954
272	OR	Bend, Oregon-replacement vans	225,720
66	OR	Canby, OR bus and bus facilities	33,858
187	OR	Columbia County, OR To purchase buses	31,601
299	OR	Corvallis, OR Bus Replacement	333,206
159	OR	Eugene, OR Lane Transit District, Vehicle Replacement	806,143
325	OR	Grants Pass, OR Purchase Vehicles For Use By Josephine Community Transit	45,950
99	OR	Gresham, Oregon Construct a new light rail station and transit plaza on Portland MAX system and serve Gresham Civic neighborhood	316,008
168	OR	Lane Transit District, Bus Rapid Transit Progressive Corridor Enhancements	668,948
323	OR	Lincoln, County, OR bus purchase	56,430
175	OR	Molalla, OR South Clackamas Transportation District, bus purchase	22,572
16	OR	Portland, OR Renovation of Union Station, including structural reinforcement and public safety upgr	22,572
93	OR	Salem, OR bus and bus facilities	451,440
106	OR	Sandy, Oregon Transit Bus Facility	158,004
180	OR	Tillamook, OR construction of a transit facility	22,572
216	OR	Wilsonville, OR South Metro Area Rapid Transit, bus and bus facilities	56,430
82	OR	Yamhill County, OR For the construction of bus shelters, park and ride facilities, and a signage strategy to increase ridership	24,829
225	PA	Allentown, Pennsylvania-Design and Construct Intermodal Transportation Center	451,440
456	PA	Altoona Multimodal Transportation Facility Parking Garage	270,000
465	PA	AMTRAN Altoona, PA-Buses and Transit System Improvements	823,000
467	PA	Area Transportation Authority of North Central Pennsylvania-Vehicle Replacements	274,000
471	PA	Beaver County, PA Transit Authority Bus Replacement/ Related Equipment Replacement	274,000
481	PA	Butler Township, PA-Cranbury Area Transit Service	960,000
428	PA	Butler, PA-Multimodal Transit Center Construction	225,720
482	PA	Cambria County, PA Transit Authority-Bus Replacements	823,000
123	PA	Cheltenham, PA Glenside Rail Station Parking Garage project involving the construction of a 300-400 space parking lot at Easton Road and Glenside Avenue	225,720
500	PA	City of Hazleton, PA-Hazleton Intermodal Center	384,000
513	PA	County of Lackawanna Transit System-Scranton Intermodal Transportation Center	274,000
514	PA	Cumberland-Dauphin-Harrisburg Transit Authority-Purchase of Buses and Spare Units	274,000
81	PA	Easton, Pennsylvania-Design and construct Intermodal Transportation Center	451,440
524	PA	Erie, PA Metropolitan Transit Authority-Bus Acquisitions	274,000
431	PA	Erie, PA-EMTA Vehicle Acquisition	451,440
331	PA	Gettysburg, Pennsylvania-transit transfer center	202,922
458	PA	Hershey, Pennsylvania Intermodal Center and Parking Garage	67,500
233	PA	Intermodal Facilities in Bucks County (Croydon and Levittown Stations)	677,160
457	PA	Lancaster County, Pennsylvania Intermodal Center and Parking Facility	67,500
37	PA	Lancaster, PA-bus replacement	214,434
559	PA	Lancaster, PA-Intermodal Project	192,000
564	PA	Lehigh and Northampton Transportation Authority, PA-Allentown Intermodal Transportation Center	549,000
583	PA	Monroe Township, PA-Clarion County Buses	181,000
588	PA	New Castle, PA Area Transit Authority-Bus Purchases/Park and Ride Facility	203,000

Number	State	Project Description	FY 2009 Funding (\$)
201	PA	Philadelphia, PA Cruise Terminal Transportation Ctr. Phila. Naval Shipyard	790,020
137	PA	Philadelphia, PA Improvements to the existing Penn's Landing Ferry Terminal	902,880
413	PA	Philadelphia, PA Penn's Landing water shuttle parking lot expansion and water shuttle ramp infrastructure construction	248,292
22	PA	Philadelphia, PA Philadelphia Zoo Intermodal Transportation project w/parking consolidation, pedestrian walkways, public transportation complements & landscape improvements to surface parking lots	1,128,600
274	PA	Philadelphia, PA SEPTA's Market St. Elevated Rail project in conjunction with Philadelphia Commercial Development Corporation for improvements and assistance to entities along rail corridor	316,008
316	PA	Philadelphia, Pennsylvania-SEPTA Market Street Elevated Line parking facility	902,880
126	PA	Pittsburgh, PA Clean Fuel Bus Procurement	112,860
397	PA	Pottsville, PA Union Street Trade and Transfer Center Intermodal Facility	451,440
48	PA	Project provides for the engineering and construction of a transportation center in Paoli, Chester Co	225,720
96	PA	SEPTA Montgomery County Intermodal Improvements at Glenside and Jenkintown Station Parking Garages	1,128,600
424	PA	Sharon, PA-Bus Facility Construction	11,860
626	PA	Southeastern Pennsylvania Transportation Authority-Bucks County Intermodal (Croydon and Levitt)	823,000
627	PA	Southeastern Pennsylvania Transportation Authority-Paoli Transportation Center	823,000
628	PA	Southeastern Pennsylvania Transportation Authority-Villanova-SEPTA Intermodal	823,000
642	PA	Transit Authority of Warren County, PA-Impact Warren	274,000
33	PA	Warren, PA-Construct Intermodal Transportation Center and related pedestrian and landscape improvements	338,580
660	PA	Westmoreland County Transit Authority, PA-Bus Replacement	274,000
661	PA	Wilkes-Barre Intermodal Facility	1,646,000
662	PA	Williamsport, PA Bureau of Transportation-Williamsport Trade and Transit Centre Expansion	823,000
65	PA	York, Pennsylvania-Rabbit Transit facilities and communications equipment	625,357
128	PR	Bayamon, Puerto Rico-bus terminal	135,432
421	PR	Bayamon, Puerto Rico-Purchase of Trolley Cars	191,862
3	PR	Lares, PR-Trolley buses-for the purchase of two trolley buses that will offer transportation through the urban zone in the Municipality of Lares	59,590
164	PR	Puerto Rico-Caribbean National Forest buses and nonprofit uses	677,160
152	PR	San Juan, Puerto Rico-bus security equipment	677,160
71	PR	San Juan, Puerto Rico-Buses	225,720
58	PR	Yabucoca, Puerto Rico-Trolley Buses	39,501
246	RI	Providence, RI Expansion of Elmwood Paratransit Maintenance Facility	1,128,600
604	RI	Rhode Island, RIPTA Elmwood Facility Expansion	1,850,000
115	RI	Rhode Island Statewide Bus Fleet	1,354,320
533	SC	Greenville, SC Transit Authority-City of Greenville Multimodal Transportation Center Improvement	274,000
619	SC	South Carolina Department of Transportation-Transit Facilities Construction Program	549,000
620	SC	South Carolina Department of Transportation-Vehicle Acquisition Program	2,194,000
621	SD	South Dakota Department of Transportation-Statewide Buses and Bus Facilities	4,097,000
237	TN	Knoxville, Tennessee-Central Station Transit Center	2,302,344
554	TN	Knoxville, TN-Central Station	685,000
565	TN	Lipscomb University, TN-Intermodal Parking Garage	411,000
579	TN	Metropolitan Transit Authority-Nashville Downtown Transit Transfer Facility	3,291,000
268	TN	Nashville, TN Construct a parking garage on the campus of Lipscomb University, Nashville	451,440
412	TN	Nashville, TN Construct Downtown Nashville Transit Transfer Facility	338,580
30	TN	Sevier County, Tennessee-U.S. 441 bus rapid transit	56,430
636	TN	Tennessee Department of Transportation-Statewide Tennessee Transit ITS and Bus Replacement	3,291,000
649	TN	University of Memphis-Pedestrian Bridge	823,000
426	TX	Abilene, TX Vehicle replacement and facility improvements for transit system	90,288
480	TX	Brownsville Urban System, TX--City-Wide Transit Improvement Project	1,097,000
162	TX	Brownsville, TX Brownsville Urban System City-Wide Transit Improvement Project	564,300
153	TX	Bryan, TX The District-Bryan Intermodal Transit Terminal and Parking Facility	677,160
485	TX	Capital Metropolitan Transportation Authority, TX-Bus Replacements	2,742,000
455	TX	Carrollton, Texas Downtown Regional Multimodal Transit Hub	270,000
506	TX	City of Round Rock, TX-Downtown Intermodal Transportation Terminal	274,000

Number	State	Project Description	FY 2009 Funding (\$)
111	TX	Construct West Houston and Fort Bend County, Texas-bus transit corridor	451,440
438	TX	Corpus Christi, TX Corpus Regional Transit Authority for maintenance facility improvements	564,300
515	TX	Dallas Area Rapid Transit-Bus passenger Facilities	274,000
336	TX	Dallas, TX Bus Passenger Facilities	2,889,216
196	TX	Design Downtown Carrollton, Texas Regional Multi-Modal Transit Hub Station	451,440
290	TX	Galveston, Texas-Intermodal center and parking facility, The Strand	1,015,740
536	TX	Harris County-West Houston-Fort Bend Bus Transit Corridor: Uptown Westpark Terminal	274,000
561	TX	Laredo-North Laredo Transit Hub-Bus Maintenance Facility	823,000
24	TX	Roma, TX Bus Facility	118,503
610	TX	San Angelo, TX Street Railroad Company-Transit Fleet Replacement	274,000
210	TX	San Antonio, TX Improve VIA bus facility and purchase new buses	1,580,040
653	TX	VIA Metropolitan Transit Authority, TX-Bus & Bus Facility Improvements	1,372,000
63	TX	Zapata, Texas Purchase Bus vehicles	70,538
178	UT	Sandy City, UT Construct transit hub station and TRAX station at 9400 South	451,440
651	UT	Utah Statewide Bus and Bus Facilities	8,234,000
409	VA	Alexandria, VA Eisenhower Avenue Inter-modal Station improvements, including purchase of buses and construction of bus shelters	564,300
232	VA	Alexandria, VA Royal Street Bus Garage Replacement	112,860
278	VA	Arlington County, VA Columbia Pike Bus Improvements	790,020
142	VA	Arlington County, VA Crystal City-Potomac Yard Busway, including construction of bus shelters	677,160
359	VA	Arlington County, VA Pentagon City Multimodal Improvements	451,440
157	VA	Bealeton, Virginia-Intermodal Station Depot Refurbishment	62,073
492	VA	City of Alexandria, VA-City-Wide Transit Improvements	274,000
493	VA	City of Alexandria, VA-Potomac Yard Transit Improvements	274,000
494	VA	City of Alexandria, VA-Replace Royal Street Bus Garage	823,000
495	VA	City of Alexandria, VA-Valley Pedestrian & Transit	274,000
511	VA	Commonwealth of Virginia-Statewide Bus Capital Program	4,114,000
15	VA	Fairfax County, VA Richmond Highway (U.S. Route 1) Public Transportation Improvements	451,440
525	VA	Fairfax County, Virginia-Richmond Highway Initiative	549,000
281	VA	Falls Church, VA Falls Church Intermodal Transportation Center	451,440
97	VA	Fredericksburg, Virginia-Improve and repair Fredericksburg Station	564,300
532	VA	Greater Richmond Transit, VA-Bus Operations/Maintenance Facility	1,372,000
535	VA	Hampton Roads Transit, VA-Southside Bus Facility	274,000
391	VA	Hampton Roads, VA Final design and construction for a Hampton Roads Transit Southside Bus Facility	451,440
354	VA	Norfolk, Virginia-Final Design and Construction Southside Bus Facility	395,010
68	VA	Northern Neck and Middle Peninsula, Virginia-Bay Transit Multimodal Facilities	733,590
602	VA	Potomac & Rappahannock Transportation Commission, VA-Buses for Service Expansion	274,000
360	VA	Richmond, VA Design and construction for a bus operations and maintenance facility for Greater Richmond Transit Company	338,580
184	VA	Richmond, VA Renovation and construction for Main Street Station	248,292
434	VA	Roanoke, VA-Bus restoration in the City of Roanoke	56,430
312	VA	Roanoke, Virginia-Improve Virginian Railway Station	56,430
305	VA	Roanoke, Virginia-Intermodal Facility	45,144
361	VA	Roanoke, Virginia-Roanoke Railway and Link Passenger facility	112,860
477	VT	Brattleborough, VT, Intermodal Center	0
486	VT	CCTA, VT, Bus, Facilities and Equipment	800,000
633	VT	State of Vermont Buses, Facilities and Equipment	520,000
94	WA	Ilwaco, WA Procure shuttles for Lewis and Clark National Historical Park	22,572
395	WA	Ilwaco, WA Construct park and ride	22,572
337	WA	Island Transit, WA Operations Base Facilities Project	541,728
193	WA	Mukilteo, WA Multi-Modal Terminal	1,309,176
334	WA	North Bend, Washington-Park and Ride	180,576
333	WA	Oak Harbor, WA Multimodal Facility	225,720
613	WA	Seattle, WA Multimodal Terminal Redevelopment & Expansion	1,100,000
113	WA	Snohomish County, WA Community Transit bus purchases and facility enhancement	677,160
151	WA	Thurston County, WA Replace Thurston County Buses	203,148
654	WA	Washington Southworth Terminal Redevelopment	1,500,000
655	WA	Washington, King Street Transportation Center-Intercity Bus Terminal Component	70,000

<b>Number</b>	<b>State</b>	<b>Project Description</b>	<b>FY 2009 Funding (\$)</b>
350	WI	Milwaukee, WI Rehabilitate Intermodal transportation facility at downtown Milwaukee's Amtrak Station, increase parking for bus passengers	1,015,740
100	WI	State of Wisconsin buses and bus facilities	3,690,522
452	WI	State of Wisconsin Transit Intermodal Facilities	1,350,000
663	WI	Wisconsin, Statewide Buses and Bus Facilities	700,000
73	WV	West Virginia Construct Beckley Intermodal Gateway pursuant to the eligibility provisions for projects listed under section 3030(d)(3) of P.L. 105-178.	5,417,280
658	WV	West Virginia, Statewide Bus and Bus Facilities	5,000,000
665	WY	Wyoming Department of Transportation-Wyoming Statewide Bus and Bus Related Facilities	823,000
<b>Total all SAFETEA-LU Section 3044 Projects</b>			<b>\$494,621,954</b>

Note: Earmarks prior to SAFETEA-LU Technical Corrections Bill, P.L.110-244.

QUESTION: Please provide a table reflecting the average age of bus fleets of the nation's 30 largest transit providers.

RESPONSE:

**Average Fleet Age of the 30 Largest Transit Providers**

(Providers ranked by number of buses in fixed-route service at peak operations (VOMS))

Agency	Average Age	Active Fleet
Alameda-Contra Costa Transit District	7.01	528
Chicago Transit Authority	8.44	1,797
City and County of Honolulu Department of Transportation Services	8.31	415
City of Detroit Department of Transportation	5.43	483
Dallas Area Rapid Transit	6.31	565
Denver Regional Transportation District	6.60	921
King County Department of Transportation - Metro Transit Division	6.48	1,071
Los Angeles County Metropolitan Transportation Authority	6.95	2,243
Maryland Transit Administration	6.20	767
Massachusetts Bay Transportation Authority	6.22	816
Metro Transit (Minneapolis)	6.37	702
Metropolitan Atlanta Rapid Transit Authority	5.25	451
Metropolitan Transit Authority of Harris County, Texas	6.86	1,106
Miami-Dade Transit	4.53	823
Milwaukee County Transit System	6.05	431
MTA Bus Transit Systems (includes NYC Transit, MTA Bus Company, MTA Long Island Bus)	7.46	5,208
New Jersey Transit Corporation	7.54	2,012
Orange County Transportation Authority	8.49	543
Pace - Suburban Bus Division	6.30	623
Port Authority of Allegheny County (Pittsburgh)	6.68	808
Ride-On Montgomery County Transit (Suburban Washington, DC)	6.54	350
San Francisco Municipal Railway	8.51	389
Santa Clara Valley Transportation Authority (San Jose)	7.58	371
Southeastern Pennsylvania Transportation Authority	5.80	1,169
The Greater Cleveland Regional Transit Authority	5.02	514
Tri-County Metropolitan Transportation District of Oregon	9.10	526
Utah Transit Authority	7.51	384
Valley Metro Bus Systems (includes City of Phoenix, City of Tempe, Regional Public Transportation Authority)	7.74	420
VIA Metropolitan Transit (San Antonio)	5.84	367
Washington Metropolitan Area Transit Authority	7.20	1,273
<b>Total - Top 30 Transit Agencies</b>	<b>7.0</b>	<b>28,076</b>

**QUESTION:** Please provide a table showing all unobligated bus and bus facilities funds.

**RESPONSE:**  
[The information follows:]

[Insert #25-#26 Unobligated Bus]

FEDERAL TRANSIT ADMINISTRATION									
FY 2008 Unobligated Balances for Bus and Bus Facilities									
(as of May 28, 2008)									
Earmark FY	Earmark State Code	EARMARK ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes		
2002	CA	E2002-BUSP-601	Orange County Transportation Authority Springfield Union Station Intermodal Facility, 2002	\$247,507	\$247,507	2009	Application expected FY 2009		
2002	MA	E2002-BUSP-236	Springfield Union Station Intermodal Facility, 2002	3,960,116	2,440,116	2008	Project scope undefined		
2002	NY	E2002-BUSP-602	Binghamton Intermodal Terminal	1,960,058	1,960,058	2008	Expect to Obligate by end of FY		
2002	PA	E2002-BUSP-292	Callowhill bus garage replacement, 2002	3,267,096	3,267,096	2008	Grantee Seeking Extension		
2003	CT	E2003-BUSP-073	Hollyhook Station/Intermodal Transportation Center, Norwich	2,606,748	2,606,748	2008	Awaiting completion of NEPA documentation (EA) prior to submission of grant application		
2003	MA	E2003-BUSP-147	Attleboro Intermodal Mixed-Use Garage Facility	737,759	737,759	2008	ENVIRONMENTAL REQUIREMENTS NEED TO BE ADDRESSED. ANTICIPATE GRANT APPLICATION JULY/AUGUST 2008		
2003	MA	E2003-BUSP-162	Springfield Union Station Intermodal Redevelopment Project	5,902,072	5,902,072	2008	Project scope undefined		
2004	AK	E2004-BUSP-007	Sawmill Creek Intermodal Facility, Alaska	1,941,747	1,941,747	2008	Grantee has asked for an extension		
2004	CA	E2004-BUSP-037	Burbank Empire Area Transit Center, California	728,156	728,156	2008	Recipient working through Congressional office on one-year extension for earmark.		
2004	CA	E2004-BUSP-045	Eastern Contra Costa County Park and Ride Lots, California	582,524	582,524	2009	Expect to Obligate by end of FY		
2004	CA	E2004-BUSP-049	Hybrid buses in Eureka, CA/Eureka Intermodal Depot, California	242,718	242,718	2008	Expect to Obligate by end of FY		
2004	CA	E2004-BUSP-073	Sacramento Regional Bus Expansion, Enhancement, and Coordination Program, City of Auburn, California	97,088	97,088	2008	Expect to Obligate by end of FY		
2004	FL	E2004-BUSP-114	North Florida and West Coast Bus Procurement, Florida	3,883,494	114,656	2008	Expect to Obligate by end of FY		
2004	FL	E2004-BUSP-117	Palm Beach Gardens Mass Transit Bus Shelters, Florida	19,418	19,418	2008	Expect to Obligate by end of FY		
2004	GA	E2004-BUSP-135	Leesburg Train Depot Renovation and Restoration, Georgia	291,262	291,262	2008	The City of Palm Beach Gardens notified FTA on 5/4/06 that they would not apply for the funds.		
2004	GA	E2004-BUSP-140	Regional Transit Project for Quitman, Clay, Randolph and Stewart Counties, Georgia	485,437	485,437	2008	Expect to Obligate by end of FY		
2004	GA	E2004-BUSP-140	Regional Transit Project for Quitman, Clay, Randolph and Stewart Counties, Georgia	485,437	485,437	2008	Awaiting application with NEPA documentation from GDOT		

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2004	IA	E2004-BUSP-148	UNI Multimodal Project, Iowa	3,398,058	3,296,058	2008	UNIVERSITY OF NORTH, IOWA SEEKING REPROGRAMMING.
2004	MA	E2004-BUSP-201	Springfield Union Station Intermodal facility redevelopment, Massachusetts	4,368,931	4,368,931	2008	Project scope undefined
2004	MS	E2004-BUSP-273	Intermodal Facility, JIA, Mississippi	1,941,747	1,941,747	2008	Application received and has not been entered into TEAM
2004	MT	E2004-BUSP-278	Liberty County COA Bus Facility, Montana	48,544	48,494	2008	Grantee, working with MDT, will request an extension and reprogramming of this earmark for statewide bus and bus facilities. MDT will in turn make Sec. 5311 funds available for this project.
2004	NY	E2004-BUSP-312	Broome County Hybrid Buses, New York	582,524	582,524	2008	Expect to Obligate by end of FY
2004	NY	E2004-BUSP-315	Fort Edward Intermodal Station Interior Restoration/Rehabilitation Project, New York	291,262	291,262	2008	Expect to Obligate by end of FY
2004	OH	E2004-BUSP-342	Central Ohio Transit Authority Facility	436,894	436,894	2008	Expect to Obligate by end of FY
2004	PA	E2004-BUSP-396	Pittsburgh Water Taxi, Pennsylvania	970,874	970,874	2008	The Port of Pittsburgh Commission is the grant recipient. This project is not ready to be implemented. The grantee will most likely seek and extension of the earmark.
2004	TN	E2004-BUSP-423	Memphis International Airport Intermodal Facility, Tennessee	2,669,902	641,782	2008	Working with grantee to prepare complete application in TEAM.
2004	VT	E2004-BUSP-459	Brattleboro Multimodal, Vermont	1,941,747	1,206,753	2008	Application for remaining funds will be submitted in July 2008
2004	VT	E2004-BUSP-460	Burlington Transit Facilities, Vermont	2,427,184	2,427,184	2008	Expect to Obligate by end of FY
2005	CA	E2005-BUSP-064	Palo Alto Intermodal Transit Center, California	728,834	728,834	2008	Expect to Obligate by end of FY
2005	CO	E2005-BUSP-089	Colorado Statewide buses and bus facilities	6,923,920	184,526	2008	Expect to Obligate by end of FY
2005	CT	E2005-BUSP-090	Bridgeport Intermodal Transportation Center, Connecticut	6,802,447	583,427	2008	Expect to Obligate by end of FY
2005	CT	E2005-BUSP-093	Pulse Point Joint Development safety improvements, Connecticut	485,886	166,921	2008	Expect to Obligate by end of FY
2005	CT	E2005-BUSP-801	Stamford, Connecticut Urban Transitway Phase I and II	5,830,669	5,830,669	2010	Expect to Obligate by end of FY

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2005	DC	E2005-BUSP-098	Union Station Intermodal Transportation Center, Washington, DC	728,834	728,834	2008	Expect to Obligate by end of FY
2005	FL	E2005-BUSP-710	Bus stop, bus pullout and transit improvements consistent with the City of Ft. Lauderdale Community Redevelopment Agency Plan	971,779	971,779	2008	Expect to Obligate by end of FY
2005	IL	E2005-BUSP-147	Champaign Day Care Center/Park-n-Ride	728,834	728,834	2008	Expect to Obligate by end of FY
2005	IL	E2005-BUSP-148	City of Chicago's Free Trolley System	728,833	728,833	2008	Expect to Obligate by end of FY
2005	IN	E2005-BUSP-157	Ivy Tech State College multimodal facility, Indiana	485,888	485,888	2008	Expect to Obligate by end of FY
2005	MA	E2005-BUSP-195	Springfield Union Station, Springfield, Massachusetts	6,505,083	6,505,083	2008	Expect to Obligate by end of FY
2005	MD	E2005-BUSP-199	Howard County Transit repair facility, Maryland	485,888	485,888	2008	MD grantee seeking extension (working with Congressman Elijah Cummings office)
2005	MID	E2005-BUSP-800	Purchase of small buses for the shuttle service at the Glenmont Parking Garage	485,888	485,888	2010	Expect to Obligate by end of FY
2005	MS	E2005-BUSP-263	Mississippi Valley State University mass transit program expansion, Mississippi	194,357	194,357	2008	Expect to Obligate by end of FY
2005	MT	E2005-BUSP-266	Billings public bus and medical transfer facility, Montana	2,429,445	2,429,445	2008	Expect to Obligate by end of FY
2005	NY	E2005-BUSP-298	Broome County hybrid buses, New York	1,554,845	316,545	2008	Expect to Obligate by end of FY
2005	NY	E2005-BUSP-301	Central New York Regional Transportation Authority, New York	3,158,279	3,158,279	2008	Expect to Obligate by end of FY
2005	NY	E2005-BUSP-303	Invington Intermodal Upgrades, New York	242,945	242,945	2008	Needs Scope Development
2005	NY	E2005-BUSP-309	Renaissance Square, New York	6,316,558	6,316,558	2008	Expect to Obligate by end of FY
2005	NY	E2005-BUSP-310	Rochester Central Bus Terminal, New York	5,441,959	5,441,959	2008	Expect to Obligate by end of FY
2005	PA	E2005-BUSP-346	Ardmore transit center, Pennsylvania	5,830,669	5,404,669	2008	Expect to Obligate by end of FY
2005	PA	E2005-BUSP-347	Area Transit Authority, Pennsylvania	1,384,784	394,784	2008	Expect to Obligate by end of FY
2005	PA	E2005-BUSP-348	Area Transportation Authority of North Central Pennsylvania passenger terminal, Pennsylvania	1,214,724	766,724	2008	Expect to Obligate by end of FY
2005	PA	E2005-BUSP-364	Mid-County Transit Authority Kittanning, Pennsylvania	213,792	213,792	2008	Expect to Obligate by end of FY

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2005	PA	E2005-BUSP-368	Union Station Intermodal Trade and Transit Center, Schuylkill County, Pennsylvania.	1,943,557	1,943,557	2008	Grantee Seeking Extension
2005	PA	E2005-BUSP-369	Union Snyder Transportation Alliance, Union County, Pennsylvania	1,457,667	1,457,667	2008	Grantee Seeking Extension
2005	TN	E2005-BUSP-381	Memphis Airport Intermodal Facility, Tennessee	2,915,334	2,915,334	2008	Expect to Obligate by end of FY
2005	TX	E2005-BUSP-392	CNG bus replacement, Texas	388,711	388,711	2008	Expect to Obligate by end of FY
							Funds cannot be obligated until grantee completes site selection, NEPA and PE with prior year earmarked funds.
2005	VA	E2005-BUSP-415	Hampton Roads Transit New Maintenance Facilities, Virginia	2,186,501	2,186,501	2008	
2005	VA	E2005-BUSP-416	I-66/Vienna Metrorail Accessibility Improvements, Virginia	583,067	583,067	2008	TRO-3 staff is working with the county to develop an application.
2005	VA	E2005-BUSP-714	James City County Buses related equipment and facilities.	815,334	815,334	2009	Expect to Obligate by end of FY
2006	AK	E2006-BUSP-000	Alaska Native Medical Center intermodal bus/parking facility	742,500	742,500	2008	Expect to Obligate by end of FY
2006	AK	E2006-BUSP-001	Alaska Native Medical Center intermodal parking facility	1,138,500	1,138,500	2008	Expect to Obligate by end of FY
2006	AK	E2006-BUSP-003	C Street Expanded bus facility and intermodal parking garage, Anchorage, AK	1,138,500	1,138,500	2008	Expect to Obligate by end of FY
2006	AK	E2006-BUSP-004	CITC Non-profit Services Center intermodal parking facility, Anchorage, AK	683,100	683,100	2008	Expect to Obligate by end of FY
2006	AK	E2006-BUSP-006	Improve marine inter-modal facilities in Ketchikan	3,187,800	3,187,800	2008	Expect to Obligate by end of FY
2006	AK	E2006-BUSP-007	Juneau, Alaska-transit bus acquisition and transit center	341,550	341,550	2008	Expect to Obligate by end of FY
2006	AK	E2006-BUSP-008	Juneau-Transit Bus Acquisition and Transit Center	340,560	340,560	2008	Expect to Obligate by end of FY
2006	AK	E2006-BUSP-009	Keetchikan, Alaska- Transit Needs	56,430	56,430	2008	Expect to Obligate by end of FY
2006	AK	E2006-BUSP-010	Matsu, Alaska-Transit Needs	113,850	113,850	2008	Expect to Obligate by end of FY
2006	AK	E2006-BUSP-012	North Slope Borough, AK-Transit Purposes	453,420	453,420	2008	Expect to Obligate by end of FY
2006	AK	E2006-BUSP-014	Sitka, Alaska-Transit Needs	56,430	56,430	2008	Expect to Obligate by end of FY
2006	AK	E2006-BUSP-015	Skagway Intermodal facility, Alaska	980,000	425,783	2008	Expect to Obligate by end of FY
2006	AK	E2006-BUSP-016	Wrangell, AK-Ferry infrastructure	226,710	226,710	2008	Expect to Obligate by end of FY
			American Village/Morievallo, Alabama construction of closed loop Access Road, bus lanes and parking facility				
2006	AL	E2006-BUSP-021	Birmingham, AL Expansion of Downtown Intermodal Facility, Phase II	76,143	76,143	2008	Expect to Obligate by end of FY
2006	AL	E2006-BUSP-022		380,714	380,714	2008	Expect to Obligate by end of FY

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2006	AL	E2006-BUSP-023	City of Birmingham, AL-Birmingham Downtown Intermodal Terminal, Phase II	1,133,550	1,133,550	2008	Expect to Obligate by end of FY
2006	AL	E2006-BUSP-032	Lawson State Community College, Alabama	445,500	445,500	2008	Expect to Obligate by end of FY
2006	AL	E2006-BUSP-033	Mobile County, AL Commission-Bus project	113,850	113,850	2008	Expect to Obligate by end of FY
2006	AL	E2006-BUSP-034	Mobile Waterfront Infrastructure Development, AL	594,000	594,000	2008	Expect to Obligate by end of FY
2006	AL	E2006-BUSP-037	University of Alabama in Birmingham Intermodal Facility	1,587,960	1,587,960	2008	Expect to Obligate by end of FY
2006	AL	E2006-BUSP-039	University of Alabama Intermodal Facility South	2,041,380	2,041,380	2008	Expect to Obligate by end of FY
2006	AL	E2006-BUSP-329	Auburn University-Intermodal Parking Garage	906,840	906,840	2008	Expect to Obligate by end of FY
2006	AR	E2006-BUSP-044	Harrison, Arkansas-Trolley Barn	7,614	7,614	2008	Expect to Obligate by end of FY
2006	AZ	E2006-BUSP-049	Coconino County, Arizona-Bus and bus facilities for the Sedona Transit System	180,839	180,839	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-062	ADA Paratransit Vehicles, San Diego, CA	495,000	7,400	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-065	Anador County, California-Regional Transit Center	190,357	190,357	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-066	Baldwin Park, CA Construct vehicle and bicycle parking lot and pedestrian rest area at transit center	380,714	380,714	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-067	Berkeley, CA Construct Ed Roberts Campus Intermodal Transit Disability Center	571,072	571,072	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-068	Blue Line Trolley Shelter Improvements, CA	346,500	5,200	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-069	Burbank Airport Hybrid Shuttle Demonstration Project, CA	495,000	495,000	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-071	Burbank, CA Construction of Empire Area Transit Center near Burbank Airport	47,589	47,589	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-072	Calaveras, CA Purchase new buses for the Calaveras Transit System	57,107	57,107	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-076	City of Alameda, CA Plan, design, and construct intermodal facility	380,714	380,714	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-078	City of Modesto's Bus Maintenance Facility, CA	495,000	495,000	2008	Expect to Obligate by end of FY

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2006	CA	E2006-BUSP-079	Construct bus shelters in Bellflower, CA Culver City, CA Purchase compressed natural gas buses and expand natural gas fueling facility	247,500	247,500	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-082	Davis, CA Davis Multi-Modal Station to improve entrance to Amtrak Depot and parking lot, provide additional parking and improve service	704,322	704,322	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-083	Development of Gold Country Stage Transit Transfer Center, Nevada County, CA	190,357	190,357	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-084	Ed Roberts Campus, Berkeley, CA	177,093	177,093	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-087	Emeryville, CA Expand & Improve Inter-modal Transit Center at Amtrak Station	297,000	297,000	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-089	Fairfield/Vacaville Intermodal Station, CA	190,357	190,357	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-091	Foothill Transit, San Gabriel Valley, CA	495,000	495,000	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-092	Fresno, CA-Develop program of low-emission transit vehicles	3,267,000	3,267,000	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-093	Glendale, CA Construction of Downtown Streetcar Project	190,357	190,357	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-095	Glendale, CA Purchase of CNG Buses for Glendale Beeline Transit System	190,357	190,357	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-096	Golden Empire Transit traffic signal priority project, CA	87,945	87,945	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-097	Hercules, CA Inter-modal Rail Station Improvements	247,500	247,500	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-099	Intermodal Park and Ride Facility at Discovery, CA	285,536	285,536	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-100	Intermodal Transit Center, Bell Gardens, CA	297,000	297,000	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-101	La Habra Shuttle Senior Transportation Program, CA	396,000	396,000	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-103	Lakewood Bus Stop Improvements, Lakewood, California	155,430	155,430	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-104	Long Beach, CA Museum of Latin American Art, Long Beach, to build intermodal park and ride facility	396,000	396,000	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-107	Long Beach, CA Park and Ride Facility	380,714	380,714	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-108	Long Beach, CA Park and Ride Facility	190,357	190,357	2008	Expect to Obligate by end of FY

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2006	CA	E2006-BUSP-1107	Intermodal Park and Ride Facility at Discovery Science Center, Santa Ana, CA.	297,000	297,000	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-111	Los Angeles County Metropolitan Transit Authority, CA capital funds for facility improvements to support the Cal State Northridge tram system	61,866	61,866	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-112	Los Angeles Valley College Bus Station Extension, California	742,500	742,500	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-116	Los Angeles, CA Improve transit shelters, sidewalks lighting and landscaping around Cedar's-Sinai Medical Center	285,536	285,536	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-118	Los Angeles, CA Wishire-Vermont subway station reconstruction	190,357	190,357	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-119	Los Angeles, CA Construction of Intermodal Transit Center at California State University Los Angeles	150,382	150,382	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-121	Los Angeles, CA LAX Intermodal Transportation Center Rail and Bus System Expansion	495,000	495,000	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-123	Mariposa, CA-Yosemite National Park CNG-Hydrogen transit buses and facilities	475,893	475,893	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-124	Martinez, CA Inter-modal Facility Restoration	285,536	285,536	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-125	Metro Gold Line Foothill Extension Light Rail Transit Project from Pasadena, CA to Montclair, CA	2,855,358	2,855,358	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-126	Monrovia, California-Transit Village Project	571,072	571,072	2008	Pending environmental clearance, which has not yet begun - high possibility of lapsing
2006	CA	E2006-BUSP-127	Monrovia, Los Angeles County, CA, Transit Village	1,485,000	1,485,000	2008	Pending environmental clearance, which has not yet begun - high possibility of lapsing
2006	CA	E2006-BUSP-128	Monterello, CA Bus Lines Bus Fleet Replacement Project	133,250	133,250	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-135	New Bus Facility Capital Improvements, California (San Joaquin)	990,000	990,000	2008	Expect to Obligate by end of FY

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2006	CA	E2006-BUSP-136	Nowalk, CA Transit System Bus Procurement and Los Angeles World Airport Remote Fly-Away Facility Project	152,286	152,286	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-137	Oakland, CA Construct Bay Trail between Coliseum BART station and Martin Luther King, Jr. Regional Shoreline	171,321	171,321	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-138	Oakland, CA Construct streetscape & intermodal improvements at BART Station Transit Villages	190,357	190,357	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-139	OCTA BRT	1,485,000	1,485,000	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-143	Orange County Transit Authority, California-Security surveillance and monitoring equipment	1,006,989	1,006,989	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-144	Orange County, CA Purchase buses for rapid transit	190,357	190,357	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-145	Orange County, CA Transportation Projects to Encourage Use of Transit to Reduce Congestion	190,357	190,357	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-147	Palm Springs Aerial Tramway Bus Project, CA	594,000	594,000	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-150	Paramount Easy Rider Clean-Air Buses, Paramount, California	198,000	198,000	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-151	Pasadena, CA ITS Improvements	190,357	190,357	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-152	Pleasant Hill, CA Construct Diablo Valley College Bus Transit Center	285,536	285,536	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-153	Redondo Beach Coastal Shuttle Transit Vehicles, California	693,000	693,000	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-154	Redondo Beach, CA Capital Equipment procurement of 12 Compressed Natural Gas (CNG) Transit Vehicles for Coastal Shuttle Services by Beach Cities Tran	152,286	152,286	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-155	Richmond, CA BART Parking Structure	951,766	951,766	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-158	Rosemary Children's Services' Transportation Program, California	74,250	74,250	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-160	Sacramento, CA Construct intermodal station and related improvements	1,332,500	1,092,500	2008	Expect to Obligate by end of FY

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2006	CA	E2006-BUSP-165	San Diego, CA Widen sidewalks and bus stop entrance, and provide diagonal parking, in the Skyline Paradise Hills neighborhood (Reo Drive)	57,107	57,107	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-167	San Fernando, CA Purchase CNG buses and related equipment and construct facilities	578,686	578,686	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-173	San Gabriel Valley, CA-Foothill Transit Park and Rides	1,808,393	1,808,393	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-174	San Joaquin, California Regional Rail-Altamont Commuter Express Corridor inter-modal centers	761,429	761,429	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-177	Santa Ana, CA Improve Santa Ana transit terminal	190,357	190,357	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-178	Santa Barbara, CA-Expansion of Regional Intermodal Transit Center	57,107	57,107	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-180	Santa Monica, CA Construct intermodal park-and-ride facility at Santa Monica College campus on South Bundy Drive near Airport Avenue	190,357	190,357	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-181	Santa Monica, CA Purchase and service LNG buses for Santa Monica's Big Blue Bus to meet increased ridership needs and reduce emissions	713,840	713,840	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-182	Shuttle bus to transport seniors in Bell Gardens, California	99,000	99,000	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-187	South Pasadena, CA Silent Night Grade Crossing Project	171,321	171,321	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-189	Spencer Avenue Bus Transfer Center, Oroville, CA	346,500	346,500	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-190	Symmar, CA Los Angeles Mission College Transit Center construction	47,589	47,589	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-191	Temecula, California-Intermodal Transit Facility	95,179	95,179	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-192	Torrance Transit System, CA Acquisition of EPA and CARB-certified low emission replacement buses	571,072	571,072	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-193	Torrance Transit System, California	396,000	396,000	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-202	Yorba Linda Senior Mobility Program--TRAILS	40,590	40,590	2008	Expect to Obligate by end of FY
2006	CA	E2006-BUSP-203	Yosemite Area Regional Transportation System	247,500	247,500	2008	Expect to Obligate by end of FY

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2006	CA	E2006-BUSP-395	Placerville Station II	990,000	790,000	2008	Expect to Obligate by end of FY
2006	CO	E2006-BUSP-206	City of Aspen, CO Bus and Bus Facilities	133,250	133,250	2008	Expect to Obligate by end of FY
2006	CO	E2006-BUSP-208	Colorado Association of Transit Agencies/Colorado Transit Coalition-Colorado Statewide Buses and Bus Facilities	5,896,440	177,975	2008	Expect to Obligate by end of FY
2006	CO	E2006-BUSP-210	Denver Regional Transit District-Bus Maintenance Facility	680,130	680,130	2008	Expect to Obligate by end of FY
2006	CO	E2006-BUSP-211	Denver Regional Transit District-Denver Union Station Multimodal Renovations	453,420	453,420	2008	Expect to Obligate by end of FY
2006	CO	E2006-BUSP-212	Denver Regional Transit District-US 36 Corridor BRT	1,587,960	1,587,960	2008	Expect to Obligate by end of FY
2006	CO	E2006-BUSP-213	Denver, CO Denver Union Station Inter-modal Center	1,046,965	1,046,965	2008	Expect to Obligate by end of FY
2006	CT	E2006-BUSP-1122	Stamford, Connecticut Urban Transitway Phase I and II	2,970,000	2,970,000	2010	Expect to Obligate by end of FY
2006	CT	E2006-BUSP-222	Bridgeport Intermodal Transport Center, CT	3,960,000	3,960,000	2008	Expect to Obligate by end of FY
2006	CT	E2006-BUSP-223	Bridgeport, Connecticut-Greater Bridgeport Transit Authority Bus Facility	95,179	95,179	2008	Expect to Obligate by end of FY
2006	CT	E2006-BUSP-224	Bridgeport, CT Facility Expansion/Improvement	346,500	346,500	2008	Expect to Obligate by end of FY
2006	CT	E2006-BUSP-226	Downtown Middletown, CT Transportation Infrastructure Improvement Project	1,980,000	1,980,000	2008	Expect to Obligate by end of FY
2006	CT	E2006-BUSP-227	Enfield, Connecticut-Intermodal station	571,072	411,072	2008	Expect to Obligate by end of FY
2006	CT	E2006-BUSP-229	Inter-Modal Center, Middletown, CT	297,000	297,000	2008	Expect to Obligate by end of FY
2006	CT	E2006-BUSP-230	Middletown, CT Construct Intermodal center	285,536	285,536	2008	Expect to Obligate by end of FY
2006	CT	E2006-BUSP-232	New London, Connecticut-Intermodal Transportation Center and Streetscapes	95,179	95,179	2008	Expect to Obligate by end of FY
2006	CT	E2006-BUSP-233	Northwestern Connecticut Central Transit Facility	297,000	297,000	2008	Expect to Obligate by end of FY
2006	CT	E2006-BUSP-234	Norwalk Pulse Point Joint Improvements, CT	247,500	247,500	2008	Expect to Obligate by end of FY
2006	CT	E2006-BUSP-235	Norwalk, Connecticut-Pulse Point Joint Development inter-modal facility	95,179	95,179	2008	Expect to Obligate by end of FY
2006	CT	E2006-BUSP-236	South Norwalk Intermodal Facility, Norwalk, CT	990,000	990,000	2008	Expect to Obligate by end of FY

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2006	CT	E2006-BUSP-238	Stonington and Mystic, Connecticut-Intermodal Center parking facility and Streetscape	464,471	464,471	2008	Expect to Obligate by end of FY
2006	CT	E2006-BUSP-239	Torrington, CT Construct bus-related facility (Northwestern Connecticut Central Transit District)	380,714	380,714	2008	Expect to Obligate by end of FY
2006	CT	E2006-BUSP-241	Waterbury, CT Bus Maintenance Facility	1,980,000	1,980,000	2008	Expect to Obligate by end of FY
2006	DC	E2006-BUSP-242	Union Station Intermodal Transportation Center, Washington, D.C.	693,000	693,000	2008	Expect to Obligate by end of FY
2006	DE	E2006-BUSP-245	Bus Replacement and Facilities, DE	990,000	990,000	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-247	2nd St/Andrews Ave/3rd St Enhancements, Fort Lauderdale, FL	495,000	495,000	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-248	7th Avenue Transit Hub, FL	396,000	396,000	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-249	Alternative fuel buses, Broward County, FL	990,000	990,000	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-251	Broward County Alternative Fuel Buses, FL	113,850	113,850	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-252	Broward County Southwest Bus Facility, FL	990,000	990,000	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-253	Broward County, FL - Purchase Buses and construct bus facilities, FL	380,714	380,714	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-254	Broward County, FL Buses & Bus Facilities	1,237,322	1,237,322	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-255	Broward County-Bus and Bus Facilities	453,420	453,420	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-256	Broward, FL Purchase new articulated buses and bus stop improvements on State Road 7, (SR 7) between Golden Glades Interchange and Glades Road	95,179	95,179	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-257	Central Florida Commuter Rail Intermodal facilities	951,786	951,786	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-258	Central Florida Commuter Rail Intermodal Facilities	683,100	683,100	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-263	Construct intermodal transportation & parking facility, City of Winter Park, Florida	95,179	95,179	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-265	Flagler County, Florida-bus facility	114,214	114,214	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-266	Florida Department of Transportation-Palm Beach County Replacement Buses	226,710	226,710	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-267	Gainesville, FL Bus Facility Expansion	761,429	761,429	2008	Expect to Obligate by end of FY

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2006	FL	E2006-BUSP-270	Hillsborough Area Regional Transit-Bus Rapid Transit Improvements	453,420	453,420	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-271	Hillsborough, FL, Hillsborough Area Regional Transit Authority	990,000	990,000	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-272	Homestead East-West Bus Connector, FL	495,000	495,000	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-273	Intermodal Terminal Center, Jacksonville, FL	990,000	990,000	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-274	Jacksonville Transportation Authority Bus and Bus Facilities, FL	336,600	336,600	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-279	JARC Hartline, Hillsborough County, FL	247,500	247,500	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-280	Key West Buses and Bus Facilities, FL	495,000	495,000	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-281	Lakeland Area Citrus Connection Transit Systems	247,500	247,500	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-282	Lakeland Area Mass Transit District/Citrus Connection-Capital Funding Needs	453,420	453,420	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-284	Longwood, Florida-Construct Intermodal Transportation Facility	95,179	95,179	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-285	Miami Dade, FL N.W. 7th Avenue Transit Hub	571,072	571,072	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-289	Miami-Dade Transit 7th Avenue NW Transit Hub	226,710	226,710	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-291	Miramar Town Center Transit Hub, Miramar, Florida	495,000	495,000	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-296	Palm Beach County, FL Plan and Construct Belle Glade Combined Passenger Transit Facility	666,250	666,250	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-297	Palm Beach, FL 20 New Buses for Palm Train	285,536	285,536	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-298	Palm Beach, FL Palm Tran AVL-APC system with smart card fare boxes	47,589	47,589	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-299	Palm Tran, Palm Beach County, FL	247,500	247,500	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-303	Pinellas County Metropolitan Planning Organization-Pinellas Mobility Initiative: BRT and Guide way	226,710	226,710	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-304	Purchase Buses and construct bus facilities in Broward County, FL	428,304	428,304	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-305	Purchase Buses and construct bus facilities in Broward County, FL	380,714	380,714	2008	Expect to Obligate by end of FY

Earmark FY	Earmark State Code	EARMARK ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2006	FL	E2006-BUSP-307	Pulnam County, FL Ride Solutions Buses	742,500	742,500	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-309	South Florida Regional Transportation Authority-West Palm Beach Intermodal Facility	453,420	453,420	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-311	Space Coast Area Transit Bus Terminal, FL	198,000	198,000	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-313	St. Augustine, Florida-Intermodal Transportation Center and related pedestrian and landscape improvements	190,357	190,357	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-317	Tampa, FL Establish Transit Emphasis Corridor Project	142,768	142,768	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-318	Tampa, FL Purchase buses and construct bus facilities	428,304	428,304	2008	Expect to Obligate by end of FY
2006	FL	E2006-BUSP-320	Trolley Shelter, West Palm Beach, Florida	247,500	247,500	2008	Expect to Obligate by end of FY
2006	GA	E2006-BUSP-324	Albany, GA Bus replacement	57,107	57,107	2008	Expect to Obligate by end of FY
2006	GA	E2006-BUSP-325	Albany, GA Multimodal Facility	152,286	152,286	2008	Expect to Obligate by end of FY
2006	GA	E2006-BUSP-327	Atlanta, GA Inter-modal Passenger Facility Improvements	380,714	380,714	2008	Expect to Obligate by end of FY
2006	GA	E2006-BUSP-330	Augusta, GA Buses and Bus Facilities	76,143	76,143	2008	Expect to Obligate by end of FY
2006	GA	E2006-BUSP-331	Buses and Bus Facilities, GA	495,000	495,000	2008	Expect to Obligate by end of FY
2006	GA	E2006-BUSP-332	Chatham Area Transit Authority bus and facility, GA	495,000	495,000	2008	Expect to Obligate by end of FY
2006	GA	E2006-BUSP-333	City of Moultrie, Georgia, Intermodal Facility	495,000	495,000	2008	Expect to Obligate by end of FY
2006	GA	E2006-BUSP-335	Columbus, GA Bus replacement	57,107	57,107	2008	Expect to Obligate by end of FY
2006	GA	E2006-BUSP-336	Columbus, Georgia/Phoenix City, Alabama-National Infantry Museum Multimodal Facility	385,110	385,110	2008	Expect to Obligate by end of FY
2006	GA	E2006-BUSP-337	Columbus, Georgia-Buses & Bus Facilities	184,456	184,456	2008	Expect to Obligate by end of FY
2006	GA	E2006-BUSP-339	Georgia GRTA Xpress Implementation Buses	2,227,500	2,227,500	2008	Expect to Obligate by end of FY
2006	GA	E2006-BUSP-346	Moultrie, GA Inter-modal facility	57,107	57,107	2008	Expect to Obligate by end of FY
2006	GA	E2006-BUSP-347	Purchase Transit Buses for Macon Transit Authority, Georgia	495,000	495,000	2008	Expect to Obligate by end of FY
2006	GA	E2006-BUSP-348	Quitman, Clay, Randolph, Stewart Co., GA Bus project	47,589	47,589	2008	Expect to Obligate by end of FY
2006	GA	E2006-BUSP-349	Savannah, GA Bus and Bus Facilities-Chatham Area Transit	951,786	951,786	2008	Expect to Obligate by end of FY

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2006	GA	E2006-BUSP-350	Savannah, Georgia-Water Ferry River walk intermodal facilities	380,714	380,714	2008	Expect to Obligate by end of FY
2006	GA	E2006-BUSP-352	Sylvestor, GA Inter-modal Facility	38,071	38,071	2008	Expect to Obligate by end of FY
2006	GA	E2006-BUSP-353	Thomasville, GA Bus Replacement	38,071	38,071	2008	Expect to Obligate by end of FY
2006	GU	E2006-BUSP-354	MTA transit vehicles for disabled persons, Guam	297,000	297,000	2008	Expect to Obligate by end of FY
2006	HI	E2006-BUSP-355	Honolulu Bus and Bus Facilities, HI	5,940,000	2,800,000	2008	Expect to Obligate by end of FY
2006	HI	E2006-BUSP-356	Honolulu, HI, Bus Facilities	1,336,500	1,336,500	2008	Expect to Obligate by end of FY
2006	IA	E2006-BUSP-360	Black Hawk County, IA UNI Multimodal Project	680,130	680,130	2008	Grantee has requested funds to be reprogrammed to the state of IA
2006	IA	E2006-BUSP-367	UNI Multimodal Project, Cedar Falls, Iowa	1,559,250	1,559,250	2008	Grantee has requested funds to be reprogrammed to the state of IA
2006	IA	E2006-BUSP-368	University of Northern Iowa Multi	247,500	247,500	2008	Grantee has requested funds to be reprogrammed to the state of IA
2006	ID	E2006-BUSP-369	Boise, ID-Multimodal facility	856,607	456,607	2008	Expect to Obligate by end of FY
2006	ID	E2006-BUSP-372	Idaho Transit Coalition Bus Capital Investment	2,128,500	1,202,665	2008	Expect to Obligate by end of FY
2006	ID	E2006-BUSP-373	Idaho Transit Coalition Buses and Bus Facilities	742,500	287,559	2008	Expect to Obligate by end of FY
2006	ID	E2006-BUSP-374	Valley Regional Transit, ID-Downtown Boise Multimodal	1,315,710	1,315,710	2008	Expect to Obligate by end of FY
2006	IL	E2006-BUSP-129	Mattoon, Illinois - historic railroad depot restoration/intermodal center	304,572	304,572	2008	Expect to Obligate by end of FY
2006	IL	E2006-BUSP-378	Centralia, Illinois-South Central Mass Transit District Improvements	76,143	76,143	2008	Expect to Obligate by end of FY
2006	IL	E2006-BUSP-379	Champaign, IL-Construct park and ride lot with attached daycare facility	285,536	285,536	2008	Expect to Obligate by end of FY
2006	IL	E2006-BUSP-387	IL Statewide buses and facilities	7,920,000	3,230,230	2008	Grantee Seeking Extension
2006	IL	E2006-BUSP-389	Maywood, IL Purchase buses	9,518	9,518	2008	Expect to Obligate by end of FY
2006	IL	E2006-BUSP-392	PACE Bus Service to the College of DuPage, Glen Ellyn, IL	196,000	196,000	2008	Expect to Obligate by end of FY
2006	IL	E2006-BUSP-398	Springfield, IL, Multimodal Transit Terminal	792,000	492,000	2008	Expect to Obligate by end of FY
2006	IL	E2006-BUSP-399	St. Charles, IL-Intermodal Parking Structures	856,607	856,607	2008	Expect to Obligate by end of FY
2006	IN	E2006-BUSP-404	Bloomington, IN-Bus and transfer facility	915,618	915,618	2008	Expect to Obligate by end of FY
2006	IN	E2006-BUSP-405	Bloomington, Indiana University Campus Bus System, IN	594,000	594,000	2008	Expect to Obligate by end of FY

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2006	IN	E2006-BUSP-408	City of Anderson Intermodal Center Project, IN	123,750	123,750	2008	Expect to Obligate by end of FY
2006	IN	E2006-BUSP-411	Indianapolis Downtown Transit Center Indianapolis, IN Construct the Ivy Tech State College Multi-Modal Facility	792,000	792,000	2008	Expect to Obligate by end of FY
2006	IN	E2006-BUSP-412	Indianapolis, IN Construct the Ivy Tech State College Multi-Modal Facility	951,786	951,786	2008	Expect to Obligate by end of FY
2006	IN	E2006-BUSP-413	Indianapolis, IN Downtown Transit Center Indianapolis, IN IndySMART program to relieve congestion, improve safety and air quality	2,665,001	2,665,001	2008	Expect to Obligate by end of FY
2006	IN	E2006-BUSP-414	Indianapolis, IN Relocate and improve inter-modal transportation for pedestrian to Children's Museum of Indianapolis	380,714	380,714	2008	Expect to Obligate by end of FY
2006	IN	E2006-BUSP-415	Indianapolis, Indiana-Children's Museum Intermodal Center	2,665,001	285,001	2008	Expect to Obligate by end of FY
2006	IN	E2006-BUSP-416	Indianapolis, IN Ivy Tech Multi-Modal Facility, IN	190,357	190,357	2008	Expect to Obligate by end of FY
2006	IN	E2006-BUSP-417	Indianapolis, IN Ivy Tech State College Multi-Modal Facility, IN	297,000	297,000	2008	Expect to Obligate by end of FY
2006	IN	E2006-BUSP-418	Ivy Tech State College, Indiana Multimodal Center	173,250	173,250	2008	Expect to Obligate by end of FY
2006	IN	E2006-BUSP-419	Lake County Bus Systems, IN	148,500	148,500	2008	Expect to Obligate by end of FY
2006	IN	E2006-BUSP-421	Kansas Statewide Bus and Bus Facilities, KS	495,000	148,500	2008	Expect to Obligate by end of FY
2006	KS	E2006-BUSP-432	Kansas Statewide Bus and Bus Facilities, KS	693,000	693,000	2008	Grant expected in early June 2008
2006	KS	E2006-BUSP-433	Wichita Transit Authority, KS	792,000	792,000	2008	Grant expected in early June 2009
2006	KS	E2006-BUSP-434	Wyandotte County Unified Government Transit, KS	495,000	495,000	2008	Grant expected in early June 2010
2006	LA	E2006-BUSP-446	Bus Terminal and Support Facility, Lake Charles, LA	990,000	990,000	2008	Expect to Obligate by end of FY
2006	LA	E2006-BUSP-447	Capital Area Transit System-Baton Rouge BRT	680,130	680,130	2008	Expect to Obligate by end of FY
2006	LA	E2006-BUSP-451	LA Statewide buses and facilities Rehab, Louisiana	3,980,000	138,463	2008	Application Under Review
2006	LA	E2006-BUSP-459	New Orleans Union Passenger Terminal Rehab, Louisiana	990,000	990,000	2008	Application Under Review
2006	LA	E2006-BUSP-460	New Orleans, LA Inter-modal Riverfront Center	95,179	95,179	2008	Expect to Obligate by end of FY
2006	LA	E2006-BUSP-465	RiverSphere Multimodal Facility, Louisiana	198,000	198,000	2008	Expect to Obligate by end of FY
2006	LA	E2006-BUSP-466	Shreveport, LA-intermodal Transit Facility	637,697	626,697	2008	Expect to Obligate by end of FY

Farmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2006	LA	E2006-BUSP-468	St. Bernard Parish, LA Intermodal facility improvements	190,357	190,357	2008	Expect to Obligate by end of FY
2006	MA	E2006-BUSP-1087	Massachusetts Bay Transportation Authority Ferry System	2,475,000	2,475,000	2008	Expect to Obligate by end of FY
2006	MA	E2006-BUSP-471	Berkshire, MA, Berkshire Regional Transit Authority Bus Maintenance Facility	49,500	49,500	2008	Expect to Obligate by end of FY
2006	MA	E2006-BUSP-472	Beverly, MA Design and Construct Beverly Depot Intermodal Transportation Center	380,714	380,714	2008	Grantee Seeking Extension
2006	MA	E2006-BUSP-480	Haverhill, MA Design and Construct Intermodal Transit Parking Improvements	1,066,000	1,066,000	2008	Application Under Review
2006	MA	E2006-BUSP-481	Hingham, MA Higham Marine Intermodal Center Improvements: Enhance public transportation infrastructure/parking	1,713,215	933,215	2008	Expect to Obligate by end of FY
2006	MA	E2006-BUSP-483	Intermodal Station Improvements, Salem and Beverly, MA	1,188,000	1,188,000	2008	Expect to Obligate by end of FY
2006	MA	E2006-BUSP-484	Lawrence, MA, Gateway Intermodal and Quadrant Area Reuse Project	594,000	594,000	2008	Expect to Obligate by end of FY
2006	MA	E2006-BUSP-490	Medford, MA Downtown revitalization featuring construction of a 200 space Park and Ride Facility	380,714	380,714	2008	Expect to Obligate by end of FY
2006	MA	E2006-BUSP-491	Newburyport, MA Design and Construct Intermodal Facility	380,714	380,714	2008	Expect to Obligate by end of FY
2006	MA	E2006-BUSP-493	Public Transit for STCC College Students, Massachusetts	693,000	381,000	2008	Application Under Review
2006	MA	E2006-BUSP-494	Quincy, MA MBTA Purchase high speed catamaran ferry for Quincy Harbor Express Service	380,714	380,714	2008	Expect to Obligate by end of FY
2006	MA	E2006-BUSP-495	Rapid Transit Handicap Accessibility, Newton, Massachusetts	1,188,000	1,188,000	2008	Expect to Obligate by end of FY
2006	MA	E2006-BUSP-496	Revere, MA Inter-modal transit improvements in the Wonderland station (MBTA) area	342,643	342,643	2008	Expect to Obligate by end of FY
2006	MA	E2006-BUSP-497	Rockport, MA Rockport Commuter Rail Station Improvements	523,482	523,482	2008	Expect to Obligate by end of FY
2006	MA	E2006-BUSP-498	Salem, MA Design and Construct Salem Intermodal Transportation Center	380,714	380,714	2008	Expect to Obligate by end of FY

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2006	MA	E2006-BUSP-499	Woburn, MA Construction of an 88 space park and ride facility to be located on Magazine Hill, in the Heart of Woburn Square	342,643	342,643	2008	Expect to Obligate by end of FY
2006	MD	E2006-BUSP-500	Baltimore, MD Construct Intercity Bus Intermodal Terminal	951,786	951,786	2008	Application Under Review
2006	MD	E2006-BUSP-502	Howard County, MD Construct Central Maryland Transit Operations and Maintenance Facility	951,786	951,786	2008	Expect to Obligate by end of FY
2006	MD	E2006-BUSP-503	Howard County, MD Construct Central Maryland Transit Operations and Maintenance Facility	247,500	247,500	2008	Expect to Obligate by end of FY
2006	MD	E2006-BUSP-505	Maryland Statewide Bus Facilities and Buses	5,445,000	1,511,940	2008	Expect to Obligate by end of FY
2006	MD	E2006-BUSP-508	Mount Rainier, MD Intermodal and Pedestrian Project	85,661	85,661	2008	Grantees Seeking Extension
2006	ME	E2006-BUSP-1089	Swans Island, Maine Ferry Service	346,500	346,500	2008	Expect to Obligate by end of FY
2006	ME	E2006-BUSP-514	Bar Harbor, ME Purchase new buses to enhance commuting near the Jackson Labs	57,107	57,107	2008	Expect to Obligate by end of FY
2006	ME	E2006-BUSP-516	Intermodal Facility, Augusta, ME	693,000	693,000	2008	Expect to Obligate by end of FY
2006	MI	E2006-BUSP-1109	The Rapid 1st District Bus Replacement and Facilities, MI	1,287,000	1,287,000	2008	Expect to Obligate by end of FY
2006	MI	E2006-BUSP-518	Facilities, MI	1,980,000	396,001	2008	Expect to Obligate by end of FY
2006	MI	E2006-BUSP-520	Automation Alley/BUSolutions, MI	1,980,000	1,287,000	2008	No Application
2006	MI	E2006-BUSP-530	Clare County Transit Administration Facility, MI	455,400	455,400	2008	Expect to Obligate by end of FY
2006	MI	E2006-BUSP-559	Muskegon, Michigan-Muskegon Area Transit Terminal and related improvements	380,714	380,714	2008	Expect to Obligate by end of FY
2006	MN	E2006-BUSP-568	Cedar Avenue Bus Rapid Transit, Dakota County, MN	742,500	742,500	2008	Expect to Obligate by end of FY
2006	MN	E2006-BUSP-569	City of Northfield, MN Transit Station I-35W BRT 46th Street Station, Minneapolis, MN	277,200	277,200	2008	Expect to Obligate by end of FY
2006	MN	E2006-BUSP-574	Metrol Transit/Metropolitan Council, MN-Bus/Bus Capital	990,000	990,000	2008	Expect to Obligate by end of FY
2006	MN	E2006-BUSP-575	Minnesota Transit Cap.—5309 Buses and Bus Facilities—St. Peter	2,154,240	2,154,240	2008	Expect to Obligate by end of FY
2006	MN	E2006-BUSP-576	Northwest Busway, Minneapolis, Minnesota	247,500	247,500	2008	Expect to Obligate by end of FY
2006	MN	E2006-BUSP-577	St. Paul, MN Union Depot Multi Modal Transit Facility	990,000	990,000	2008	Expect to Obligate by end of FY
2006	MN	E2006-BUSP-579	Transit Facility	380,714	380,714	2008	Expect to Obligate by end of FY

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2006	MN	E2006-BUSP-580	The UEL Bus Stop, University of Minnesota Twin Cities, Transisway, MN	49,500	49,500	2008	Grantee has requested that funds be made available to St. Louis for other purposes
2006	MO	E2006-BUSP-587	Intermodal Transfer Facility at Duncan and Boyle, MO	693,000	693,000	2008	Grant expected in early June
2006	MO	E2006-BUSP-595	South East Missouri Transportation Services, Missouri	1,089,000	623,937	2008	
2006	MS	E2006-BUSP-598	Coahoma County, Mississippi Purchase buses for the Aaron E. Henry Community Health Services Center, Inc./DARTS transit service	28,554	28,554	2008	Expect to Obligate by end of FY
2006	MS	E2006-BUSP-599	Handicap Buses Desoto County, MS	148,500	148,500	2008	Expect to Obligate by end of FY
2006	MS	E2006-BUSP-600	Inter-city Transit Companies, Meridian, MS	198,000	198,000	2008	Expect to Obligate by end of FY
2006	MS	E2006-BUSP-601	Jackson State University, MS-Busing Project	1,133,550	1,133,550	2008	Expect to Obligate by end of FY
2006	MS	E2006-BUSP-602	JATRAM bus replacement, MS	544,500	544,500	2008	Expect to Obligate by end of FY
2006	MT	E2006-BUSP-603	Billings Public Bus and Transfer, MT	1,237,500	1,237,500	2008	Expect to Obligate by end of FY
2006	MT	E2006-BUSP-608	Helena Transit Facility, MT	247,500	247,500	2008	Expect to Obligate by end of FY
2006	MT	E2006-BUSP-608	Lewistown Bus Facility, Montana	237,000	237,000	2008	Expect to Obligate by end of FY
2006	MT	E2006-BUSP-612	Public Buses, Montana	148,500	148,500	2008	Expect to Obligate by end of FY
2006	MT	E2006-BUSP-613	Poplar Transit Facility Renovation, Montana	79,200	79,200	2008	Expect to Obligate by end of FY
2006	MT	E2006-BUSP-614	Public Bus Transfer and Parking Facility, MT	1,237,500	1,237,500	2008	Expect to Obligate by end of FY
2006	NC	E2006-BUSP-620	City of Greenville, NC Expansion Buses and Greenville Intermodal Center Greensboro, North Carolina-Piedmont Authority for Regional Transportation	678,433	678,433	2008	Expect to Obligate by end of FY
2006	NC	E2006-BUSP-622	Multimodal Transportation Center North Carolina Department of Transportation-North Carolina Statewide Bus and Bus Facilities	2,383,273	2,383,273	2008	Expect to Obligate by end of FY
2006	NC	E2006-BUSP-627	Statewide Bus and Bus Facilities	5,669,730	82,670	2008	Expect to Obligate by end of FY
2006	NC	E2006-BUSP-629	Statewide Bus and Bus Facilities, NC	1,980,000	43,600	2008	Expect to Obligate by end of FY
2006	NC	E2006-BUSP-633	Wilmington, NC Build Intermodal Center	190,357	190,357	2008	Expect to Obligate by end of FY
2006	NC	E2006-BUSP-634	Winston-Salem Union Station Intermodal Facility, NC	247,500	247,500	2008	Expect to Obligate by end of FY
2006	ND	E2006-BUSP-635	North Dakota Department of Transportation/Statewide Bus	990,000	478,000	2008	Expect to Obligate by end of FY
2006	ND	E2006-BUSP-636	North Dakota Statewide Transit	1,237,500	1,237,500	2008	Expect to Obligate by end of FY

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2006	NE	E2006-BUSP-637	City of Omaha-Creighton University Intermodal Facility	680,130	680,130	2008	Application expected early June 2008
2006	NE	E2006-BUSP-638	Kearney, Nebraska-RYDE Transit Bus Maintenance and Storage Facility	380,714	380,714	2008	Grantee has requested funds to be reprogrammed to the state of NE
2006	NE	E2006-BUSP-639	Nebraska Department of Roads-Bus Maintenance and Storage Facility for RYDE in Kearney, NE	453,420	453,420	2008	Grantee has requested funds to be reprogrammed to the state of NE
2006	NE	E2006-BUSP-642	Omaha, NE, Buses and Fare boxes	603,900	603,900	2008	Application expected early June 2008
2006	NH	E2006-BUSP-644	Windham, New Hampshire- Construction of Park and Ride Bus facility at Exit 3	704,322	704,322	2008	Expect to Obligate by end of FY
2006	NJ	E2006-BUSP-1090	Camden, New Jersey Ferry System	990,000	710,000	2008	Expect to Obligate by end of FY
2006	NJ	E2006-BUSP-645	Atlantic City Regional Medical Center Bus Project, NJ	247,500	247,500	2008	Expect to Obligate by end of FY
2006	NJ	E2006-BUSP-646	Atlantic City, NJ Jitney	742,500	742,500	2008	Expect to Obligate by end of FY
2006	NJ	E2006-BUSP-647	Bergen Intermodal Stations and Park N Rides, NJ	1,980,000	1,980,000	2008	Expect to Obligate by end of FY
2006	NJ	E2006-BUSP-649	Burlington County, NJ-BurLink and Burlington County Transportation System vehicles and equipment	761,429	761,429	2008	Region is working with Burlinlink to establish scope.
2006	NJ	E2006-BUSP-653	Jersey City, NJ Construct West Entrance to Pavonia-Newport PATH Station	380,714	380,714	2008	Scope to be determined.
2006	NJ	E2006-BUSP-655	Lakewood, NJ-Ocean County Bus service and parking facilities	571,072	571,072	2008	Region is working with Ocean County officials to determine project scope
2006	NJ	E2006-BUSP-656	Long Branch, NJ Design and construct facilities for ferry service from Long Branch, NJ to New York City and other destinations	761,429	761,429	2008	To be flexed to NJDOT Ferry Program
2006	NJ	E2006-BUSP-657	Monmouth County, NJ Construction of main bus facility for Freehold Township, including a terminal and repair shop	380,714	380,714	2008	Working with Monmouth County officials to determine project scope
2006	NJ	E2006-BUSP-661	New Jersey Inter-modal Facilities and Bus Rolling Stock	571,072	571,072	2008	NJ TRANSIT will apply for rolling stock when additional earmarks received
2006	NJ	E2006-BUSP-662	New Jersey Transit Community Shuttle Buses	95,179	95,179	2008	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2006	NJ	E2006-BUSP-665	NJ Transit Jitney Bus Replacement, Atlantic City	247,500	247,500	2008	Region working with Atlantic County officials to determine project scope
2006	NJ	E2006-BUSP-668	Saint Peter's McGinley Square Intermodal Facility, New Jersey	792,000	792,000	2008	No Application
2006	NJ	E2006-BUSP-671	South Brunswick, NJ Transit System	990,000	990,000	2008	Region working with South Brunswick officials to determine project scope.
2006	NJ	E2006-BUSP-676	Valley Hospital Bus Transportation, NJ	74,250	74,250	2008	Contacting Member of Congress to determine project scope
2006	NM	E2006-BUSP-681	Las Cruces, NM, Road Runner Bus and Bus Facilities	198,000	111,680	2008	Expect to Obligate by end of FY
2006	NV	E2006-BUSP-685	Boulder Highway Max Bus Rapid Transit System, NV	445,500	445,500	2008	Expect to Obligate by end of FY
2006	NV	E2006-BUSP-686	Las Vegas, NV Construct Boulder Highway BRT system and purchase vehicles and related equipment	380,714	380,714	2008	Expect to Obligate by end of FY
2006	NV	E2006-BUSP-687	Las Vegas, NV Construct Central City Inter-modal Transportation Terminal	1,142,143	1,142,143	2008	Expect to Obligate by end of FY
2006	NV	E2006-BUSP-688	Las Vegas, NV Construct Las Vegas West Care Intermodal Facility	47,589	47,589	2008	Expect to Obligate by end of FY
2006	NV	E2006-BUSP-689	Nevada Statewide Bus and Bus Facilities, NV	2,970,000	2,970,000	2008	Expect to Obligate by end of FY
2006	NV	E2006-BUSP-690	Regional Transportation Commission of Southern Nevada-Central City Intermodal Transportation Terminal	906,840	906,840	2008	Expect to Obligate by end of FY
2006	NV	E2006-BUSP-693	RTC Transit Maintenance Facility, NV	495,000	495,000	2008	Expect to Obligate by end of FY
2006	NV	E2006-BUSP-694	Southern Nevada Transit Coalition, Public Transit Building Acquisition	297,000	297,000	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-1081	Governor's Island, New York Ferry System	990,000	990,000	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-1111	White Plains for bus and bus facilities	198,000	198,000	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-1112	Rockland County, NY, mini-buses for service in Clarkstown, NY	99,000	99,000	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-1123	Renovation of bus and subway stations located at Parkside Avenue and Ocean Avenue stop of the Q train in Brooklyn, NY	693,000	693,000	2010	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-696	Albany-Schenectady, NY Bus Rapid Transit Improvements in NY Route 5 Corridor.	190,357	57	2008	small amount remaining
2006	NY	E2006-BUSP-698	Automated Light study along Route 59, NY	99,000	99,000	2008	Expect to Obligate by end of FY

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2006	NY	E2006-BUSP-700	Bronx, NY Botanical Garden metro North Rail station Intermodal Facility	190,357	190,357	2008	Needs scope development.
2006	NY	E2006-BUSP-703	Bronx, NY Hebrew Home for the Aged elderly and disabled transportation support	35,692	35,692	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-704	Bronx, NY Intermodal Facility near Exit 6 of the Bronx River Parkway	47,569	47,569	2008	Scope development needed for capital project.
2006	NY	E2006-BUSP-705	Bronx, NY Jacobi Intermodal Center to North Central Bronx Hospital bus system	59,487	59,487	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-706	Bronx, NY Wildlife Conservation Society Intermodal transportation facility at the Bronx Zoo	83,282	83,282	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-707	Brooklyn, NY Construct a multi-modal transportation facility	266,500	266,500	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-708	Brooklyn, NY Construct a multi-modal transportation facility in the vicinity of Downstate Medical Center	190,357	190,357	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-709	Brooklyn, NY New Urban Center-Broadway Junction Intermodal Center	182,743	182,743	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-710	Brooklyn, NY-Rehabilitation of Bay Ridge 86th Street Subway Station	761,429	761,429	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-711	Brooklyn, NY-Rehabilitation of Bay Ridge 86th Street Subway Station	761,429	761,429	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-712	Buffalo, NY Inter-modal Center Parking Facility	190,357	190,357	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-713	Bus and Bus Facilities, Clarkstown and White Plains, NY	297,000	297,000	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-715	Bus to provide York-town, New York internal circulator to provide transportation throughout the Town	35,216	35,216	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-716	Central New York Regional Transportation Authority	1,485,000	1,485,000	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-718	Cooperstown, New York-Intermodal Transit Center	951,786	951,786	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-719	Corning, New York-Transportation Center	951,786	505,386	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-720	Corning, NY, Phase II Corning Preserve Transportation Enhancement Project	346,500	346,500	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-721	Cornwall, NY-Purchase Bus	16,561	16,561	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-722	Electric, Next-Generation Transit Buses, Broome County Transit, NY	792,000	300	2008	small amount remaining

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2006	NY	E2006-BUSP-723	Geneva, New York-Multimodal facility-Construct passenger rail center	95,179	95,179	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-724	Intermodal transportation facility, Huntington Hospital, NY	495,000	495,000	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-725	Jamestown, NY Rehabilitation of Intermodal Facility and associated property	380,714	380,714	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-726	Kings County, NY Construct a multi-modal transportation facility	190,357	190,357	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-728	Nassau County Hub and Centre, NY	990,000	990,000	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-730	Nassau County, NY Conduct planning and engineering for transportation system (HUB)	1,332,500	1,332,500	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-731	Nassau County, NY, Conduct planning, engineering, and construction for transportation system (HUB)	990,000	990,000	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-732	New York City, NY First Phase Implementation of Bus Rapid Transit System	190,357	190,357	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-733	New York City, NY Purchase Handicapped-Accessible Livery Vehicles	190,357	1	2008	small amount remaining
2006	NY	E2006-BUSP-734	New York City, NY, Bronx Zoo Intermodal Facility	346,500	346,500	2008	Scope development needed for capital project.
2006	NY	E2006-BUSP-736	New York City, NY, Highline Project, for Studies, Design, and Construction	990,000	990,000	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-739	Niagara Falls, NY Relocation, Development, and Enhancement of Niagara Falls International Railway Station	1,066,000	1,066,000	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-743	Oneonta, New York-bus replacement	28,554	28,554	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-744	Ramapo, NY Transportation Safety Field Bus	47,589	47,589	2008	Needs scope development.
2006	NY	E2006-BUSP-745	Rochester, New York-Renaissance Square, NY	4,950,000	4,950,000	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-747	Rochester, New York-Renaissance Square transit center	856,607	856,607	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-748	Rochester, New York-Renaissance Square Transit Center	428,304	428,304	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-749	Rochester, NY, Renaissance Square Intermodal Facility, Design and Construction	990,000	990,000	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-750	Rockland County, NY Express Bus	594,000	594,000	2008	Expect to Obligate by end of FY

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2006	NY	E2006-BUSP-751	Seniors Transportation, Inc. Buses and Bus Facilities, New York	99,000	99,000	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-754	Suffolk County, NY Design and construction of intermodal transit facility in Wyandanch	875,643	875,643	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-756	Syracuse, New York, Syracuse University Connective Corridor Transit Project	792,000	792,000	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-757	Thendra-Webb and Utica, New York- Install handicap lifts in intermodal centers	19,036	19,036	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-759	Town of Warwick, NY Bus Facility	104,696	104,696	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-760	Warwick Transit System	1,138,500	1,138,500	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-761	Utica, New York- Union Station	19,036	19,036	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-762	Utica, New York- Union Station rehabilitation and related infrastructure improvements	95,179	95,179	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-763	Westchester County Bee-Line Bus Replacement, New York	247,500	247,500	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-764	Westchester County, NY Bus replacement program	713,840	713,840	2008	Expect to Obligate by end of FY
2006	NY	E2006-BUSP-765	Yonkers, NY Trolley Bus Acquisition	71,384	71,384	2008	Expect to Obligate by end of FY
2006	OH	E2006-BUSP-769	Central Ohio Transit Authority Paratransit Facility	1,485,000	1,485,000	2008	Expect to Obligate by end of FY
2006	OH	E2006-BUSP-770	Central Ohio Transit Authority-Paratransit and Small Bus Service Facility	453,420	453,420	2008	Expect to Obligate by end of FY
2006	OH	E2006-BUSP-772	Cincinnati, Ohio-Metro Regional Transit Hub Network, Eastern Neighborhoods	176,080	176,080	2008	Expect to Obligate by end of FY
2006	OH	E2006-BUSP-775	Cleveland, OH Construct passenger inter-modal center near Dock 32	163,707	163,707	2008	Expect to Obligate by end of FY
2006	OH	E2006-BUSP-776	Cleveland, OH Construction of an inter-modal facility and related improvements at University Hospitals facility on Euclid Avenue	190,357	190,357	2008	Expect to Obligate by end of FY
2006	OH	E2006-BUSP-779	Cleveland, Ohio-Euclid Avenue University Hospital intermodal facility	856,607	856,607	2008	Expect to Obligate by end of FY
2006	OH	E2006-BUSP-782	Columbus, OH-Central Ohio Transit Authority Paratransit Facility	1,142,143	532,478	2008	Expect to Obligate by end of FY

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2006	OH	E2006-BUSP-784	Dayton Airport Inter-modal Rail Feasibility Study	142,768	142,768	2008	Expect to Obligate by end of FY
2006	OH	E2006-BUSP-785	Dayton-Wright Slop Plaza	453,420	453,420	2008	Expect to Obligate by end of FY
2006	OH	E2006-BUSP-789	Kent, OH Construct Kent State University Intermodal Facility serving students and the general public	190,357	190,357	2008	Expect to Obligate by end of FY
2006	OH	E2006-BUSP-790	Marietta, Ohio Construction of transportation hub to accommodate regional bus traffic	95,179	95,179	2008	Grantee Seeking Extension
2006	OH	E2006-BUSP-792	Niles, OH Acquisition of bus operational and service equipment of Niles Trumbull Transit	38,071	38,071	2008	Expect to Obligate by end of FY
2006	OH	E2006-BUSP-793	Ohio Statewide Buses and Bus Facilities	5,544,000	1,411,780	2008	Expect to Obligate by end of FY
2006	OH	E2006-BUSP-796	Tech Town Transportation Center, OH	742,500	742,500	2008	Expect to Obligate by end of FY
2006	OH	E2006-BUSP-797	Toledo, OH TARTARPS Passenger Inter-modal Facility construction	1,427,679	1,427,679	2008	Expect to Obligate by end of FY
2006	OH	E2006-BUSP-799	Zanesville, OH-bus system signage and shelters	15,467	15,467	2008	Expect to Lapse
2006	OK	E2006-BUSP-800	Enhance Oklahoma Transit Association Public System	495,000	263,000	2008	Expect to Obligate by end of FY
2006	OR	E2006-BUSP-802	Albany, OR North Albany Park and Ride	181,293	181,293	2008	Expect to Obligate by end of FY
2006	OR	E2006-BUSP-803	Albany, OR Rehabilitate Building At Multimodal Transit Station	290,068	290,068	2008	Expect to Obligate by end of FY
2006	OR	E2006-BUSP-805	Canby, OR bus and bus facilities	28,554	28,554	2008	Expect to Obligate by end of FY
2006	OR	E2006-BUSP-806	Columbia County, OR To purchase buses	26,650	26,650	2008	Expect to Obligate by end of FY
2006	OR	E2006-BUSP-809	Grants Pass, OR Purchase Vehicles For Use By Josephine Community Transit	38,752	38,752	2008	Expect to Obligate by end of FY
2006	OR	E2006-BUSP-812	Lincoln, County, OR bus purchase	47,589	47,589	2008	Expect to Obligate by end of FY
2006	OR	E2006-BUSP-813	Molalla, OR South Clackamas Transportation District, bus purchase	19,036	19,036	2008	Expect to Obligate by end of FY
2006	OR	E2006-BUSP-814	Park and Ride Facility, Ashland, OR	247,500	241,500	2008	Expect to Obligate by end of FY
2006	OR	E2006-BUSP-815	Portland, OR Renovation of Union Station, including structural reinforcement and public safety upgrades	19,036	19,036	2008	Expect to Obligate by end of FY
2006	OR	E2006-BUSP-821	Wilsonville, OR South Metro Area Rapid Transit, bus and bus facilities	47,589	47,589	2008	Expect to Obligate by end of FY

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2006	OR	E2006-BUSP-822	Yamhill County, OR For the construction of bus shelters, park and ride facilities, and a signage strategy to increase ridership	20,939	20,939	2008	Expect to Obligate by end of FY
2006	PA	E2006-BUSP-823	Adams Co. Transit Authority purchase of buses, PA	495,000	495,000	2008	Expect to Obligate by end of FY
2006	PA	E2006-BUSP-825	Altoona Multimodal Transportation Facility Parking Garage	227,700	227,700	2008	Expect to Obligate by end of FY
2006	PA	E2006-BUSP-827	Area Transit Authority, PA	990,000	990,000	2008	Expect to Obligate by end of FY
2006	PA	E2006-BUSP-832	Bucks County Intermodal Facility, PA	495,000	495,000	2008	Expect to Obligate by end of FY
2006	PA	E2006-BUSP-835	Butler Township, PA-Cranbury Area Transit Service	793,980	793,980	2008	Expect to Obligate by end of FY
2006	PA	E2006-BUSP-843	Church Street Transportation Center, PA	222,750	222,750	2008	Expect to Obligate by end of FY
2006	PA	E2006-BUSP-845	Coatesville Train Station, Coatesville, PA	990,000	990,000	2008	Grantee Seeking Extension
2006	PA	E2006-BUSP-848	Crawford Intermodal Transportation Facility, PA	346,500	80,000	2008	Expect to Obligate by end of FY
2006	PA	E2006-BUSP-850	Easton Intermodal, PA	396,000	396,000	2008	Grantee Seeking Extension
2006	PA	E2006-BUSP-851	Easton, Pennsylvania-Design and construct Intermodal Transportation Center	380,714	380,714	2008	Grantee Seeking Extension
2006	PA	E2006-BUSP-856	Gettysburg Bus and Bus Facilities, PA	247,500	247,500	2008	Grantee Seeking Extension
2006	PA	E2006-BUSP-857	Gettysburg, Pennsylvania-transit transfer center	171,131	171,131	2008	Expect to Obligate by end of FY
2006	PA	E2006-BUSP-860	Intermodal Facilities in Bucks County (Croydon and Levittown Stations)	571,072	571,072	2008	Expect to Obligate by end of FY
2006	PA	E2006-BUSP-866	Mid Mon Valley Transit Authority, Pennsylvania	1,485,000	987,214	2008	Expect to Obligate by end of FY
2006	PA	E2006-BUSP-867	Monroe Township, PA-Clarion County Buses	149,490	149,490	2008	Expect to Obligate by end of FY
2006	PA	E2006-BUSP-868	Monroe Township/Clarion University Transit	653,400	653,400	2008	Expect to Obligate by end of FY
2006	PA	E2006-BUSP-872	Paoli Transportation Center	1,980,000	1,980,000	2008	Expect to Obligate by end of FY
2006	PA	E2006-BUSP-873	Philadelphia, PA Cruise Terminal Transportation Ctr. Phila. Naval Shipyard	666,250	666,250	2008	Expect to Obligate by end of FY
2006	PA	E2006-BUSP-876	Philadelphia, PA Philadelphia Zoo Intermodal Transportation project w/parking consolidation, pedestrian walkways, public transportation complements &	951,786	951,786	2008	Expect to Obligate by end of FY

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2006	PA	E2006-BUSP-877	Philadelphia, PA SEPTA's Market St. Elevated Rail project in conjunction with Philadelphia Commercial Development Corporation for improvements and ass	266,500	266,500	2008	Expect to Obligate by end of FY
2006	PA	E2006-BUSP-878	Philadelphia, Pennsylvania-SEPTA Market Street Elevated Line parking facility	761,429	761,429	2008	Expect to Obligate by end of FY
2006	PA	E2006-BUSP-881	Pottsville, PA Union Street Trade and Transfer Center Intermodal Facility	380,714	380,714	2008	Grantee Seeking Extension
2006	PA	E2006-BUSP-882	Project provides for the engineering and construction of a transportation center in Paoli, Chester County	190,357	190,357	2008	Expect to Obligate by end of FY
2006	PA	E2006-BUSP-884	Sharon, PA-Bus Facility Construction	95,179	95,179	2008	Expect to Obligate by end of FY
2006	PA	E2006-BUSP-886	Southeastern Pennsylvania Transportation Authority-Bucks County Intermodal (Croydon and Levittown)	680,130	680,130	2008	Expect to Obligate by end of FY
2006	PA	E2006-BUSP-887	Southeastern Pennsylvania Transportation Authority-Paoli Transportation Center	680,130	680,130	2008	Expect to Obligate by end of FY
2006	PA	E2006-BUSP-890	Union Station Intermodal Trade and Transit Center, Pennsylvania	1,237,500	1,237,500	2008	Grantee Seeking Extension
2006	PA	E2006-BUSP-891	Union/Snyder Transportation Authority Union County, PA	990,000	990,000	2008	Grantee Seeking Extension
2006	PA	E2006-BUSP-896	Williamsport Trade and Transit Centre Expansion, Pennsylvania	668,250	668,250	2008	Expect to Obligate by end of FY
2006	PA	E2006-BUSP-897	Williamsport, PA Bureau of Transportation-Williamsport Trade and Transit Centre Expansion	680,130	680,130	2008	Expect to Obligate by end of FY
2006	PR	E2006-BUSP-900	Bayamon, Puerto Rico-bus terminal	114,214	114,214	2008	Expect to Obligate by end of FY
2006	PR	E2006-BUSP-901	Bayamon, Puerto Rico-Purchase of Trolley Cars	161,804	161,804	2008	Expect to Obligate by end of FY
2006	PR	E2006-BUSP-902	Lares, PR-Trolley buses-for the purchase of two trolley buses that will offer transportation through the urban zone in the Municipality of Lares	50,254	50,254	2008	Expect to Obligate by end of FY
2006	PR	E2006-BUSP-903	Puerto Rico-Caribbean National Forest buses and bus facilities	571,072	571,072	2008	Expect to Obligate by end of FY
2006	PR	E2006-BUSP-904	San Juan, Puerto Rico-bus security equipment	571,072	571,072	2008	Expect to Obligate by end of FY
2006	PR	E2006-BUSP-905	San Juan, Puerto Rico-Buses	190,357	190,357	2008	Expect to Obligate by end of FY
2006	PR	E2006-BUSP-906	Yabucoa, Puerto Rico-Trolley Buses	33,313	33,313	2008	Expect to Obligate by end of FY

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2006	RI	E2006-BUSP-907	Providence, RI Expansion of Elmwood Paratransit Maintenance Facility	951,786	951,786	2008	Expect to Obligate by end of FY
2006	RI	E2006-BUSP-908	Rhode Island Public Transit Authority Elmwood Avenue Maintenance Facility Improvements	1,227,600	1,227,600	2008	Expect to Obligate by end of FY
2006	RI	E2006-BUSP-909	Rhode Island Public Transit Authority Transit Security Improvements	198,000	198,000	2008	Expect to Obligate by end of FY
2006	RI	E2006-BUSP-912	Rhode Island, RIPTA Elmwood Facility Expansion	1,584,000	1,584,000	2008	Expect to Obligate by end of FY
2006	SC	E2006-BUSP-914	Greenville, SC Transit Authority-City of Greenville Multimodal Transportation Center Improvements	226,710	226,710	2008	Expect to Obligate by end of FY
2006	SC	E2006-BUSP-915	South Carolina Department of Transportation-Transit Facilities Construction Program	453,420	453,420	2008	Expect to Obligate by end of FY
2006	TN	E2006-BUSP-922	Knoxville Electric Transit Intermodal Center, TN	990,000	990,000	2008	Expect to Obligate by end of FY
2006	TN	E2006-BUSP-923	Knoxville, Tennessee-Central Station Transit Center	1,941,643	1,941,643	2008	Expect to Obligate by end of FY
2006	TN	E2006-BUSP-924	Knoxville, TN-Central Station	567,270	567,270	2008	Expect to Obligate by end of FY
2006	TN	E2006-BUSP-925	Lipscomb University, TN-Intermodal Parking Garage	340,560	340,560	2008	Expect to Obligate by end of FY
2006	TN	E2006-BUSP-926	Memphis Airport Intermodal Facility, Tennessee	1,361,250	1,361,250	2008	Expect to Obligate by end of FY
2006	TN	E2006-BUSP-928	Nashville, TN Construct a parking garage on the campus of Lipscomb University, Nashville	380,714	380,714	2008	Expect to Obligate by end of FY
2006	TN	E2006-BUSP-930	Sewier County, Tennessee-U.S. 441 bus rapid transit	47,589	47,589	2008	Expect to Obligate by end of FY
2006	TN	E2006-BUSP-931	Southeast Tennessee Human Resource Agency	495,000	495,000	2008	Expect to Obligate by end of FY
2006	TN	E2006-BUSP-934	TN DOT Job Access Reverse Commute	495,000	495,000	2008	Expect to Obligate by end of FY
2006	TN	E2006-BUSP-936	University of Memphis-Pedestrian Bridge	680,130	680,130	2008	Expect to Obligate by end of FY
2006	TN	E2006-BUSP-937	Upper Cumberland Human Resource Agency, Tennessee	346,500	346,500	2008	Expect to Obligate by end of FY
2006	TX	E2006-BUSP-938	Arlene, TX Vehicle replacement and facility improvements for transit system	76,143	76,143	2008	Expect to Obligate by end of FY
2006	TX	E2006-BUSP-939	Brazos Transit District Bus Replacement, TX	123,750	123,750	2008	Expect to Obligate by end of FY
2006	TX	E2006-BUSP-940	Brazos Transit District, Capital Cost Contracting, TX	990,000	990,000	2008	Application in process.

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	IAFSE YEAR	Notes
2006	TX	E2006-BUSP-946	Bus/Vehicle Replacement, Lufkin, TX	297,000	297,000	2008	Expect to Obligate by end of FY
2006	TX	E2006-BUSP-949	Capital Metro Rapid Bus Project, TX	742,500	742,500	2008	Expect to Obligate by end of FY
2006	TX	E2006-BUSP-951	Carrollton, Texas Downtown Regional Multimodal Transit Hub	227,700	227,700	2008	Expect to Obligate by end of FY
2006	TX	E2006-BUSP-957	Compressed Natural Gas (CNG) Buses, TX	990,000	990,000	2008	Expect to Obligate by end of FY
2006	TX	E2006-BUSP-958	Construct West Houston and Fort Bend County, Texas-bus transit corridor	380,714	380,714	2008	Expect to Obligate by end of FY
2006	TX	E2006-BUSP-959	Corpus Christi Bus and Bus Facilities, TX	79,200	79,200	2008	Expect to Obligate by end of FY
2006	TX	E2006-BUSP-960	Corpus Christi, TX Corpus Regional Transit Authority for maintenance facility improvements	475,893	475,893	2008	Expect to Obligate by end of FY
2006	TX	E2006-BUSP-964	Enhancements to Bus Terminal in McAllen, TX	495,000	495,000	2008	Expect to Obligate by end of FY
2006	TX	E2006-BUSP-965	Fort Bend Co. TX, Park & Ride	495,000	495,000	2008	Expect to Obligate by end of FY
2006	TX	E2006-BUSP-966	Galveston, Texas-Intermodal center and parking facility, The Strand	856,607	856,607	2008	Expect to Obligate by end of FY
2006	TX	E2006-BUSP-967	Harris County-West Houston-Fort Bend Bus Transit Corridor: Uptown Westpark Terminal	226,710	226,710	2008	Expect to Obligate by end of FY
2006	TX	E2006-BUSP-969	Houston METRO Bus Transit Centers, TX	2,009,700	2,009,700	2008	Expect to Obligate by end of FY
2006	TX	E2006-BUSP-970	Hunt County Committee on Aging, TX	495,000	495,000	2008	Expect to Obligate by end of FY
2006	TX	E2006-BUSP-972	Laredo-North Laredo Transit Hub-Bus Maintenance Facility	680,130	680,130	2008	Expect to Obligate by end of FY
2006	TX	E2006-BUSP-978	Roma, TX Bus Facility	99,938	99,938	2008	Expect to Obligate by end of FY
2006	TX	E2006-BUSP-979	San Angelo, TX Street Railroad Company Transit Fleet Replacement	226,710	226,710	2008	Expect to Obligate by end of FY
2006	TX	E2006-BUSP-982	The District-Bryan/College Station Bus Replacement, Texas	495,000	495,000	2008	Expect to Obligate by end of FY
2006	TX	E2006-BUSP-984	Zapata, Texas Purchase Bus vehicles	59,487	59,487	2008	Expect to Obligate by end of FY
2006	UT	E2006-BUSP-1120	Utah Statewide Intermodal Transportation Facilities	1,237,500	1,237,500	2010	Expect to Obligate by end of FY
2006	UT	E2006-BUSP-990	Statewide Bus and Bus Facilities, Utah	1,683,000	1,274,427	2008	Expect to Obligate by end of FY
2006	VA	E2006-BUSP-1000	Arlington County Bus Transfer Facility, VA	396,000	396,000	2008	Expect to Obligate by end of FY
2006	VA	E2006-BUSP-1001	Arlington County, VA Columbia Pike Bus Improvements	666,250	666,250	2008	Expect to Obligate by end of FY

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL FARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2006	VA	E2006-BUSP-1002	Arlington County, VA Crystal City-Potomac Yard Busway, including construction of bus shelters	571,072	571,072	2008	Application Under Review
2006	VA	E2006-BUSP-1003	Arlington County, VA Pentagon City Multimodal Improvements	380,714	380,714	2008	Expect to Obligate by end of FY
2006	VA	E2006-BUSP-1004	Bealeton, Virginia-Intermodal Station Depot Refurbishment	52,348	52,348	2008	Recipient Identified
2006	VA	E2006-BUSP-1005	Blacksburg Transit Intermodal Facility, VA	198,000	198,000	2008	Expect to Obligate by end of FY
2006	VA	E2006-BUSP-1007	City of Alexandria, VA-City-Wide Transit Improvements	226,710	226,710	2008	Application Under Review
2006	VA	E2006-BUSP-1008	City of Alexandria, VA-Potomac Yard Transit Improvements	226,710	226,710	2008	Expect to Obligate by end of FY
2006	VA	E2006-BUSP-1009	City of Alexandria, VA-Replace Royal Street Bus Garage	680,130	680,130	2008	Expect to Obligate by end of FY
2006	VA	E2006-BUSP-1010	City of Alexandria, VA-Valley Pedestrian & Transit	226,710	226,710	2008	Expect to Obligate by end of FY
2006	VA	E2006-BUSP-1011	Commonwealth of Virginia-Statewide Bus Capital Program	3,401,640	911,198	2008	Expect to Obligate by end of FY
2006	VA	E2006-BUSP-1012	Fairfax County, VA Richmond Highway (U.S. Route 1) Public Transportation Improvements	380,714	380,714	2008	Grantee Seeking Extension
2006	VA	E2006-BUSP-1013	Highway Initiative	453,420	453,420	2008	Grantee Seeking Extension
2006	VA	E2006-BUSP-1014	Falls Church, VA Falls Church Intermodal Transportation Center	380,714	380,714	2008	Grantee Seeking Extension
2006	VA	E2006-BUSP-1019	Hampton Roads Southside Bus Facility, VA	990,000	990,000	2008	Expect to Obligate by end of FY
2006	VA	E2006-BUSP-1020	Hampton Roads Transit Bus Facilities, VA	2,227,500	2,227,500	2008	Expect to Obligate by end of FY
2006	VA	E2006-BUSP-1021	Hampton Roads Transit, VA-Southside Bus Facility	226,710	226,710	2008	Expect to Obligate by end of FY
2006	VA	E2006-BUSP-1022	Hampton Roads, VA Final Design and construction for a Hampton Roads Transit Southside Bus Facility	380,714	380,714	2008	Expect to Obligate by end of FY
2006	VA	E2006-BUSP-1024	Norfolk, Virginia-Final Design and Construction Southside Bus Facility	333,125	333,125	2008	Expect to Obligate by end of FY
2006	VA	E2006-BUSP-1026	Park-and-Ride Lot, Springfield, VA	990,000	990,000	2008	Expect to Obligate by end of FY
2006	VA	E2006-BUSP-1031	Richmond Highway Public Transportation Initiative, VA	2,376,000	2,376,000	2008	Expect to Obligate by end of FY
2006	VA	E2006-BUSP-1033	Richmond, VA Renovation and construction for Main Street Station	209,393	209,393	2008	Expect to Obligate by end of FY
2006	VA	E2006-BUSP-1036	Roanoke, Virginia-Intermodal Facility	38,071	38,071	2008	Grantee Seeking Extension

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2006	VA	E2006-BUSP-1117	James City County Buses, related equipment and facilities	247,500	247,500	2009	Expect to Obligate by end of FY
2006	VA	E2006-BUSP-997	Alexandria Transit Service Improvements, VA	990,000	990,000	2008	Expect to Obligate by end of FY
2006	VA	E2006-BUSP-998	Alexandria, VA Eisenhower Avenue Intermodal Station Improvements, including purchase of buses and construction of bus shelters	475,893	475,893	2008	Expect to Obligate by end of FY
2006	VA	E2006-BUSP-999	Replacement	95,179	95,179	2008	Expect to Obligate by end of FY
2006	VT	E2006-BUSP-1040	Braintreeborough, VT, Intermodal Center	594,000	594,000	2008	Expect to Obligate by end of FY
2006	VT	E2006-BUSP-1041	Burlington Transit Facilities, VT	990,000	990,000	2008	Expect to Obligate by end of FY
2006	VT	E2006-BUSP-1043	State of Vermont Buses, Facilities and Equipment	247,500	247,500	2008	Expect to Obligate by end of FY
2006	WA	E2006-BUSP-1050	Iiwaco, WA Construct park and ride	19,036	19,036	2008	Expect to Obligate by end of FY
2006	WA	E2006-BUSP-1051	Iiwaco, WA Procure shuttles for Lewis and Clark National Historical Park	19,036	19,036	2008	Expect to Obligate by end of FY
2006	WA	E2006-BUSP-1061	North Bend, Washington-Park and Ride	152,286	152,286	2008	Expect to Obligate by end of FY
2006	WA	E2006-BUSP-1062	Oak Harbor, WA Multimodal Facility	190,357	190,357	2008	Expect to Obligate by end of FY
2006	WA	E2006-BUSP-1065	Puyallup Transit Center Park and Ride, Washington	772,200	772,200	2008	Expect to Obligate by end of FY
2006	WA	E2006-BUSP-1069	Snohomish County, WA Community Transit bus purchases and facility enhancement	571,072	571,072	2008	Expect to Obligate by end of FY
2006	WA	E2006-BUSP-1071	SW King County-Highline CC Intermodal Transit Facility and Parking Garage	841,500	841,500	2008	Expect to Obligate by end of FY
2006	WA	E2006-BUSP-1076	Washington, King Street Transportation Center-Intercity Bus Terminal Component	49,500	49,500	2008	Expect to Obligate by end of FY
2006	WI	E2006-BUSP-1077	7th District Buses and Bus Facilities, WI	1,039,500	914,547	2008	Expect to Obligate by end of FY
2006	WV	E2006-BUSP-1083	West Virginia Construct Beckley Intermodal Gateway pursuant to the eligibility provisions for projects listed under section 3050(d)(3) of P.L. 105-17	4,568,573	2,358,573	2008	Expect to Obligate by end of FY
2006	WY	E2006-BUSP-1085	Wyoming Department of Transportation-Wyoming Statewide Bus and Bus Related Facilities	660,130	82,366	2008	Expect to Obligate by end of FY
2007	AK	E2007-BUSP-0001	Alaska Native Medical Center Intermodal parking facility	1,200,000	1,200,000	2009	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2007	AK	E2007-BUSP-0002	Anchorage-Transit Needs	238,000	238,000	2009	No Application
2007	AK	E2007-BUSP-0003	C Street Expanded bus facility and inter-modal parking garage, Anchorage, AK	1,200,000	1,200,000	2009	No Application
2007	AK	E2007-BUSP-0004	CITC Non-profit Services Center Inter-modal parking facility, Anchorage, AK	720,000	720,000	2009	No Application
2007	AK	E2007-BUSP-0005	Hoonah, AK-Intermodal Ferry Dock	476,000	476,000	2009	No Application
2007	AK	E2007-BUSP-0006	Improve marine inter-modal facilities in Ketchikan	3,360,000	3,360,000	2009	No Application
2007	AK	E2007-BUSP-0008	Juneau, Alaska-transit bus acquisition and transit center	360,000	360,000	2009	No Application
2007	AK	E2007-BUSP-0009	Juneau-Transit Bus Acquisition and Transit Center	357,000	357,000	2009	No Application
2007	AK	E2007-BUSP-0010	Ketchikan, Alaska-Transit Needs	60,000	60,000	2009	No Application
2007	AK	E2007-BUSP-0011	Maisu, Alaska-Transit Needs	119,000	119,000	2009	No Application
2007	AK	E2007-BUSP-0013	North Slope Borough, AK-Transit Purposes	476,000	476,000	2009	No Application
2007	AK	E2007-BUSP-0014	North Star Borough, AK-Transit Purposes	238,000	238,000	2009	No Application
2007	AK	E2007-BUSP-0015	Sitka, Alaska-Transit Needs	60,000	60,000	2009	No Application
2007	AK	E2007-BUSP-0016	Wrangell, AK-Ferry Infrastructure	238,000	238,000	2009	No Application
2007	AL	E2007-BUSP-0017	Alabama Institute for Deaf and Blind-Bus project	119,000	119,000	2009	No Application
2007	AL	E2007-BUSP-0019	American Village/Montevallo, Alabama construction of closed loop Access Road, bus lanes and parking facility	80,256	80,256	2009	No Application
2007	AL	E2007-BUSP-0020	Auburn University-Intermodal Parking Garage	952,000	952,000	2009	No Application
2007	AL	E2007-BUSP-0021	Birmingham, AL Expansion of Downtown Intermodal Facility, Phase II	401,280	401,280	2009	No Application
2007	AL	E2007-BUSP-0022	City of Birmingham, AL-Birmingham Downtown Intermodal Terminal, Phase II	1,190,000	1,190,000	2009	No Application
2007	AL	E2007-BUSP-0025	City of Montgomery, AL-Montgomery Airport Intermodal Center	952,000	952,000	2009	No Application
2007	AL	E2007-BUSP-0028	Gulf Shores, AL-Community Bases	238,000	238,000	2009	No Application
2007	AL	E2007-BUSP-0029	Mobile County, AL-Commission-Bus project	119,000	119,000	2009	No Application
2007	AL	E2007-BUSP-0030	University of Alabama in Birmingham Intermodal Facility	1,666,000	1,666,000	2009	No Application
2007	AL	E2007-BUSP-0032	University of Alabama Intermodal Facility South	2,142,000	2,142,000	2009	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2007	AR	E2007-BUSP-0035	Central Arkansas Transit Authority Facility Upgrades	550,000	550,000	2009	No Application
2007	AR	E2007-BUSP-0036	Harrison, Arkansas-Trolley Barn	8,026	8,026	2009	No Application
2007	AZ	E2007-BUSP-0039	Coconino County, Arizona-Bus and bus facilities for the Sedona Transit System	190,608	190,608	2009	No Application
2007	AZ	E2007-BUSP-0040	Phoenix, AZ Construct City of Phoenix para-transit facility (Dial-A-Ride)	200,640	200,640	2009	No Application
2007	AZ	E2007-BUSP-0041	Phoenix, AZ Construct metro bus facility in Phoenix West Valley	1,003,200	1,003,200	2009	No Application
2007	AZ	E2007-BUSP-0042	Phoenix, AZ Construct regional heavy bus maintenance facility	200,640	200,640	2009	No Application
2007	AZ	E2007-BUSP-0043	Scottsdale, Arizona-Plan, design, and construct intermodal center	501,600	501,600	2009	No Application
2007	AZ	E2007-BUSP-0044	Tempe, Arizona-Construct East Valley Metro Bus Facility	1,304,160	1,304,160	2009	No Application
2007	CA	D2007-BUSP-001	San Diego - SWOOP	15,000,000	15,000,000	2010	Discretionary Projects - Urban Partnerships
2007	CA	D2007-BUSP-002	San Francisco - Urban Partnership Agreement	58,000,000	20,000,000	2010	Discretionary Projects - Urban Partnerships
2007	CA	E2007-BUSP-0047	Amador County, California-Regional Transit Center	200,640	200,640	2009	No Application
2007	CA	E2007-BUSP-0048	Baldwin Park, CA Construct vehicle and bicycle parking lot and pedestrian rest area at transit center	401,280	401,280	2009	No Application
2007	CA	E2007-BUSP-0049	Berkeley, CA Construct Ed Roberts Campus Intermodal Transit Disability Center	601,920	601,920	2009	No Application
2007	CA	E2007-BUSP-0051	Burbank, CA Construction of Empire Area Transit Center near Burbank Airport	50,160	50,160	2009	No Application
2007	CA	E2007-BUSP-0052	Calxico, CA Purchase new buses for the Calxico Transit System	60,192	60,192	2009	No Application
2007	CA	E2007-BUSP-0056	City of Alameda, CA Plan, design, and construct intermodal facility	401,280	401,280	2009	No Application
2007	CA	E2007-BUSP-0059	Culver City, CA Purchase compressed natural gas buses and expand natural gas fueling facility	742,368	742,368	2009	No Application
2007	CA	E2007-BUSP-0060	Davis, CA Davis Multi-Modal Station to improve entrance to Amtrak Depot and parking lot, provide additional parking and improve service	200,640	200,640	2009	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2007	CA	E2007-BUSP-0061	Development of Gold Country Stage Transit Transfer Center, Nevada County, CA	186,659	186,659	2009	No Application
2007	CA	E2007-BUSP-0062	East San Diego County, California-Bus Maintenance Facility Expansion	401,280	401,280	2009	No Application
2007	CA	E2007-BUSP-0063	Emeryville, CA Expand & Improve Inter-modal Transit Center at Amtrak Station	200,640	200,640	2009	No Application
2007	CA	E2007-BUSP-0065	Fresno, CA-Develop program of low-emission transit vehicles	200,640	200,640	2009	No Application
2007	CA	E2007-BUSP-0067	Glendale, CA Construction of Downtown Streetcar Project	200,640	200,640	2009	No Application
2007	CA	E2007-BUSP-0068	Glendale, CA Purchase of CNG Buses for Glendale Beeline Transit System	92,696	92,696	2009	No Application
2007	CA	E2007-BUSP-0069	Hercules, CA Inter-modal Rail Station Improvements	300,960	300,960	2009	No Application
2007	CA	E2007-BUSP-0070	Long Beach, Ca Museum of Latin American Art, Long Beach, to build intermodal park and ride facility	401,280	401,280	2009	No Application
2007	CA	E2007-BUSP-0071	Long Beach, CA Park and Ride Facility	200,640	200,640	2009	No Application
2007	CA	E2007-BUSP-0074	Los Angeles County Metropolitan Transit Authority, CA capital funds for facility improvements to support the Cal State Northridge tram system	65,208	65,208	2009	No Application
2007	CA	E2007-BUSP-0078	Los Angeles, CA Improve transit shelters, sidewalks lighting and landscaping around Cedars-Sinai Medical Center	300,960	300,960	2009	No Application
2007	CA	E2007-BUSP-0080	Los Angeles, CA Wilshire-Vermont subway station reconstruction	200,640	200,640	2009	No Application
2007	CA	E2007-BUSP-0081	Los Angeles, CA, Construction of Intermodal Transit Center at California State University Los Angeles	158,506	158,506	2009	No Application
2007	CA	E2007-BUSP-0083	Los Angeles, CA, LAX Intermodal Transportation Center Rail and Bus System Expansion	550,000	550,000	2009	No Application
2007	CA	E2007-BUSP-0085	Mariposa, CA-Yosemite National Park CNG-Hydrogen transit buses and facilities	501,600	501,600	2009	No Application
2007	CA	E2007-BUSP-0086	Marinez, CA Inter-modal Facility Restoration	300,960	300,960	2009	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2007	CA	E2007-BUSP-0087	Metrolink Gold Line Foothill Extension Light Rail Transit Project from Pasadena, CA to Montclair, CA	3,009,600	3,009,600	2009	No Application
2007	CA	E2007-BUSP-0088	Monrovia, California Transit Village Project	601,920	601,920	2009	No Application
2007	CA	E2007-BUSP-0089	Montebello, CA Bus Lines Bus Fleet Replacement Project	140,448	140,448	2009	No Application
2007	CA	E2007-BUSP-0093	Needles, California-EI Garces Intermodal Facility	401,280	401,280	2009	No Application
2007	CA	E2007-BUSP-0094	Norwalk, CA Transit System Bus Procurement and Los Angeles World Airport Remote Fly-Away Facility Project	160,512	160,512	2009	No Application
2007	CA	E2007-BUSP-0095	Oakland, CA Construct Bay Trail between Coliseum BART station and Martin Luther King, Jr. Regional Shoreline	180,576	180,576	2009	No Application
2007	CA	E2007-BUSP-0096	Oakland, CA Construct streetscape & intermodal improvements at BART Station Transit Villages	200,640	200,640	2009	No Application
2007	CA	E2007-BUSP-0097	Ontario, CA Construct Omnitrans Transcenter	200,640	200,640	2009	No Application
2007	CA	E2007-BUSP-0098	Orange County Transit Authority, California-Security surveillance and monitoring equipment	1,061,386	1,061,386	2009	No Application
2007	CA	E2007-BUSP-0099	Orange County, CA Purchase buses for rapid transit	200,640	200,640	2009	No Application
2007	CA	E2007-BUSP-0100	Orange County, CA Transportation Projects to Encourage Use of Transit to Reduce Congestion	200,640	200,640	2009	No Application
2007	CA	E2007-BUSP-0103	Pasadena, CA ITS Improvements	200,640	200,640	2009	No Application
2007	CA	E2007-BUSP-0104	Pleasant Hill, CA Construct Diablo Valley College Bus Transit Center	300,960	300,960	2009	No Application
2007	CA	E2007-BUSP-0105	Redondo Beach, CA Capital Equipment procurement of 12 Compressed Natural Gas (CNG) Transit Vehicles for Coastal Shuttle Services by Beach Cities Tran	160,512	160,512	2009	No Application
2007	CA	E2007-BUSP-0106	Richmond, CA BART Parking Structure	1,003,200	1,003,200	2009	No Application
2007	CA	E2007-BUSP-0107	Riverside, California-RTA Advanced Traveler Information System	100,320	100,320	2009	No Application

Earmark FY	Earmark State Code	EARMARK ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2007	CA	E2007-BUSP-0108	Sacramento, CA Bus enhancement and improvements-construct maintenance facility and purchase clean-fuel buses to improve transit service	401,280	401,280	2009	No Application
2007	CA	E2007-BUSP-0109	Sacramento, CA Construct intermodal station and related improvements	1,404,480	1,404,480	2009	No Application
2007	CA	E2007-BUSP-0112	San Diego, CA Widen sidewalks and bus stop entrance, and provide diagonal parking, in the Skyline Paradise Hills neighborhood (Reo Drive)	60,192	60,192	2009	No Application
2007	CA	E2007-BUSP-0114	San Fernando, CA Purchase CNG buses and related equipment and construct facilities	609,946	609,946	2009	No Application
2007	CA	E2007-BUSP-0118	San Francisco, CA Redesign and renovate intermodal facility at Glen Park Community	827,640	827,640	2009	No Application
2007	CA	E2007-BUSP-0119	San Gabriel Valley, CA-Foothill Transit Park and Rides	1,906,080	1,906,080	2009	No Application
2007	CA	E2007-BUSP-0120	San Joaquin, California Regional Rail-Altamont Commuter Express Corridor inter-modal centers	802,560	802,560	2009	No Application
2007	CA	E2007-BUSP-0122	Santa Ana, CA Improve Santa Ana transit terminal	200,640	200,640	2009	No Application
2007	CA	E2007-BUSP-0123	Santa Barbara, CA-Expansion of Regional Intermodal Transit Center	60,192	60,192	2009	No Application
2007	CA	E2007-BUSP-0124	Santa Monica, CA Construct intermodal park-and-ride facility at Santa Monica College campus on South Bundy Drive near Airport Avenue	200,640	200,640	2009	No Application
2007	CA	E2007-BUSP-0125	Santa Monica, CA Purchase and service LNG buses for Santa Monica's Big Blue Bus to meet increased ridership needs and reduce emissions	752,400	752,400	2009	No Application
2007	CA	E2007-BUSP-0127	Sonoma County, CA Purchase of CNG buses	100,320	100,320	2009	No Application
2007	CA	E2007-BUSP-0128	South Pasadena, CA Silent Night Grade Crossing Project	180,576	180,576	2009	No Application
2007	CA	E2007-BUSP-0130	Sylmar, CA Los Angeles Mission College Transit Center construction	50,160	50,160	2009	No Application
2007	CA	E2007-BUSP-0131	Temecula, California-Intermodal Transit Facility	100,320	100,320	2009	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2007	CA	E2007-BUSP-0132	Torrance Transit System, CA Acquisition of EPA and CARB-certified low emission replacement buses	601,920	601,920	2009	No Application
2007	CA	E2007-BUSP-0136	Woodland, CA Yolobus operations, maintenance, administration facility expansion and improvements to increase bus service with alternative fuel buses	401,280	401,280	2009	No Application
2007	CO	E2007-BUSP-0137	City of Aspen, CO Bus and Bus Facilities	140,448	140,448	2009	No Application
2007	CO	E2007-BUSP-0138	City of Durango, CO Bus and Bus Facilities	50,160	50,160	2009	No Application
2007	CO	E2007-BUSP-0139	Colorado Association of Transit Agencies/Colorado Transit Coalition-Colorado Statewide Buses and Bus Facilities	6,188,000	1,714,173	2009	No Application
2007	CO	E2007-BUSP-0140	Denver Regional Transit District-Bus Maintenance Facility	714,000	714,000	2009	No Application
2007	CO	E2007-BUSP-0141	Denver Regional Transit District-Denver Union Station Multimodal Renovations	476,000	476,000	2009	No Application
2007	CO	E2007-BUSP-0142	Denver Regional Transit District-US 36 Corridor BRT	1,666,000	1,666,000	2009	No Application
2007	CO	E2007-BUSP-0143	Denver, CO Denver Union Station Inter-modal Center	1,103,520	1,103,520	2009	No Application
2007	CO	E2007-BUSP-0146	Mountain Express, Crested Butte, CO Bus and Bus Facilities	100,320	100,320	2009	No Application
2007	CT	E2007-BUSP-0152	Bridgeport, Connecticut-Greater Bridgeport Transit Authority Bus Facility	100,320	100,320	2009	No Application
2007	CT	E2007-BUSP-0153	Bridgeport, CT Facility Expansion/improvement	400,000	400,000	2009	No Application
2007	CT	E2007-BUSP-0155	Downtown Middletown, CT, Transportation Infrastructure Improvement Project	2,150,000	2,150,000	2009	No Application
2007	CT	E2007-BUSP-0156	Enfield, Connecticut-intermodal station	601,920	601,920	2009	No Application
2007	CT	E2007-BUSP-0158	Middletown, CT Construct intermodal center	300,960	300,960	2009	No Application
2007	CT	E2007-BUSP-0160	New London, Connecticut-intermodal Transportation Center and Streetscapes	100,320	100,320	2009	No Application
2007	CT	E2007-BUSP-0161	Norwalk, Connecticut-Pulse Point Joint Development inter-modal facility	100,320	100,320	2009	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2007	CT	E2007-BUSP-0162	Stonington and Mystic, Connecticut- Intermodal Center parking facility and Streetscape	489,562	489,562	2009	No Application
2007	CT	E2007-BUSP-0163	Torrington, CT Construct bus-related facility (Northwestern Connecticut Central Transit District)	401,280	401,280	2009	No Application
2007	CT	E2007-BUSP-0165	Waterbury, CT Bus Maintenance Facility	2,300,000	2,300,000	2009	No Application
2007	FL	E2007-BUSP-0167	Bay County, FL - Transit Facility	476,000	476,000	2009	No Application
2007	FL	E2007-BUSP-0168	Broward County, FL - Purchase Buses and construct bus facilities	401,280	401,280	2009	No Application
2007	FL	E2007-BUSP-0169	Broward County, FL Buses & Bus Facilities	1,304,160	1,304,160	2009	No Application
2007	FL	E2007-BUSP-0170	Broward County-Bus and Bus Facilities	476,000	476,000	2009	No Application
2007	FL	E2007-BUSP-0171	Broward, FL Purchase new articulated buses and bus stop improvements on State Road 7. (SR 7) between Golden Glades Interchange and Glades Road	100,320	100,320	2009	No Application
2007	FL	E2007-BUSP-0172	Central Florida Commuter Rail Intermodal facilities	1,003,200	1,003,200	2009	No Application
2007	FL	E2007-BUSP-0173	Central Florida Commuter Rail Intermodal Facilities	720,000	720,000	2009	No Application
2007	FL	E2007-BUSP-0174	Central Florida Regional Transportation Authority-LYNX Bus Fleet Expansion Program	1,190,000	1,190,000	2009	No Application
2007	FL	E2007-BUSP-0175	City of Gainesville Regional Transit System-Facility Expansion	238,000	238,000	2009	No Application
2007	FL	E2007-BUSP-0177	Construct intermodal transportation & parking facility, City of Winter Park, Florida	100,320	100,320	2009	No Application
2007	FL	E2007-BUSP-0178	Flagler County, Florida-bus facility	120,384	120,384	2009	No Application
2007	FL	E2007-BUSP-0180	Gainesville, FL Bus Facility Expansion	802,560	802,560	2009	No Application
2007	FL	E2007-BUSP-0183	Hillsborough Area Regional Transit-Bus Rapid Transit Improvements	476,000	476,000	2009	No Application
2007	FL	E2007-BUSP-0189	Lakeland Area Mass Transit District/Citrus Connection-Capital Funding Needs	476,000	476,000	2009	No Application
2007	FL	E2007-BUSP-0191	Longwood, Florida-Construct Intermodal Transportation Facility	100,320	100,320	2009	No Application
2007	FL	E2007-BUSP-0192	Miami Dade, FL N.W. 7th Avenue Transit Hub	601,920	601,920	2009	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2007	FL	E2007-BUSP-0193	Miami-Dade County, Florida-buses and bus facilities	1,203,840	1,203,840	2009	No Application
2007	FL	E2007-BUSP-0194	Miami-Dade County, Florida-buses and bus facilities	802,560	802,560	2009	No Application
2007	FL	E2007-BUSP-0195	Miami-Dade County, Florida-Transit Security System	599,914	599,914	2009	No Application
2007	FL	E2007-BUSP-0196	Miami-Dade Transit 7th Avenue NW Transit Hub	238,000	238,000	2009	No Application
2007	FL	E2007-BUSP-0197	Miami-Dade Transit Dadeland South Intermodal Center	480,000	480,000	2009	No Application
2007	FL	E2007-BUSP-0199	Orlando, FL Bus Replacement	802,560	802,560	2009	No Application
2007	FL	E2007-BUSP-0200	Orlando, Florida-LYNX Bus Fleet Expansion Program	180,576	180,576	2009	No Application
2007	FL	E2007-BUSP-0204	Pinellas County Metropolitan Planning Organization-Pinellas Mobility Initiative: BRT and Guide way	238,000	238,000	2009	No Application
2007	FL	E2007-BUSP-0205	Purchase Buses and construct bus facilities in Broward County, FL	451,440	451,440	2009	No Application
2007	FL	E2007-BUSP-0206	Purchase Buses and construct bus facilities in Broward County, FL	401,280	401,280	2009	No Application
2007	FL	E2007-BUSP-0208	South Florida Regional Transportation Authority-West Palm Beach Intermodal Facility	476,000	476,000	2009	No Application
2007	FL	E2007-BUSP-0210	St. Augustine, Florida-Intermodal Transportation Center and related pedestrian and landscape improvements	200,640	200,640	2009	No Application
2007	FL	E2007-BUSP-0211	St. Lucie County, FL Purchase Buses	200,640	200,640	2009	No Application
2007	FL	E2007-BUSP-0212	Tampa, FL Establish Transit Emphasis Corridor Project	150,480	150,480	2009	No Application
2007	GA	E2007-BUSP-0214	Albany, GA Bus replacement	60,192	60,192	2009	No Application
2007	GA	E2007-BUSP-0215	Albany, GA Multimodal Facility	160,512	160,512	2009	No Application
2007	GA	E2007-BUSP-0217	Atlanta, GA Inter-modal Passenger Facility Improvements	401,280	401,280	2009	No Application
2007	GA	E2007-BUSP-0218	Atlanta, GA MARTA Clean Fuel Bus Acquisition	1,203,840	1,203,840	2009	No Application
2007	GA	E2007-BUSP-0219	Augusta, GA Buses and Bus Facilities	80,256	80,256	2009	No Application
2007	GA	E2007-BUSP-0221	Columbus, GA Bus replacement	60,192	60,192	2009	No Application
2007	GA	E2007-BUSP-0222	Columbus, Georgia/Phoenix City, Alabama-National Infantry Museum Multimodal Facility	405,000	405,000	2009	No Application
2007	GA	E2007-BUSP-0223	Columbus, Georgia-Buses & Bus Facilities	194,420	194,420	2009	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2007	GA	E2007-BUSP-0224	Georgia Department of Transportation- Georgia Statewide Bus and Bus Facilities	2,142,000	1,168,932	2009	No Application
2007	GA	E2007-BUSP-0225	Georgia Statewide Bus Program	40,128	40,128	2009	No Application
2007	GA	E2007-BUSP-0227	Meiro-Atlanta, GA MARTA Automated Smart-Card Fare Collection System	200,640	200,640	2009	No Application
2007	GA	E2007-BUSP-0228	Moultrie, GA Inter-modal facility	60,192	60,192	2009	No Application
2007	GA	E2007-BUSP-0229	Quitman, Clay, Randolph, Stewart Co., GA Bus project	50,160	50,160	2009	No Application
2007	GA	E2007-BUSP-0230	Savannah, GA Bus and Bus Facilities- Chatham Area Transit	1,003,200	1,003,200	2009	No Application
2007	GA	E2007-BUSP-0231	Savannah, Georgia-Water Ferry River walk intermodal facilities	401,280	401,280	2009	No Application
2007	GA	E2007-BUSP-0232	Sylvester, GA Inter-modal Facility	40,128	40,128	2009	No Application
2007	GA	E2007-BUSP-0233	Thomasville, GA Bus Replacement	40,128	40,128	2009	No Application
2007	HI	E2007-BUSP-0234	Honolulu, HI, Bus Facilities	1,300,000	1,300,000	2009	No Application
2007	IA	E2007-BUSP-0236	Black Hawk County, IA UNI Multimodal Project	714,000	714,000	2009	No Application
2007	ID	E2007-BUSP-0239	Boise, ID-Multimodal facility	902,880	902,880	2009	No Application
2007	ID	E2007-BUSP-0241	Valley Regional Transit, ID-Downtown Boise Multimodal	1,381,000	1,381,000	2009	No Application
2007	IL	E2007-BUSP-0242	Centralia, Illinois-South Central Mass Transit District Improvements	80,256	80,256	2009	No Application
2007	IL	E2007-BUSP-0243	Champaign, IL-Construct park and ride lot with attached daycare facility	300,960	300,960	2009	No Application
2007	IL	E2007-BUSP-0244	Chicago, IL Construct intermodal facility at 35th Street at Metra Ride Line (Northside)	1,003,200	1,003,200	2009	No Application
2007	IL	E2007-BUSP-0247	Cicero, Chicago Establish Transit Signal Priority, Cicero Ave., Pace Suburban Bus Des Plaines, Wauconda, Cook and Lake Counties, IL Rand Road Transit Signal Priority	200,640	200,640	2009	No Application
2007	IL	E2007-BUSP-0248	Maywood, IL Purchase buses	160,512	160,512	2009	No Application
2007	IL	E2007-BUSP-0252	Mattoon, Illinois - historic railroad depot restoration/intermodal center	10,032	10,032	2009	No Application
2007	IL	E2007-BUSP-0253	Pace Suburban Bus, IL South Suburban BRT Mobility Network	321,024	321,024	2009	No Application
2007	IL	E2007-BUSP-0256	Rock Island, IL Improve Rock Island Mass Transit District Bus Facility	100,320	100,320	2009	No Application
2007	IL	E2007-BUSP-0257	Rock Island, Illinois, Metrolink Transit Maintenance Facility	100,320	100,320	2009	No Application
2007	IL	E2007-BUSP-0258		250,000	250,000	2009	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2007	IL	E2007-BUSP-0259	Springfield, IL, Multimodal Transit Terminal	1,100,000	1,100,000	2009	No Application
2007	IL	E2007-BUSP-0260	St. Charles, IL-Intermodal Parking Structures	902,880	902,880	2009	No Application
2007	IN	E2007-BUSP-0263	Bloomington, IN-Bus and transfer facility Gary, Indiana, Gary Airport Station Modernization and Shuttle Service Project	965,078	965,078	2009	No Application
2007	IN	E2007-BUSP-0264	Indianapolis Downtown Transit Center	400,000	400,000	2009	No Application
2007	IN	E2007-BUSP-0265	Indianapolis, IN Construct the Ivy Tech State College Multi-Modal Facility	900,000	900,000	2009	No Application
2007	IN	E2007-BUSP-0266	Indianapolis, IN Construct the Ivy Tech State College Multi-Modal Facility	1,003,200	1,003,200	2009	No Application
2007	IN	E2007-BUSP-0267	Indianapolis, IN Downtown Transit Center	2,808,960	2,808,960	2009	No Application
2007	IN	E2007-BUSP-0268	Indianapolis, IN indySMART program to relieve congestion, improve safety and air quality	401,280	401,280	2009	No Application
2007	IN	E2007-BUSP-0269	Indianapolis, IN Relocate and improve inter-modal transportation for pedestrian to Childrens Museum of Indianapolis	2,808,960	2,808,960	2009	No Application
2007	IN	E2007-BUSP-0270	Indianapolis, Indiana Childrens Museum Intermodal Center	200,640	200,640	2009	No Application
2007	IN	E2007-BUSP-0271	Ivy Tech State College, Indiana Multimodal Center	200,000	200,000	2009	No Application
2007	KS	E2007-BUSP-0276	Johnson Co, KS Bus and bus related facilities [I-35 corridor], Johnson Co. Transit	401,280	401,280	2009	No Application
2007	KY	E2007-BUSP-0280	Transit Authority of Lexington, KY- Rehabilitation of Building for Maintenance and Administration	952,000	952,000	2009	No Application
2007	LA	E2007-BUSP-0281	Capital Area Transit System-Baton Rouge BRT	714,000	714,000	2009	No Application
2007	LA	E2007-BUSP-0287	Louisiana-Construct pedestrian walkways between Caddo St. and Milam St. along Edwards St. in Shreveport, LA	203,640	203,640	2009	No Application
2007	LA	E2007-BUSP-0288	New Orleans, LA Inter-modal Riverfront Center	100,320	100,320	2009	No Application
2007	LA	E2007-BUSP-0290	New Orleans, LA Regional Planning Commission, bus and bus facilities	100,320	100,320	2009	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2007	LA	E2007-BUSP-0291	River Parishes, LA South Central Planning and Development Commission, bus and bus facilities	200,640	200,640	2009	No Application
2007	LA	E2007-BUSP-0292	River Parishes, Louisiana, South Central Planning and Development Commission, bus and bus facilities	180,000	180,000	2009	No Application
2007	LA	E2007-BUSP-0293	Shreveport, LA-Intermodal Transit Facility	672,144	672,144	2009	No Application
2007	LA	E2007-BUSP-0295	St. Bernard Parish, LA Intermodal facility improvements	200,640	200,640	2009	No Application
2007	MA	E2007-BUSP-0297	Berkshire, MA, Berkshire Regional Transit Authority Bus Maintenance Facility	30,000	30,000	2009	No Application
2007	MA	E2007-BUSP-0298	Beverly, MA Design and Construct Beverly Depot Intermodal Transportation Center	401,280	401,280	2009	No Application
2007	MA	E2007-BUSP-0302	Haverhill, MA Design and Construct Intermodal Transit Parking Improvements	1,123,584	1,123,584	2009	No Application
2007	MA	E2007-BUSP-0303	Hingham, MA Higham Marine Intermodal Center Improvements: Enhance public transportation infrastructure/parking	1,805,760	1,805,760	2009	No Application
2007	MA	E2007-BUSP-0304	Lawrence, MA, Gateway Intermodal and Quadrant Area Reuse Project	800,000	800,000	2009	No Application
2007	MA	E2007-BUSP-0307	Medford, MA Downtown revitalization featuring construction of a 200 space Park and Ride Facility	401,280	401,280	2009	No Application
2007	MA	E2007-BUSP-0308	Newburyport, MA Design and Construct Intermodal Facility	401,280	401,280	2009	No Application
2007	MA	E2007-BUSP-0309	Quincy, MA MBTA Purchase high speed catamaran ferry for Quincy Harbor Express Service	401,280	401,280	2009	No Application
2007	MA	E2007-BUSP-0310	Revere, MA Inter-modal transit improvements in the Wonderland station (MBTA) area	361,152	361,152	2009	No Application
2007	MA	E2007-BUSP-0311	Rockport, MA Rockport Commuter Rail Station Improvements	551,760	551,760	2009	No Application
2007	MA	E2007-BUSP-0312	Salem, MA Design and Construct Salem Intermodal Transportation Center	401,280	401,280	2009	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2007	MA	E2007-BUSP-0313	Woburn, MA Construction of an 89 space park and ride facility to be located on Magazine Hill, in the Heart of Woburn Square	361,152	361,152	2009	No Application
2007	MA	E2007-BUSP-0647	Massachusetts Bay Transportation Authority Ferry System	2,500,000	2,500,000	2009	No Application
2007	MD	E2007-BUSP-0314	Baltimore, MD Construct Intercity Bus Intermodal Terminal	1,003,200	1,003,200	2009	No Application
2007	MD	E2007-BUSP-0315	Howard County, MD Construct Central Maryland Transit Operations and Maintenance Facility	1,003,200	1,003,200	2009	No Application
2007	MD	E2007-BUSP-0316	Howard County, MD Construct Central Maryland Transit Operations and Maintenance Facility	220,000	220,000	2009	No Application
2007	MD	E2007-BUSP-0318	Maryland Statewide Bus Facilities and Buses	5,750,000	5,750,000	2009	No Application
2007	MD	E2007-BUSP-0320	Mount Rainier, MD Intermodal and Pedestrian Project	90,288	90,288	2009	No Application
2007	ME	E2007-BUSP-0324	Bar Harbor, ME Purchase new buses to enhance commuting near the Jackson Labs	60,192	60,192	2009	No Application
2007	ME	E2007-BUSP-0649	Swans Island, Maine Ferry Service	350,000	350,000	2009	No Application
2007	MI	E2007-BUSP-0330	Detroit Bus Maintenance Facility	1,805,760	1,805,760	2009	No Application
2007	MI	E2007-BUSP-0335	Detroit, MI Enclosed heavy-duty maintenance facility with full operational functions for up to 300 buses	902,880	902,880	2009	No Application
2007	MI	E2007-BUSP-0344	Muskegon, Michigan-Muskegon Area Transit Terminal and related improvements	401,280	401,280	2009	No Application
2007	MN	E2007-BUSP-0349	Metro Transit/Metropolitan Council, MN-Bus/Bus Capital	2,261,000	2,261,000	2009	No Application
2007	MN	E2007-BUSP-0350	St. Paul to Hinckley, MN Construct bus amenities along Rush Line Corridor	300,960	216,160	2009	No Application
2007	MN	E2007-BUSP-0351	St. Paul, MN Union Depot Multi Modal Transit Facility	401,280	401,280	2009	No Application
2007	MO	E2007-BUSP-0352	Bi-State Development Agency-St. Louis Bridge Repair/Reconstruction, for any activity eligible under section 5309	1,190,000	1,190,000	2009	No Application
2007	MO	E2007-BUSP-0353	Bi-State Development Agency-St. Louis Metro Bus Fare Collection Program	3,808,000	3,808,000	2009	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2007	MO	E2007-BUSP-0355	OATS, Incorporated, MO-ITS Information and Billing System and Bus Facilities	4,046,000	3,013,692	2009	No Application
2007	MO	E2007-BUSP-0356	Southeast Missouri Transportation Service-Bus Project	476,000	476,000	2009	No Application
2007	MS	E2007-BUSP-0357	Coahoma County, Mississippi Purchase buses for the Aaron E. Henry Community Health Services Center, Inc./DARTS transit service	30,096	30,096	2009	No Application
2007	MS	E2007-BUSP-0358	Jackson State University, MS-Busing Project	1,190,000	1,190,000	2009	No Application
2007	MT	E2007-BUSP-0361	Montana Department of Transportation-Statewide Bus Facilities and Buses	714,000	305,112	2009	No Application
2007	NC	E2007-BUSP-0362	Charlotte Area Transit System/City of Charlotte-Charlotte Multimodal Station	2,380,000	2,380,000	2009	No Application
2007	NC	E2007-BUSP-0363	Charlotte, NC Construct Charlotte Multimodal Station	1,564,992	1,564,992	2009	No Application
2007	NC	E2007-BUSP-0365	Charlotte, North Carolina-Multimodal Station	802,560	802,560	2009	No Application
2007	NC	E2007-BUSP-0366	City of Greenville, NC Expansion Buses and Greenville Intermodal Center	715,081	715,081	2009	No Application
2007	NC	E2007-BUSP-0368	Greensboro, North Carolina-Piedmont Authority for Regional Transportation Multimodal Transportation Center	2,512,013	2,512,013	2009	No Application
2007	NC	E2007-BUSP-0369	Greensboro, North Carolina-Replacement buses	1,159,699	1,159,699	2009	No Application
2007	NC	E2007-BUSP-0372	North Carolina Department of Transportation-North Carolina Statewide Bus and Bus Facilities	5,950,000	5,950,000	2009	No Application
2007	NC	E2007-BUSP-0373	Raleigh, NC Purchase eighteen replacement buses to replace buses that have reached their useful life according to Federal Transit Administration regul	401,280	401,280	2009	No Application
2007	NC	E2007-BUSP-0375	Wilmington, NC Build Intermodal Center	200,640	200,640	2009	No Application
2007	ND	E2007-BUSP-0376	North Dakota Department of Transportation/Statewide Bus	1,100,000	981,410	2009	No Application
2007	NE	E2007-BUSP-0377	City of Omaha-Creighton University Intermodal Facility	714,000	714,000	2009	No Application
2007	NE	E2007-BUSP-0378	Kearney, Nebraska-RYDE Transit Bus Maintenance and Storage Facility	401,280	401,280	2009	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2007	NE	E2007-BUSP-0379	Nebraska Department of Roads-Bus Maintenance and Storage Facility for RYDE in Kearney, NE	476,000	476,000	2009	No Application
2007	NE	E2007-BUSP-0380	Nebraska Department of Roads-Statewide Vehicles, Facilities, and Related Equipment Purchases	952,000	952,000	2009	No Application
2007	NE	E2007-BUSP-0381	Nebraska-statewide transit vehicles, facilities, and related equipment	802,560	552,560	2009	No Application
2007	NE	E2007-BUSP-0382	Omaha, NE, Buses and Fare boxes	650,000	650,000	2009	No Application
2007	NH	E2007-BUSP-0383	Windham, New Hampshire--Construction of Park and Ride Bus facility at Exit 3	742,368	742,368	2009	No Application
2007	NJ	E2007-BUSP-0384	Atlantic City, NJ, Jitney	750,000	750,000	2009	No Application
2007	NJ	E2007-BUSP-0385	Burlington County, NJ-BurlLink and Burlington County Transportation System vehicles and equipment	802,560	802,560	2009	No Application
2007	NJ	E2007-BUSP-0386	Camden, NJ Construction of the Camden County Intermodal Facility in Cramer Hill	200,640	200,640	2009	No Application
2007	NJ	E2007-BUSP-0388	Jersey City, NJ Construct West Entrance to Pavonia-Newport PATH Station	401,280	401,280	2009	No Application
2007	NJ	E2007-BUSP-0389	Lakewood, NJ-Ocean County Bus service and parking facilities	601,920	601,920	2009	No Application
2007	NJ	E2007-BUSP-0390	Long Branch, NJ Design and construct facilities for ferry service from Long Branch, NJ to New York City and other destinations	802,560	802,560	2009	No Application
2007	NJ	E2007-BUSP-0391	Monmouth County, NJ Construction of main bus facility for Freehold Township, including a terminal and repair shop	401,280	401,280	2009	No Application
2007	NJ	E2007-BUSP-0394	New Jersey Inter-modal Facilities and Bus Rolling Stock	601,920	601,920	2009	No Application
2007	NJ	E2007-BUSP-0395	New Jersey Transit Community Shuttle Buses	100,320	100,320	2009	No Application
2007	NJ	E2007-BUSP-0399	South Brunswick, NJ Transit System	1,000,000	1,000,000	2009	No Application
2007	NJ	E2007-BUSP-0402	Trenton, NJ Development of Trenton Trolley System	200,640	200,640	2009	No Application
2007	NJ	E2007-BUSP-0650	Camden, New Jersey Ferry System	1,000,000	1,000,000	2009	No Application
2007	NM	E2007-BUSP-0405	Las Cruces, NM, Road Runner Bus and Bus Facilities	250,000	250,000	2009	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2007	NV	E2007-BUSP-0406	Las Vegas, NV Construct Boulder Highway BRT system and purchase vehicles and related equipment	401,280	401,280	2009	No Application
2007	NV	E2007-BUSP-0407	Las Vegas, NV Construct Central City Inter-modal Transportation Terminal	1,203,840	1,203,840	2009	No Application
2007	NV	E2007-BUSP-0408	Las Vegas, NV Construct Las Vegas West Care Intermodal Facility	50,160	50,160	2009	No Application
2007	NV	E2007-BUSP-0409	Regional Transportation Commission of Southern Nevada-Central City Intermodal Transportation Terminal	952,000	952,000	2009	No Application
2007	NV	E2007-BUSP-0411	Southern Nevada Transit Coalition, Public Transit Building Acquisition	300,000	300,000	2009	No Application
2007	NY	E2007-BUSP-0413	Albany-Schenectady, NY Bus Rapid Transit Improvements in NY Route 5, Corridor.	200,640	200,640	2009	No Application
2007	NY	E2007-BUSP-0414	Albany-Schenectady, NY Bus Rapid Transit Improvements in NY Route 5	800,000	800,000	2009	No Application
2007	NY	E2007-BUSP-0415	Bronx, NY Botanical Garden metro North Rail station Intermodal Facility	200,640	200,640	2009	No Application
2007	NY	E2007-BUSP-0416	Bronx, NY Establish an intermodal transportation facility at the Wildlife Conservation Society Bronx Zoo	200,640	200,640	2009	No Application
2007	NY	E2007-BUSP-0417	Bronx, NY Establish an intermodal transportation facility at the Wildlife Conservation Society Bronx Zoo	200,640	200,640	2009	No Application
2007	NY	E2007-BUSP-0418	Bronx, NY Hebrew Home for the Aged elderly and disabled transportation support	37,620	37,620	2009	No Application
2007	NY	E2007-BUSP-0419	Bronx, NY Intermodal Facility near Exit 6 of the Bronx River Parkway	50,160	50,160	2009	No Application
2007	NY	E2007-BUSP-0420	Bronx, NY Jacob J Intermodal Center to North Central Bronx Hospital bus system	62,700	62,700	2009	No Application
2007	NY	E2007-BUSP-0421	Bronx, NY Wildlife Conservation Society intermodal transportation facility at the Bronx Zoo	87,780	87,780	2009	No Application
2007	NY	E2007-BUSP-0422	Brooklyn, NY Construct a multi-modal transportation facility	280,896	280,896	2009	No Application
2007	NY	E2007-BUSP-0423	Brooklyn, NY Construct a multi-modal transportation facility in the vicinity of Downstate Medical Center	200,640	200,640	2009	No Application
2007	NY	E2007-BUSP-0424	Brooklyn, NY New Urban Center-Broadway Junction Intermodal Center	192,614	192,614	2009	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2007	NY	E2007-BUSP-0425	Brooklyn, NY-Rehabilitation of Bay Ridge 86th Street Subway Station	802,560	802,560	2009	No Application
2007	NY	E2007-BUSP-0426	Brooklyn, NY--Rehabilitation of Bay Ridge 86th Street Subway Station	802,560	802,560	2009	No Application
2007	NY	E2007-BUSP-0427	Buffalo, NY Inter-modal Center Parking Facility	200,640	200,640	2009	No Application
2007	NY	E2007-BUSP-0428	Bus to provide York-town, New York internal circulator to provide transportation throughout the Town	37,118	37,118	2009	No Application
2007	NY	E2007-BUSP-0429	Construction of Third Bus Depot on Staten Island	2,407,680	2,407,680	2009	No Application
2007	NY	E2007-BUSP-0430	Cooperstown, New York-Intermodal Transit Center	1,003,200	1,003,200	2009	No Application
2007	NY	E2007-BUSP-0431	Corning, New York-Transportation Center	1,003,200	1,003,200	2009	No Application
2007	NY	E2007-BUSP-0432	Corning, NY, Phase II Coming Preserve Transportation Enhancement Project	450,000	450,000	2009	No Application
2007	NY	E2007-BUSP-0433	Cornwall, NY-Purchase Bus Geneva, New York-Multimodal facility-Construct passenger rail center	17,456	17,456	2009	No Application
2007	NY	E2007-BUSP-0434	Construct passenger rail center Jamestown, NY Rehabilitation of Intermodal Facility and associated property	100,320	100,320	2009	No Application
2007	NY	E2007-BUSP-0435	Intermodal Facility and associated property	401,280	401,280	2009	No Application
2007	NY	E2007-BUSP-0436	Kings County, NY Construct a multimodal transportation facility	200,640	200,640	2009	No Application
2007	NY	E2007-BUSP-0437	Nassau County, NY Conduct planning and engineering for transportation system (HUB)	1,404,480	1,404,480	2009	No Application
2007	NY	E2007-BUSP-0438	Nassau County, NY, Conduct planning, engineering, and construction for transportation system (HUB)	1,200,000	1,200,000	2009	No Application
2007	NY	E2007-BUSP-0439	New York City, NY First Phase Implementation of Bus Rapid Transit System	200,640	200,640	2009	No Application
2007	NY	E2007-BUSP-0441	New York City, NY, Bronx Zoo Intermodal Facility	450,000	450,000	2009	No Application
2007	NY	E2007-BUSP-0443	New York City, NY, Highline Project, for Studies, Design, and Construction	1,200,000	1,200,000	2009	No Application
2007	NY	E2007-BUSP-0444	New York, Improvements to Moynihan Station	1,200,000	1,200,000	2009	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2007	NY	E2007-BUSP-0445	Niagara Falls, NY Relocation, Development, and Enhancement of Niagara Falls International Railway Station/Intermodal Transportation Center	1,123,584	1,123,584	2009	No Application
2007	NY	E2007-BUSP-0446	Niagara Frontier Transportation Authority, NY Replacement Buses	200,640	200,640	2009	No Application
2007	NY	E2007-BUSP-0447	Oneonta, New York-bus replacement	30,096	30,096	2009	No Application
2007	NY	E2007-BUSP-0448	Ramapo, NY Transportation Safety Field Bus	50,160	50,160	2009	No Application
2007	NY	E2007-BUSP-0449	Rochester, New York-Renaissance Square transit center	902,880	902,880	2009	No Application
2007	NY	E2007-BUSP-0450	Rochester, New York-Renaissance Square Transit Center	451,440	451,440	2009	No Application
2007	NY	E2007-BUSP-0451	Rochester, NY, Renaissance Square Intermodal Facility, Design and Construction	1,400,000	1,400,000	2009	No Application
2007	NY	E2007-BUSP-0452	Rockland County, NY Express Bus	700,000	700,000	2009	No Application
2007	NY	E2007-BUSP-0453	Suffolk County, NY Design and construction of intermodal transit facility in Wyandanch	922,944	922,944	2009	No Application
2007	NY	E2007-BUSP-0454	Suffolk County, NY Purchase four handicapped accessible vans to transport veterans to and from the VA facility in Northport	56,179	56,179	2009	No Application
2007	NY	E2007-BUSP-0455	Syracuse, New York, Syracuse University Connective Corridor Transit Project	950,000	950,000	2009	No Application
2007	NY	E2007-BUSP-0456	Thendara-Webb and Utica, New York- install handicap lifts in intermodal centers	20,064	20,064	2009	No Application
2007	NY	E2007-BUSP-0457	Town of Warwick, NY Bus Facility	110,352	110,352	2009	No Application
2007	NY	E2007-BUSP-0458	Warwick Transit System Utica, New York Transit Multimodal Facilities	1,200,000	1,200,000	2009	No Application
2007	NY	E2007-BUSP-0459	Utica, New York-Union Station BoeHert Center siding track improvements	20,064	20,064	2009	No Application
2007	NY	E2007-BUSP-0460	Utica, New York-Union Station rehabilitation and related infrastructure improvements	100,320	100,320	2009	No Application
2007	NY	E2007-BUSP-0461	Westchester County, NY Bus replacement program	752,400	752,400	2009	No Application

Farmark FY	Farmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2007	NY	E2007-BUSP-0462	Yonkers, NY Trolley Bus Acquisition	75,240	75,240	2009	No Application
2007	NY	E2007-BUSP-0651	Governors Island, New York Ferry System	1,000,000	1,000,000	2009	No Application
2007	NY	E2007-BUSP-0652	Statens Island Ferry	1,000,000	1,000,000	2009	No Application
2007	OH	E2007-BUSP-0466	Central Ohio Transit Authority-Paratransit and Small Bus Service Facility	476,000	476,000	2009	No Application
2007	OH	E2007-BUSP-0468	Cincinnati, Ohio-Metro Regional Transit Hub Network Eastern Neighborhoods	185,592	185,592	2009	No Application
2007	OH	E2007-BUSP-0471	Cleveland, OH Construct passenger inter-modal center near Dock 32	172,550	172,550	2009	No Application
2007	OH	E2007-BUSP-0472	Cleveland, OH Construction of an inter-modal facility and related improvements at University Hospitals facility on Euclid Avenue	200,640	200,640	2009	No Application
2007	OH	E2007-BUSP-0475	Cleveland, Ohio-Euclid Avenue University Hospital intermodal facility	902,880	902,880	2009	No Application
2007	OH	E2007-BUSP-0478	Columbus, OH-Central Ohio Transit Authority Paratransit Facility	1,203,840	1,203,840	2009	No Application
2007	OH	E2007-BUSP-0480	Dayton Airport Inter-modal Rail Feasibility Study	150,480	150,480	2009	No Application
2007	OH	E2007-BUSP-0481	Dayton-Wright Stop Plaza	476,000	476,000	2009	No Application
2007	OH	E2007-BUSP-0483	Elyria, OH Construct the New York Central Train Station into an intermodal transportation hub	410,911	410,911	2009	No Application
2007	OH	E2007-BUSP-0484	Kent, OH Construct Kent State University Intermodal Facility serving students and the general public	200,640	200,640	2009	No Application
2007	OH	E2007-BUSP-0485	Marietta, Ohio Construction of transportation hub to accommodate regional bus traffic.	100,320	100,320	2009	No Application
2007	OH	E2007-BUSP-0487	Niles, OH Acquisition of bus operational and service equipment of Niles Trumbull Transit	40,128	40,128	2009	No Application
2007	OH	E2007-BUSP-0488	Springfield, OH-City of Springfield Bus Transfer Station and Associated Parking	50,160	1	2009	small amount remaining
2007	OH	E2007-BUSP-0489	Toledo, OH TARTA/TARPS Passenger Inter-modal Facility construction	1,504,800	1,504,800	2009	No Application
2007	OH	E2007-BUSP-0490	Zanesville, OH-bus system signage and shelters	16,302	16,302	2009	No Application
2007	OR	E2007-BUSP-0491	Albany, OR North Albany Park and Ride	191,086	191,086	2009	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2007	OR	E2007-BUSP-0492	Albany, OR Rehabilitate Building At Multimodal Transit Station	305,737	305,737	2009	No Application
2007	OR	E2007-BUSP-0493	Bend, Oregon-replacement vans	200,640	200,640	2009	No Application
2007	OR	E2007-BUSP-0494	Canby, OR bus and bus facilities	30,096	30,096	2009	No Application
2007	OR	E2007-BUSP-0495	Columbia County, OR To purchase buses	28,090	28,090	2009	No Application
2007	OR	E2007-BUSP-0496	Corvallis, OR Bus Replacement	296,183	296,183	2009	No Application
2007	OR	E2007-BUSP-0498	Grants Pass, OR Purchase Vehicles For Use By Josephine Community Transit	40,845	40,845	2009	No Application
2007	OR	E2007-BUSP-0500	Lane Transit District, Bus Rapid Transit Progressive Corridor Enhancements	594,621	594,621	2009	No Application
2007	OR	E2007-BUSP-0501	Lincoln County, OR bus purchase	50,160	50,160	2009	No Application
2007	OR	E2007-BUSP-0502	Molalla, OR South Clackamas Transportation District, bus purchase	20,064	20,064	2009	No Application
2007	OR	E2007-BUSP-0503	Portland, OR Renovation of Union Station, including structural reinforcement and public safety upgrades	20,064	20,064	2009	No Application
2007	OR	E2007-BUSP-0504	Salem, OR bus and bus facilities	401,280	401,280	2009	No Application
2007	OR	E2007-BUSP-0505	Sandy, Oregon Transit Bus Facility	140,448	140,448	2009	No Application
2007	OR	E2007-BUSP-0507	Wilsonville, OR South Metro Area Rapid Transit bus and bus facilities	50,160	50,160	2009	No Application
2007	OR	E2007-BUSP-0508	Yamhill County, OR For the construction of bus shelters, park and ride facilities, and a signage strategy to increase ridership	22,070	22,070	2009	No Application
2007	PA	E2007-BUSP-0510	Allegheny Multimodal Transportation Facility Parking Garage	240,000	240,000	2009	No Application
2007	PA	E2007-BUSP-0514	Butler Township, PA-Cranbury Area Transit Services	833,000	833,000	2009	No Application
2007	PA	E2007-BUSP-0518	City of Hazleton, PA-Hazleton Intermodal Center	333,000	333,000	2009	No Application
2007	PA	E2007-BUSP-0519	County of Lackawanna Transit System-Scranton Intermodal Transportation Center	238,000	238,000	2009	No Application
2007	PA	E2007-BUSP-0521	Easton, Pennsylvania-Design and construct Intermodal Transportation Center	401,280	401,280	2009	No Application
2007	PA	E2007-BUSP-0522	Erie, PA Metropolitan Transit Authority-Bus Acquisitions	238,000	238,000	2009	No Application
2007	PA	E2007-BUSP-0523	Erie, PA-EMTA Vehicle Acquisition	401,280	401,280	2009	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2007	PA	E2007-BUSP-0524	Gettysburg, Pennsylvania-transit transfer center	180,375	180,375	2009	No Application
2007	PA	E2007-BUSP-0526	Intermodal Facilities in Bucks County (Croydon and Levittown Stations)	601,920	601,920	2009	No Application
2007	PA	E2007-BUSP-0531	Monroe Township, PA-Clarion County Buses	157,000	157,000	2009	No Application
2007	PA	E2007-BUSP-0533	Philadelphia, PA Cruise Terminal Transportation Ctr. Phila. Naval Shipyard	702,240	702,240	2009	No Application
2007	PA	E2007-BUSP-0534	Philadelphia, PA Improvements to the existing Penns Landing Ferry Terminal	802,560	802,560	2009	No Application
2007	PA	E2007-BUSP-0535	Philadelphia, PA Penns Landing water shuttle parking lot expansion and water shuttle ramp infrastructure construction	220,704	220,704	2009	No Application
2007	PA	E2007-BUSP-0536	Philadelphia, PA Philadelphia Zoo Intermodal Transportation project w/parking consolidation, pedestrian walkways, public transportation complements &	1,003,200	1,003,200	2009	No Application
2007	PA	E2007-BUSP-0537	Philadelphia, PA SEPTAs Market St. Elevated Rail project in conjunction with Philadelphia Commercial Development Corporation for improvements and assi	280,896	280,896	2009	No Application
2007	PA	E2007-BUSP-0538	Philadelphia, Pennsylvania-SEPTA Market Street Elevated Line parking facility	802,560	802,560	2009	No Application
2007	PA	E2007-BUSP-0540	Pottsville, PA Union Street Trade and Transfer Center Intermodal Facility	401,280	401,280	2009	No Application
2007	PA	E2007-BUSP-0541	Project provides for the engineering and construction of a transportation center in Paoli, Chester County	200,640	200,640	2009	No Application
2007	PA	E2007-BUSP-0543	Sharon, PA-Bus Facility Construction Southeastern Pennsylvania	100,320	100,320	2009	No Application
2007	PA	E2007-BUSP-0544	Transportation Authority-Bucks County Intermodal (Croydon and Levittown)	714,000	714,000	2009	No Application
2007	PA	E2007-BUSP-0545	Southeastern Pennsylvania Transportation Authority-Paoli Transportation Center	714,000	714,000	2009	No Application
2007	PA	E2007-BUSP-0546	Southeastern Pennsylvania Transportation Authority-Villanova-SEPTA Intermodal	714,000	586,930	2009	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2007	PA	E2007-BUSP-0547	Transit Authority of Warren County, PA- Impact Warren	238,000	238,000	2009	No Application
2007	PA	E2007-BUSP-0551	Williamsport, PA Bureau of Transportation-Williamsport Trade and Transit Centre Expansion	714,000	714,000	2009	No Application
2007	PA	E2007-BUSP-0552	York, Pennsylvania-Rabbit Transit facilities and communications equipment	555,873	555,873	2009	No Application
2007	PA	E2007-BUSP-0653	Philadelphia Penns Landing Ferry Terminal	1,000,000	1,000,000	2009	No Application
2007	PR	E2007-BUSP-0553	Bayamon, Puerto Rico-bus terminal	120,384	120,384	2009	No Application
2007	PR	E2007-BUSP-0554	Bayamon, Puerto Rico-Purchase of Trolley Cars	170,544	170,544	2009	No Application
2007	PR	E2007-BUSP-0555	Lares, PR-Trolley buses-for the purchase of two trolley buses that will offer transportation through the urban zone in the Municipality of Lares	52,969	52,969	2009	No Application
2007	PR	E2007-BUSP-0556	Puerto Rico-Caribbean National Forest Buses and Bus Facilities	601,920	601,920	2009	No Application
2007	PR	E2007-BUSP-0557	San Juan, Puerto Rico-bus security equipment	601,920	601,920	2009	No Application
2007	PR	E2007-BUSP-0558	San Juan, Puerto Rico-Buses	200,640	200,640	2009	No Application
2007	PR	E2007-BUSP-0559	Yabucoa, Puerto Rico-Trolley Buses	35,112	35,112	2009	No Application
2007	RI	E2007-BUSP-0560	Providence, RI Expansion of Elmwood Paratransit Maintenance Facility	1,003,200	1,003,200	2009	No Application
2007	RI	E2007-BUSP-0561	Rhode Island, RIPTA Elmwood Facility Expansion	1,700,000	1,700,000	2009	No Application
2007	RI	E2007-BUSP-0562	Rhode Island Statewide Bus Fleet	1,203,840	1,203,840	2009	No Application
2007	SC	E2007-BUSP-0563	Greenville, SC Transit Authority-City of Greenville Multimodal Transportation Center Improvements	238,000	238,000	2009	No Application
2007	SC	E2007-BUSP-0564	South Carolina Department of Transportation-Transit Facilities Construction Program	476,000	476,000	2009	No Application
2007	SD	E2007-BUSP-0566	South Dakota Department of Transportation-Statewide Buses and Bus Facilities	3,452,000	431,872	2009	No Application
2007	TN	E2007-BUSP-0567	Knoxville, Tennessee-Central Station Transit Center	2,046,528	2,046,528	2009	No Application
2007	TN	E2007-BUSP-0568	Knoxville, TN-Central Station	595,000	595,000	2009	No Application
2007	TN	E2007-BUSP-0569	Lipscomb University, TN-Intermodal Parking Garage	357,000	357,000	2009	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2007	TN	E2007-BUSP-0571	Nashville, TN Construct a parking garage on the campus of Lipscomb University, Nashville	401,280	401,280	2009	No Application
2007	TN	E2007-BUSP-0573	Sevier County, Tennessee-U.S. 441 bus rapid transit	50,160	50,160	2009	No Application
2007	TN	E2007-BUSP-0574	Tennessee Department of Transportation-Statewide Tennessee Transit ITS and Bus Replacement Project	2,856,000	2,214,063	2009	No Application
2007	TN	E2007-BUSP-0575	University of Memphis-Pedestrian Bridge	714,000	714,000	2009	No Application
2007	TX	E2007-BUSP-0576	Abilene, TX Vehicle replacement and facility improvements for transit system	80,256	80,256	2009	No Application
2007	TX	E2007-BUSP-0581	Carrollton, Texas Downtown Regional Multimodal Transit Hub	240,000	240,000	2009	No Application
2007	TX	E2007-BUSP-0583	Construct West Houston and Fort Bend County, Texas-bus transit corridor	401,280	401,280	2009	No Application
2007	TX	E2007-BUSP-0584	Corpus Christi, TX Corpus Regional Transit Authority for maintenance facility improvements	501,600	501,600	2009	No Application
2007	TX	E2007-BUSP-0585	Dallas Area Rapid Transit-Bus passenger Facilities	238,000	238,000	2009	No Application
2007	TX	E2007-BUSP-0586	Dallas, TX Bus Passenger Facilities	2,568,192	2,568,192	2009	No Application
2007	TX	E2007-BUSP-0588	Galveston, Texas-Intermodal center and parking facility, The Strand	902,880	902,880	2009	No Application
2007	TX	E2007-BUSP-0589	Harris County-West Houston-Fort Bend Bus Transit Corridor: Uptown Westpark Terminal	238,000	238,000	2009	No Application
2007	TX	E2007-BUSP-0590	Laredo-North Laredo Transit Hub-Bus Maintenance Facility	714,000	714,000	2009	No Application
2007	TX	E2007-BUSP-0591	Roma, TX Bus Facility	105,336	105,336	2009	No Application
2007	TX	E2007-BUSP-0592	San Angelo, TX Street Railroad Company Transit Fleet Replacement	238,000	238,000	2009	No Application
2007	TX	E2007-BUSP-0595	Zapata, Texas Purchase Bus vehicles	62,700	62,700	2009	No Application
2007	UT	E2007-BUSP-0597	Utah Statewide Bus and Bus Facilities	7,148,000	1,689,777	2009	No Application
2007	VA	E2007-BUSP-0598	Alexandria, VA Eisenhower Avenue Inter-modal Station improvements, including purchase of buses and construction of bus shelters	501,600	501,600	2009	No Application
2007	VA	E2007-BUSP-0599	Alexandria, VA Royal Street Bus Garage Replacement	100,320	100,320	2009	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2007	VA	E2007-BUSP-0600	Arlington County, VA Columbia Pike Bus Improvements	702,240	702,240	2009	No Application
2007	VA	E2007-BUSP-0601	Arlington County, VA Crystal City-Potomac Yard Busway, including construction of bus shelters	601,920	601,920	2009	No Application
2007	VA	E2007-BUSP-0602	Arlington County, VA Pentagon City Multimodal Improvements	401,280	401,280	2009	No Application
2007	VA	E2007-BUSP-0603	Bealeton, Virginia-Intermodal Station Depot Refurbishment	55,176	55,176	2009	No Application
2007	VA	E2007-BUSP-0604	City of Alexandria, VA-City-Wide Transit Improvements	238,000	238,000	2009	No Application
2007	VA	E2007-BUSP-0605	City of Alexandria, VA-Potomac Yard Transit Improvements	238,000	238,000	2009	No Application
2007	VA	E2007-BUSP-0606	City of Alexandria, VA-Replace Royal Street Bus Garage	714,000	714,000	2009	No Application
2007	VA	E2007-BUSP-0607	City of Alexandria, VA-Valley Pedestrian & Transit	238,000	238,000	2009	No Application
2007	VA	E2007-BUSP-0608	Commonwealth of Virginia-Statewide Bus Capital Program	3,570,000	3,010,000	2009	No Application
2007	VA	E2007-BUSP-0609	Fairfax County, VA Richmond Highway (U.S. Route1) Public Transportation Improvements	401,280	401,280	2009	No Application
2007	VA	E2007-BUSP-0610	Fairfax County, Virginia-Richmond Highway Initiative	476,000	476,000	2009	No Application
2007	VA	E2007-BUSP-0611	Falls Church, VA Falls Church Intermodal Transportation Center	401,280	401,280	2009	No Application
2007	VA	E2007-BUSP-0612	Fredericksburg, Virginia-Improve and repair Fredericksburg Station	501,600	501,600	2009	No Application
2007	VA	E2007-BUSP-0614	Hampton Roads Transit, VA-Southside Bus Facility	238,000	238,000	2009	No Application
2007	VA	E2007-BUSP-0615	Hampton Roads, VA Final design and construction for a Hampton Roads Transit Southside Bus Facility	401,280	401,280	2009	No Application
2007	VA	E2007-BUSP-0616	Norfolk, Virginia-Final Design and Construction Southside Bus Facility	351,120	351,120	2009	No Application
2007	VA	E2007-BUSP-0617	Northern Neck and Middle Peninsula, Virginia-Bay T Transit Multimodal Facilities	652,080	652,080	2009	No Application
2007	VA	E2007-BUSP-0618	Potomac & Rappahannock Transportation Commission, VA-Buses for Service Expansion	238,000	238,000	2009	No Application
2007	VA	E2007-BUSP-0620	Richmond, VA Renovation and construction for Main Street Station	220,704	220,704	2009	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2007	VA	E2007-BUSP-0621	Roanoke, VA-Bus restoration in the City of Roanoke	50,160	50,160	2009	No Application
2007	VA	E2007-BUSP-0622	Roanoke, Virginia-Improve Virginian Railway Station	50,160	50,160	2009	No Application
2007	VA	E2007-BUSP-0623	Roanoke, Virginia-Intermodal Facility	40,128	40,128	2009	No Application
2007	VA	E2007-BUSP-0624	Roanoke, Virginia-Roanoke Railway and Link Passenger facility	100,320	100,320	2009	No Application
2007	VT	E2007-BUSP-0625	Brattleborough, VT, Intermodal Center	200,000	200,000	2009	No Application
2007	VT	E2007-BUSP-0627	State of Vermont Buses, Facilities and Equipment	350,000	350,000	2009	No Application
2007	WA	E2007-BUSP-0628	Ilwaco, WA Procure shuttles for Lewis and Clark National Historical Park	20,064	20,064	2009	No Application
2007	WA	E2007-BUSP-0629	Ilwaco, WA Construct park and ride	20,064	20,064	2009	No Application
2007	WA	E2007-BUSP-0630	Island Transit, WA Operations Base Facilities Project	481,536	481,536	2009	No Application
2007	WA	E2007-BUSP-0632	North Bend, Washington-Park and Ride	160,512	160,512	2009	No Application
2007	WA	E2007-BUSP-0633	Oak Harbor, WA Multimodal Facility	200,640	200,640	2009	No Application
2007	WA	E2007-BUSP-0635	Snohomish County, WA Community Transit bus purchases and facility enhancement	601,920	601,920	2009	No Application
2007	WA	E2007-BUSP-0638	Washington, King Street Transportation Center-Intercity Bus Terminal Component	60,000	60,000	2009	No Application
2007	WV	E2007-BUSP-0643	West Virginia Construct Beckley Intermodal Gateway pursuant to the eligibility provisions for projects listed under section 3030(d)(3) of P.L., 105-17	4,815,360	4,815,360	2009	No Application
2007	WV	E2007-BUSP-0644	West Virginia, Statewide Bus and Bus Facilities	5,000,000	5,000,000	2009	No Application
2007	WY	E2007-BUSP-0645	Wyoming Department of Transportation-Wyoming Statewide Bus and Bus Related Facilities	714,000	714,000	2009	No Application
2008	AK	E2008-BUSP-0653	Statewide Bus and Bus Facilities Enhancements	367,500	367,500	2011	No Application
2008	AL	E2008-BUSP-0654	Alabama Senior Transportation Program	686,000	686,000	2011	No Application
2008	AL	E2008-BUSP-0655	Birmingham Intermodal Transit Facility	392,000	392,000	2011	No Application
2008	AL	E2008-BUSP-0656	City of Mobiles Transit System	1,372,000	1,372,000	2011	No Application
2008	AL	E2008-BUSP-0657	Huntsville, AL Multimodal Dallas Branch	1,225,000	1,225,000	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	AR	E2008-BUSP-0658	State of Arkansas, Bus and Bus Facilities	3,283,000	3,283,000	2011	No Application
2008	AZ	E2008-BUSP-0659	Bus Expansion--Phoenix, Avondale, Glendale	245,000	245,000	2011	No Application
2008	AZ	E2008-BUSP-0660	Buses and Bus Maintenance Facility, Tucson	980,000	980,000	2011	No Application
2008	AZ	E2008-BUSP-0661	Construction of Intermodal Center, Scottsdale	196,000	196,000	2011	No Application
2008	AZ	E2008-BUSP-0662	East Valley Bus Maintenance Facility, Tempe	392,000	392,000	2011	No Application
2008	AZ	E2008-BUSP-0663	Main Street Bus Rapid Transit Buses, Mesa	490,000	490,000	2011	No Application
2008	AZ	E2008-BUSP-0664	Phoenix Regional Heavy Bus Maintenance Facility	490,000	490,000	2011	No Application
2008	AZ	E2008-BUSP-0665	Phoenix/Glendale West Valley Operating Facility	735,000	735,000	2011	No Application
2008	CA	E2008-BUSP-0666	Anaheim Regional Intermodal Center, Orange County	588,000	588,000	2011	No Application
2008	CA	E2008-BUSP-0667	BART Intermodal Station Infrastructure Improvements to Improve Bus Safety and Access	656,600	656,600	2011	No Application
2008	CA	E2008-BUSP-0668	Beach Cities Transit Equipment, Redondo Beach	490,000	490,000	2011	No Application
2008	CA	E2008-BUSP-0669	Bus Shelters for Bellflower	490,000	490,000	2011	No Application
2008	CA	E2008-BUSP-0670	City of Modesto Bus Maintenance Facility	245,000	245,000	2011	No Application
2008	CA	E2008-BUSP-0671	Clean Air Bus Purchase Program, Baldwin Park	392,000	392,000	2011	No Application
2008	CA	E2008-BUSP-0672	Culver City Multi-Modal Light Rail Station	656,600	656,600	2011	No Application
2008	CA	E2008-BUSP-0673	East County Bus Maintenance Facility, El Cajon	343,000	343,000	2011	No Application
2008	CA	E2008-BUSP-0674	Ed Roberts Campus - Berkeley	490,000	490,000	2011	No Application
2008	CA	E2008-BUSP-0675	Fairfield/Vacaville Intermodal Station	196,000	196,000	2011	No Application
2008	CA	E2008-BUSP-0676	Foothill Transit Oriented Neighborhood	490,000	490,000	2011	No Application
2008	CA	E2008-BUSP-0677	Inter-County Express Bus, Orange County	490,000	490,000	2011	No Application
2008	CA	E2008-BUSP-0678	Los Angeles Southwest College Transit Center	392,000	392,000	2011	No Application
2008	CA	E2008-BUSP-0679	Monrovia Transit Village	490,000	490,000	2011	No Application
2008	CA	E2008-BUSP-0680	Monterey Salinas Transit Bus Financing	196,000	196,000	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	CA	E2008-BUSP-0682	Municipal Transit Operators Coalition (MTOC)	1,078,000	1,078,000	2011	No Application
2008	CA	E2008-BUSP-0683	Pacific Station Multimodal-Multihuse Facility	490,000	490,000	2011	No Application
2008	CA	E2008-BUSP-0684	Palmdale Transportation Center - Parking Lot	245,000	245,000	2011	No Application
2008	CA	E2008-BUSP-0685	Palo Alto Intermodal Transit Center	392,000	392,000	2011	No Application
2008	CA	E2008-BUSP-0686	Regional Bus Replacement, San Diego	490,000	490,000	2011	No Application
2008	CA	E2008-BUSP-0687	Rio Hondo College Buses - Los Angeles	490,000	490,000	2011	No Application
2008	CA	E2008-BUSP-0688	Riverside and Corona Transit Centers	686,000	686,000	2011	No Application
2008	CA	E2008-BUSP-0689	SamTrans Revenue Collection System	490,000	490,000	2011	No Application
2008	CA	E2008-BUSP-0690	San Diego Balboa Park Trolleys	328,300	328,300	2011	No Application
2008	CA	E2008-BUSP-0691	San Joaquin Regional Transit District	735,000	735,000	2011	No Application
2008	CA	E2008-BUSP-0692	San Luis Rey Transit Center	245,000	245,000	2011	No Application
2008	CA	E2008-BUSP-0693	Santa Maria Intermodal Transit Center	490,000	490,000	2011	No Application
2008	CA	E2008-BUSP-0694	Street Shuttle Buses for Annesia Transit Access Passenger Integration, Los Angeles	588,000	588,000	2011	No Application
2008	CA	E2008-BUSP-0695	Transit Center, California State Univ. Northridge	735,000	735,000	2011	No Application
2008	CA	E2008-BUSP-0696	Tri-Delta Transit Park-and-Ride Lots	392,000	392,000	2011	No Application
2008	CA	E2008-BUSP-0697	Venice/Robertson Multi-Modal Station	490,000	490,000	2011	No Application
2008	CA	E2008-BUSP-0698	VTA Zero Emission Bus Demonstration Program	490,000	490,000	2011	No Application
2008	CA	E2008-BUSP-0699	Yolo County Bus Maintenance Facility	392,000	392,000	2011	No Application
2008	CA	E2008-BUSP-0700	Improvements	392,000	392,000	2011	No Application
2008	CA	E2008-BUSP-0701	Union City Intermodal Station, Union City	392,000	392,000	2011	No Application
2008	CO	E2008-BUSP-0702	Colorado Transit Coalition Statewide Request	3,528,000	3,528,000	2011	No Application
2008	CT	E2008-BUSP-0703	Bridgeport Intermodal Center	4,307,100	4,307,100	2011	No Application
2008	CT	E2008-BUSP-0704	Intermodal Center, Mansfield	490,000	490,000	2011	No Application
2008	CT	E2008-BUSP-0705	Norwalk Pulse Point Facility Safety Improvements	147,000	147,000	2011	No Application
2008	CT	E2008-BUSP-0706	Norwich Intermodal Transportation Center	1,969,800	1,969,800	2011	No Application
2008	CT	E2008-BUSP-0708	South Norwalk Intermodal Facility Phase 2	490,000	490,000	2011	No Application
2008	CT	E2008-BUSP-0709	West Haven Intermodal Station	588,000	588,000	2011	No Application
2008	DC	E2008-BUSP-0710	Union Station Intermodal Transportation Facility	490,000	490,000	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	DC, MD, VA	E2008-BUSP-0711	WMATA Bus and Bus Facilities	1,117,200	1,117,200	2011	No Application
2008	DE	E2008-BUSP-0712	Automotive Based Fuel Cell Hybrid Bus Program	984,900	984,900	2011	No Application
2008	DE	E2008-BUSP-0713	Replacement of Fixed Route Transit Buses	656,600	656,600	2011	No Application
2008	FL	E2008-BUSP-0714	7th Avenue Transit Hub	490,000	490,000	2011	No Application
2008	FL	E2008-BUSP-0715	Basic Transit Infrastructure, Hillsborough	294,000	294,000	2011	No Application
2008	FL	E2008-BUSP-0716	Broward Bus Procurement	196,000	196,000	2011	No Application
2008	FL	E2008-BUSP-0717	Broward County Southwest Transit Facility	490,000	490,000	2011	No Application
2008	FL	E2008-BUSP-0718	Flagler County Bus and Bus Facilities	490,000	490,000	2011	No Application
2008	FL	E2008-BUSP-0719	HART Bus and Paratransit Van Acquisition	294,000	294,000	2011	No Application
2008	FL	E2008-BUSP-0720	Jacksonville Intermodal Center	490,000	490,000	2011	No Application
2008	FL	E2008-BUSP-0721	Jacksonville Transportation Authority, Bus and Bus Facilities	490,000	490,000	2011	No Application
2008	FL	E2008-BUSP-0722	Lakeland Area Mass Transit District, Lakeland	294,000	294,000	2011	No Application
2008	FL	E2008-BUSP-0723	Lower Keys Shuttle, Key West	294,000	294,000	2011	No Application
2008	FL	E2008-BUSP-0724	LYNX Bus Acquisition, Orlando	1,372,000	1,372,000	2011	No Application
2008	FL	E2008-BUSP-0725	Miami Lakes Transit Program	294,000	294,000	2011	No Application
2008	FL	E2008-BUSP-0726	Miami-Dade Transit Bus Procurement Plan	686,000	686,000	2011	No Application
2008	FL	E2008-BUSP-0727	Multi-Modal Transportation Program Boca Raton	343,000	343,000	2011	No Application
2008	FL	E2008-BUSP-0728	North Orange/South Seminole ITS Enhanced Circulator, City of Orlando	1,149,050	1,149,050	2011	No Application
2008	FL	E2008-BUSP-0729	Palm Beach County AVL/APC & Fareboxes	735,000	735,000	2011	No Application
2008	FL	E2008-BUSP-0730	Pasco County Public Transportation (Bus Purchase)	294,000	294,000	2011	No Application
2008	FL	E2008-BUSP-0731	Pinellas Suncoast Transit Auth bus replacement	392,000	392,000	2011	No Application
2008	FL	E2008-BUSP-0732	PSTA Bus and Bus Facilities, St. Petersburg	254,800	254,800	2011	No Application
2008	FL	E2008-BUSP-0733	Sarasota County Area Transit Bus acquisition	490,000	490,000	2011	No Application
2008	FL	E2008-BUSP-0734	StarMetro Intelligent Transpo System, Tallahassee	490,000	490,000	2011	No Application
2008	FL	E2008-BUSP-0735	Suntran Bus Acquisition, Marion County	196,000	196,000	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	FL	E2008-BUSP-0736	Town Center Transit Hub in Miramar	392,000	392,000	2011	No Application
2008	FL	E2008-BUSP-0737	Winter Haven Transit Bus and Bus Facility	294,000	294,000	2011	No Application
2008	GA	E2008-BUSP-0738	Acquisition of MARTA Clean Fuel Buses	2,940,000	2,940,000	2011	No Application
2008	GA	E2008-BUSP-0739	Chatham County, Savannah Bus Facility	392,000	392,000	2011	No Application
2008	GA	E2008-BUSP-0740	City of Moultrie Intermodal Facility	343,000	343,000	2011	No Application
2008	HI	E2008-BUSP-0741	Honolulu Bus and Paratransit Replacement Program	196,000	196,000	2011	No Application
2008	HI	E2008-BUSP-0742	Public Transportation Vehicle Enhancement Project	392,000	392,000	2011	No Application
2008	HI	E2008-BUSP-0743	Rural Bus Program for Hawaii, Maui and Kauai Counties	1,528,800	1,528,800	2011	No Application
2008	IA	E2008-BUSP-0744	Coralville Intermodal Facility	656,600	656,600	2011	No Application
2008	ID	E2008-BUSP-0746	Idaho Transit Coalition Buses and Bus Facilities	3,147,760	3,147,760	2011	No Application
2008	ID	E2008-BUSP-0747	Treasure Valley Transit Facilities	282,240	282,240	2011	No Application
2008	IL	E2008-BUSP-0707	Pace Bus Park-N-Ride Facility, Plainfield	245,000	245,000	2011	No Application
2008	IL	E2008-BUSP-0748	Berwyn Intermodal Transit Facility	392,000	392,000	2011	No Application
2008	IL	E2008-BUSP-0750	Grand Ave. Transit Signal Priority Lake County	313,600	313,600	2011	No Application
2008	IL	E2008-BUSP-0751	Downstate Illinois Replacement Buses and Bus Facilities in Bloomington, Galesburg, Macomb, Peoria, and Rock Island	2,940,000	2,940,000	2011	No Application
2008	IL	E2008-BUSP-0752	Macomb Maintenance Facility	2,450,000	2,450,000	2011	No Application
2008	IL	E2008-BUSP-0753	Kankakee River Valley Metro Operations Facility	245,000	245,000	2011	No Application
2008	IL	E2008-BUSP-0754	Operations Facility	245,000	245,000	2011	No Application
2008	IL	E2008-BUSP-0755	Metrolink Transit Facility, Rock Island	490,000	490,000	2011	No Application
2008	IL	E2008-BUSP-0756	Mobile Data Terminal/Chicago Paratransit Vehicles	196,000	196,000	2011	No Application
2008	IL	E2008-BUSP-0757	Mobile data terminals for Pace, Arlington Hts	392,000	392,000	2011	No Application
2008	IL	E2008-BUSP-0758	Multimodal Center, Normal	245,000	245,000	2011	No Application
2008	IL	E2008-BUSP-0759	PACE South Suburban Signal Transit Signal Priority	245,000	245,000	2011	No Application
2008	IL	E2008-BUSP-0760	PACE Suburban Bus Roosevelt Rd/Arlington Hts	245,000	245,000	2011	No Application
2008	IL	E2008-BUSP-0761	River Valley Metro, Kankakee	490,000	490,000	2011	No Application
2008	IN	E2008-BUSP-0762	City Bus Replacement Plan Lafayette	196,000	196,000	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	IN	E2008-BUSP-0763	City of Anderson Indianapolis Downtown Transit Center & Fleet Additions	392,000	392,000	2011	No Application
2008	IN	E2008-BUSP-0764	Fleet Additions	1,460,200	1,460,200	2011	No Application
2008	IN	E2008-BUSP-0765	Statewide Electric Hybrid Bus Initiative by the Indiana Transit Association	2,744,000	2,744,000	2011	No Application
2008	IN	E2008-BUSP-0766	TRANSPO Bus Operations Center, South Bend	656,600	656,600	2011	No Application
2008	KS	E2008-BUSP-0767	Bus Fleet Replacement, Topeka Metropolitan Transit	294,000	294,000	2011	No Application
2008	KS	E2008-BUSP-0768	Bus Replacement for Unified Government of Wyandotte County	686,000	686,000	2011	No Application
2008	KS	E2008-BUSP-0769	City of Lawrence Bus Replacement	147,000	147,000	2011	No Application
2008	KS	E2008-BUSP-0770	Johnson County Transit Bus Replacement	147,000	147,000	2011	No Application
2008	KY	E2008-BUSP-0771	Bus Replacement Program, TANK, FT. Wright	245,000	245,000	2011	No Application
2008	KY	E2008-BUSP-0772	Fulton County Transit Authority	392,000	392,000	2011	No Application
2008	KY	E2008-BUSP-0773	Paducah Area Transit System	1,960,000	1,960,000	2011	No Application
2008	KY	E2008-BUSP-0775	Transit Authority of Northern Kentucky Bus Replacement Project	980,000	980,000	2011	No Application
2008	KY	E2008-BUSP-0776	Transportation to Wallness, Covington	196,000	196,000	2011	No Application
2008	LA	E2008-BUSP-0778	New Orleans Regional Transit Authority SporTran Buses for the City of Shreveport	490,000	490,000	2011	No Application
2008	LA	E2008-BUSP-0779	Shreveport	245,000	245,000	2011	No Application
2008	MA	E2008-BUSP-0780	Attleboro Intermodal Center, Attleboro	490,000	490,000	2011	No Application
2008	MA	E2008-BUSP-0781	Brockton Area Transit Authority Bus Replacement	490,000	490,000	2011	No Application
2008	MA	E2008-BUSP-0782	Bus Fleet Replacement Project, WRTA, Worcester	196,000	196,000	2011	No Application
2008	MA	E2008-BUSP-0783	Commonwealth Avenue Green Line Station	656,600	656,600	2011	No Application
2008	MA	E2008-BUSP-0784	Construction of Amesbury Bus Facility	245,000	245,000	2011	No Application
2008	MA	E2008-BUSP-0785	Council on Aging, LRTA, Lowell	73,500	73,500	2011	No Application
2008	MA	E2008-BUSP-0786	FRTA, Franklin Regional Transit Center Intermodal Stations in Salem and Beverly	784,000	784,000	2011	No Application
2008	MA	E2008-BUSP-0787	Beverly	245,000	245,000	2011	No Application
2008	MA	E2008-BUSP-0788	MART Bus Commuter Facilities	735,000	735,000	2011	No Application
2008	MA	E2008-BUSP-0789	MART Commuter Parking and Facilities	735,000	735,000	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	MA	E2008-BUSP-0790	MBTA Commuter Rail Station Improvements, Melrose	686,000	686,000	2011	No Application
2008	MA	E2008-BUSP-0791	Memnock Valley RTA Buses	392,000	392,000	2011	No Application
2008	MA	E2008-BUSP-0792	Newton Rapid Transit Handicap Accessibility	392,000	392,000	2011	No Application
2008	MD	E2008-BUSP-0793	Bi-County Transit Center, Langley Park	818,300	818,300	2011	No Application
2008	MD	E2008-BUSP-0794	Central MD Transit Operations Facility, Anne Arundel County	656,600	656,600	2011	No Application
2008	MD	E2008-BUSP-0795	Maryland Statewide Bus and Bus Facility Program	735,000	735,000	2011	No Application
2008	MD	E2008-BUSP-0796	Southern Maryland Commuter Bus Park and Ride Lots	1,274,000	1,274,000	2011	No Application
2008	ME	E2008-BUSP-0797	Statewide Buses and Bus Facilities	294,000	294,000	2011	No Application
2008	MI	E2008-BUSP-0798	1st District Bus Replacement and Facilities	3,939,600	3,939,600	2011	No Application
2008	MI	E2008-BUSP-0799	Alma Dial-A-Ride (Gratiot County)	294,000	294,000	2011	No Application
2008	MI	E2008-BUSP-0800	Ann Arbor Transportation Authority Transit Center	735,000	735,000	2011	No Application
2008	MI	E2008-BUSP-0801	Bedford Dial-A-Ride Vehicle, Equipment Acquisition	47,040	47,040	2011	No Application
2008	MI	E2008-BUSP-0802	Berrien County Transit	98,000	98,000	2011	No Application
2008	MI	E2008-BUSP-0803	Bus Component Overhaul, Detroit	245,000	245,000	2011	No Application
2008	MI	E2008-BUSP-0804	Bus Maintenance Facility, Detroit	735,000	735,000	2011	No Application
2008	MI	E2008-BUSP-0805	Clare County Transit	482,450	482,450	2011	No Application
2008	MI	E2008-BUSP-0806	Greater Lapeer Transportation Authority, Lapeer	196,000	196,000	2011	No Application
2008	MI	E2008-BUSP-0807	Harbor Transit	245,000	245,000	2011	No Application
2008	MI	E2008-BUSP-0808	Ionia Dial-A-Ride Vehicle, Equipment Acquisition	384,160	384,160	2011	No Application
2008	MI	E2008-BUSP-0809	Isabella County Transportation Commission	490,000	490,000	2011	No Application
2008	MI	E2008-BUSP-0813	Midland Dial-a-Ride (Midland County)	175,420	175,420	2011	No Application
2008	MI	E2008-BUSP-0814	Muskegon Area Transit System	245,000	245,000	2011	No Application
2008	MI	E2008-BUSP-0815	Replacement Buses, Detroit	245,000	245,000	2011	No Application
2008	MI	E2008-BUSP-0816	Sanilac Transportation Authority, Carsonville	392,000	392,000	2011	No Application
2008	MI	E2008-BUSP-0818	Yates Dial-A-Ride	245,000	245,000	2011	No Application
2008	MIN	E2008-BUSP-0819	Albert Lea Transit Facility Rehabilitation	294,000	294,000	2011	No Application
2008	MIN	E2008-BUSP-0820	Greater Minnesota Transit Bus and Bus Facilities	2,940,000	2,940,000	2011	No Application

Farmark FY	Farmark State Code	Farmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	MN	E2008-BUSP-0821	Replacement Small Buses, St. Cloud Metro Buses	803,600	803,600	2011	No Application
2008	MN	E2008-BUSP-0822	Transit Bus Facilities, Duluth	392,000	392,000	2011	No Application
2008	MN	E2008-BUSP-0823	Union Depot Multi-Modal Hub, St. Paul	656,600	656,600	2011	No Application
2008	MN	E2008-BUSP-0824	White Earth Tribal Nation SMART Transit and Buses	392,000	392,000	2011	No Application
2008	MO	E2008-BUSP-0826	Forest Park Circulator/64 Closure	735,000	735,000	2011	No Application
2008	MO	E2008-BUSP-0827	Franklin County Transit	172,480	172,480	2011	No Application
2008	MO	E2008-BUSP-0828	Kansas City Area Transportation Authority Bus Replacement (KCATA)	735,000	735,000	2011	No Application
2008	MO	E2008-BUSP-0829	Southeast Missouri Transportation Service (SMTS)	735,000	735,000	2011	No Application
2008	MO	E2008-BUSP-0830	St. Louis Metro Bus & Paratransit Rolling Stock	490,000	490,000	2011	No Application
2008	MS	E2008-BUSP-0832	Coast Transit Authority Bus and Bus Facilities	2,940,000	2,940,000	2011	No Application
2008	MS	E2008-BUSP-0833	JATRAM Fleet Replacement	1,102,500	1,102,500	2011	No Application
2008	MS	E2008-BUSP-0834	LOU Public Transit System, Oxford	857,500	857,500	2011	No Application
2008	MT	E2008-BUSP-0835	Bus and Bus Facilities	656,600	656,600	2011	No Application
2008	MT	E2008-BUSP-0836	CSKT Reservation Transportation Program	229,810	229,810	2011	No Application
2008	NC	E2008-BUSP-0837	Ashville Replacement Buses, Asheville	294,000	294,000	2011	No Application
2008	NC	E2008-BUSP-0838	North Carolina Statewide Bus and Bus Facilities	1,225,000	1,225,000	2011	No Application
2008	NC	E2008-BUSP-0839	TTA Replacement Buses	490,000	490,000	2011	No Application
2008	NC	E2008-BUSP-0840	Intermodal Transportation Facility, Winston-Salem	392,000	392,000	2011	No Application
2008	ND	E2008-BUSP-0841	North Dakota Statewide Transit	1,600,830	1,600,830	2011	No Application
2008	NE	E2008-BUSP-0842	Metro Area Transit - Video Surveillance Security System for Transit Buses/Americans with Disabilities Act	490,000	490,000	2011	No Application
2008	NH	E2008-BUSP-0843	Complimentary Paratransit Vehicles	490,000	490,000	2011	No Application
2008	NJ	E2008-BUSP-0844	I-89 Park and Rider/Bus Terminal	392,000	392,000	2011	No Application
2008	NJ	E2008-BUSP-0845	Bus Shuttle Project for Seniors, Irvington	294,000	294,000	2011	No Application
2008	NJ	E2008-BUSP-0846	Hudson County Intermodal Station Pedestrian Bridge	1,313,200	1,313,200	2011	No Application
2008	NJ	E2008-BUSP-0846	Lakewood Multimodal Facility, Phase I	1,313,200	1,313,200	2011	No Application

Earmark FY	Earmark State Code	EARMARK ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	NJ	E2008-BUSP-0847	Morris County Intermodal Park and Ride	490,000	490,000	2011	No Application
2008	NJ	E2008-BUSP-0848	Newark Penn Station Intermodal Improvement	1,313,200	1,313,200	2011	No Application
2008	NJ	E2008-BUSP-0849	Northern New Jersey Intermodal Stations & Park-N-Ride	196,000	196,000	2011	No Application
2008	NJ	E2008-BUSP-0850	Northwest NJ Intermodal Transit Improvements	588,000	588,000	2011	No Application
2008	NJ	E2008-BUSP-0851	Passaic/Bergen Intermodal Facilities	490,000	490,000	2011	No Application
2008	NJ	E2008-BUSP-0852	South Amboy Intermodal Transportation Initiative	490,000	490,000	2011	No Application
2008	NJ	E2008-BUSP-0853	West Orange Township Senior Citizen & Handicap Shuttle Bus	196,000	196,000	2011	No Application
2008	NM	E2008-BUSP-0855	Bus and Bus Facilities, City of Roswell	294,000	294,000	2011	No Application
2008	NM	E2008-BUSP-0856	Bus and Bus Facilities, Grant County	984,900	984,900	2011	No Application
2008	NM	E2008-BUSP-0857	Fleet and Capital Items Los Alamos County Transit System	588,000	588,000	2011	No Application
2008	NM	E2008-BUSP-0858	New Mexico Commuter Rail, Santa Fe/Bernalillo Intermodal Facility	1,082,900	1,082,900	2011	No Application
2008	NM	E2008-BUSP-0859	Para-Transit Van Replacement, Las Cruces	470,400	470,400	2011	No Application
2008	NM	E2008-BUSP-0860	Santa Fe Place Transit Center	588,000	588,000	2011	No Application
2008	NM	E2008-BUSP-0861	Santa Fe Trails Transit Vehicles	294,000	294,000	2011	No Application
2008	NM	E2008-BUSP-0862	Transit Vehicle Fleet Upgrades	1,223,040	1,223,040	2011	No Application
2008	NV	E2008-BUSP-0863	Acquisition of Two Senior Transit Vehicles	98,000	98,000	2011	No Application
2008	NV	E2008-BUSP-0864	Central City Intermodal Transportation Terminal	294,000	294,000	2011	No Application
2008	NV	E2008-BUSP-0865	Reno & Sparks Intermodal Transportation Centers	735,000	735,000	2011	No Application
2008	NV	E2008-BUSP-0866	Statewide Bus and Bus Facilities	735,000	735,000	2011	No Application
2008	NV	E2008-BUSP-0867	Sunset (RTC) Maintenance Facility	735,000	735,000	2011	No Application
2008	NY	E2008-BUSP-0868	Bronx Zoo Intermodal Transportation Facility	588,000	588,000	2011	No Application
2008	NY	E2008-BUSP-0869	Bus Replacement/Service Expansion, Suffolk Co.	245,000	245,000	2011	No Application
2008	NY	E2008-BUSP-0870	Central New York Regional Transportation Authority	1,568,000	1,568,000	2011	No Application
2008	NY	E2008-BUSP-0871	City of Poughkeepsie Transit Hub	764,400	764,400	2011	No Application
2008	NY	E2008-BUSP-0872	CNYRTA Transit Garage - Oneida County, Utica	392,000	392,000	2011	No Application
2008	NY	E2008-BUSP-0873	Intermodal Transit Center, Port Chester	686,000	686,000	2011	No Application

Earmark FY	Earmark State Code	EARMARK ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	NY	E2008-BUSP-0874	Jamaica Intermodal Facilities, Jamaica	490,000	490,000	2011	No Application
2008	NY	E2008-BUSP-0875	Lincoln Center Corridor Redevelopment Project	490,000	490,000	2011	No Application
2008	NY	E2008-BUSP-0876	Long Island Bus Fleet Replacement	490,000	490,000	2011	No Application
2008	NY	E2008-BUSP-0877	Nassau County Hub	1,528,800	1,528,800	2011	No Application
2008	NY	E2008-BUSP-0878	NFTA, Purchase Hybrid Buses	294,000	294,000	2011	No Application
2008	NY	E2008-BUSP-0879	Preliminary Design of a Saratoga Bus Facility	245,000	245,000	2011	No Application
2008	NY	E2008-BUSP-0880	Replacement Buses for the Westchester County Bee-Line Bus Systems	764,400	764,400	2011	No Application
2008	OH	E2008-BUSP-0881	Bus Purchase, Portage Area Transit, Kent	490,000	490,000	2011	No Application
2008	OH	E2008-BUSP-0882	Central Ohio Transit Authority Bus Replacement	588,000	588,000	2011	No Application
2008	OH	E2008-BUSP-0883	Greater Dayton RTA Bus Replacement	490,000	490,000	2011	No Application
2008	OH	E2008-BUSP-0884	Kent State Geauga, Regional Transit Shelter	441,000	441,000	2011	No Application
2008	OH	E2008-BUSP-0885	Kent State Multimodal Transportation Facility	196,000	196,000	2011	No Application
2008	OH	E2008-BUSP-0886	Senior Transportation Connection	1,197,560	1,197,560	2011	No Application
2008	OH	E2008-BUSP-0887	TARTA Bus and Bus Facilities	980,000	980,000	2011	No Application
2008	OH	E2008-BUSP-0888	West Price Hill Park and Ride	196,000	196,000	2011	No Application
2008	OK	E2008-BUSP-0889	Bus and Paratransit Vans	294,000	294,000	2011	No Application
2008	OK	E2008-BUSP-0890	Sect. 5309 Capital Appropriation-Tulsa Transit	245,000	245,000	2011	No Application
2008	OR	E2008-BUSP-0891	Sandy Transit Fleet Replacement, Sandy	392,000	392,000	2011	No Application
2008	OR	E2008-BUSP-0892	Yamhill County Transit Project	147,000	147,000	2011	No Application
2008	PA	E2008-BUSP-0893	69th Street Terminal Parking Facility, Upper Darby Township	490,000	490,000	2011	No Application
2008	PA	E2008-BUSP-0894	Advanced CNG Buses Fleet Replacement - CATA	735,000	735,000	2011	No Application
2008	PA	E2008-BUSP-0895	Alltoona, PA Intermodal Transportation Center	328,300	328,300	2011	No Application
2008	PA	E2008-BUSP-0896	Bethlehem Transit Transfer Center	490,000	490,000	2011	No Application
2008	PA	E2008-BUSP-0896	Church Street Transportation Center	2,352,000	2,352,000	2011	No Application
2008	PA	E2008-BUSP-0899	Expansion of the Scranton Electric Trolley System	196,000	196,000	2011	No Application
2008	PA	E2008-BUSP-0900	Franklin Street Station Intermodal, Reading	1,225,000	1,225,000	2011	No Application

Earmark FY	Earmark State Code	EARMARK ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	PA	E2008-BUSP-0901	Hybrid-Electric Bus Acquisition (SEPTA)	1,960,000	1,960,000	2011	No Application
2008	PA	E2008-BUSP-0902	Profil Transportation Center, Profil	490,000	490,000	2011	No Application
2008	PA	E2008-BUSP-0903	Purchase of transit vehicles, York County Replacement Buses, Centre Area	343,000	343,000	2011	No Application
2008	PA	E2008-BUSP-0904	Transportation Authority (CATA)	686,000	686,000	2011	No Application
2008	PA	E2008-BUSP-0905	SEPTA Hybrid Fuel Buses	490,000	490,000	2011	No Application
2008	PA	E2008-BUSP-0906	SEPTA Interoperability Communications Initiative	656,600	656,600	2011	No Application
2008	PA	E2008-BUSP-0907	Vehicle Replacement - DUFAS	588,000	588,000	2011	No Application
2008	PA	E2008-BUSP-0908	Union Station Intermodal Trade and Transit Center	392,000	392,000	2011	No Application
2008	RI	E2008-BUSP-0909	Rhode Island Public Transit Authority				
2008	SC	E2008-BUSP-0910	Intelligent Transportation Systems	1,341,522	1,341,522	2011	No Application
2008	TN	E2008-BUSP-0911	Columbia Transit Facility	735,000	735,000	2011	No Application
2008	TN	E2008-BUSP-0912	Memphis Area Transit Authority	490,000	490,000	2011	No Application
2008	TN	E2008-BUSP-0913	MTSU Intermodal Transportation Hub	196,000	196,000	2011	No Application
2008	TN	E2008-BUSP-0914	Tennessee DOT, Bus and Bus Facilities Replacement	4,361,000	4,361,000	2011	No Application
2008	TX	E2008-BUSP-0915	Abilene Paratransit Vehicle Replacement	431,200	431,200	2011	No Application
2008	TX	E2008-BUSP-0916	Advanced Transit Program / METRO Solutions Bus Expansion	490,000	490,000	2011	No Application
2008	TX	E2008-BUSP-0917	Capital Metropolitan Transportation Authority, Austin	254,800	254,800	2011	No Application
2008	TX	E2008-BUSP-0918	City of El Paso Paratransit Van Replacement	490,000	490,000	2011	No Application
2008	TX	E2008-BUSP-0919	City of El Paso, Neighborhood Circulator	392,000	392,000	2011	No Application
2008	TX	E2008-BUSP-0921	Concho Valley Multi-modal Terminal Building	245,000	245,000	2011	No Application
2008	TX	E2008-BUSP-0922	Corpus Christi RTA Bus and Bus Facilities	490,000	490,000	2011	No Application
2008	TX	E2008-BUSP-0923	Fort Bend County Sienna Plantation Park and Ride	294,000	294,000	2011	No Application
2008	TX	E2008-BUSP-0924	Fort Worth Transportation Authority	294,000	294,000	2011	No Application
2008	TX	E2008-BUSP-0925	Greater Southeast District Transit Facility	196,000	196,000	2011	No Application
2008	TX	E2008-BUSP-0926	Houston Downtown Clean Fuel Transit Initiative	1,470,000	1,470,000	2011	No Application
2008	TX	E2008-BUSP-0927	METRO Bus Expansion, Houston	392,000	392,000	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	TX	E2008-BUSP-0928	Rio Metro Intercity Transit, Hidalgo County	490,000	490,000	2011	No Application
2008	TX	E2008-BUSP-0929	The Woodlands Capital Cost of Contracting	294,000	294,000	2011	No Application
2008	TX	E2008-BUSP-0930	Urban Commuter Rail Circulator Vehicles	245,000	245,000	2011	No Application
2008	TX	E2008-BUSP-0932	Victoria Bus Replacement	294,000	294,000	2011	No Application
2008	UT	E2008-BUSP-0933	Intermodal Facilities	4,116,000	4,116,000	2011	No Application
2008	VA	E2008-BUSP-0934	Greater Richmond Transit Company Bus Operations and Maintenance Facility	441,000	441,000	2011	No Application
2008	VA	E2008-BUSP-0935	HRT Southside Bus Facility Replacement, Norfolk	686,000	686,000	2011	No Application
2008	VA	E2008-BUSP-0936	PRTC Bus Facilities	960,000	960,000	2011	No Application
2008	VA	E2008-BUSP-0937	Southside Bus Facility Replacement in Hampton Roads	1,176,000	1,176,000	2011	No Application
2008	VA	E2008-BUSP-0938	WMATA Bus Safety Initiative	196,000	196,000	2011	No Application
2008	VI	E2008-BUSP-0939	VITRAN Purchase USVI	392,000	392,000	2011	No Application
2008	VT	E2008-BUSP-0940	Bennington Multi-Modal Facility	328,300	328,300	2011	No Application
2008	VT	E2008-BUSP-0941	Bus Replacement for Rural Community Transportation of St. Johnsbury	328,300	328,300	2011	No Application
2008	VT	E2008-BUSP-0942	CCTA Buses, Facilities and Equipment	2,626,400	2,626,400	2011	No Application
2008	VT	E2008-BUSP-0943	Vans for Vermont Senior Centers	196,000	196,000	2011	No Application
2008	VT	E2008-BUSP-0944	Vermont Statewide Buses, Facilities and Equipment	656,600	656,600	2011	No Application
2008	WA	E2008-BUSP-0945	Ben Franklin Transit, Fleet Expansion and Modernization	686,000	686,000	2011	No Application
2008	WA	E2008-BUSP-0946	Callam Transit Vehicle Replacement	192,080	192,080	2011	No Application
2008	WA	E2008-BUSP-0947	Columbia County Public Transportation Vehicle Replacement	82,320	82,320	2011	No Application
2008	WA	E2008-BUSP-0948	Community Transit Vehicle Replacement	1,029,000	1,029,000	2011	No Application
2008	WA	E2008-BUSP-0949	C-TRAN Vehicle Replacement	480,200	480,200	2011	No Application
2008	WA	E2008-BUSP-0950	Everett Transit Vehicle Replacement	588,000	588,000	2011	No Application
2008	WA	E2008-BUSP-0951	Grays Harbor Transit Vehicle Replacement	102,900	102,900	2011	No Application
2008	WA	E2008-BUSP-0952	Hybrid Bus Program	294,000	294,000	2011	No Application
2008	WA	E2008-BUSP-0955	Intercity Transit Multimodal Facility Olympia	343,000	343,000	2011	No Application
2008	WA	E2008-BUSP-0956	Island Transit Vehicle Replacement	411,600	411,600	2011	No Application
2008	WA	E2008-BUSP-0957	Jefferson Transit Vehicle Replacement	343,000	343,000	2011	No Application
2008	WA	E2008-BUSP-0958	Link Transit Vehicle Replacement	539,000	539,000	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2008	WA	E2008-BUSP-0959	Mason Transit Vehicle Replacement	274,400	274,400	2011	No Application
2008	WA	E2008-BUSP-0960	Pacific Transit Vehicle Replacement	34,300	34,300	2011	No Application
2008	WA	E2008-BUSP-0961	Pierce Transit Peninsula Park & Ride	1,029,000	1,029,000	2011	No Application
2008	WA	E2008-BUSP-0962	Port Angeles International Gateway Project	343,000	343,000	2011	No Application
2008	WA	E2008-BUSP-0963	Pullman Transit Maintenance Facility Expansion	784,000	784,000	2011	No Application
2008	WA	E2008-BUSP-0964	Spokane Transit Bus Replacement	196,000	196,000	2011	No Application
2008	WA	E2008-BUSP-0965	Spokane Transit Smart Bus Technology Modernization	686,000	686,000	2011	No Application
2008	WA	E2008-BUSP-0966	University Place Intermodal Transit Facility	735,000	735,000	2011	No Application
2008	WI	E2008-BUSP-0967	7th District Bus Services	1,225,000	1,225,000	2011	No Application
2008	WI	E2008-BUSP-0968	Janesville City Transit System	735,000	735,000	2011	No Application
2008	WI	E2008-BUSP-0969	Milwaukee County Bus Capital	490,000	490,000	2011	No Application
2008	WI	E2008-BUSP-0970	Wisconsin Statewide Bus and Bus Facilities	3,283,000	3,283,000	2011	No Application
2008	AK	E2008-BUSP-0001	Alaska Native Medical Center Intermodal parking facility	1,300,000	1,300,000	2011	No Application
2008	AK	E2008-BUSP-0002	Anchorage-Transit Needs	259,000	259,000	2011	No Application
2008	AK	E2008-BUSP-0003	C Street Expanded bus facility and inter-modal parking garage, Anchorage, AK	1,300,000	1,300,000	2011	No Application
2008	AK	E2008-BUSP-0004	CITC Non-profit Services Center inter-modal parking facility, Anchorage, AK	780,000	780,000	2011	No Application
2008	AK	E2008-BUSP-0005	Hoonah, AK-Intermodal Ferry Dock	517,000	517,000	2011	No Application
2008	AK	E2008-BUSP-0006	Improve marine inter-modal facilities in Ketchikan	3,640,000	3,640,000	2011	No Application
2008	AK	E2008-BUSP-0007	Intermodal facility improvements at the Port of Anchorage	6,500,000	6,500,000	2011	No Application
2008	AK	E2008-BUSP-0008	Juneau, Alaska-transit bus acquisition and transit center	390,000	390,000	2011	No Application
2008	AK	E2008-BUSP-0009	Juneau-Transit Bus Acquisition and Transit Center	388,000	388,000	2011	No Application
2008	AK	E2008-BUSP-0010	Ketchikan, Alaska-Transit Needs	65,000	65,000	2011	No Application
2008	AK	E2008-BUSP-0011	Matsu, Alaska-Transit Needs	129,000	129,000	2011	No Application
2008	AK	E2008-BUSP-0012	Morris Thompson Cultural and Visitors Center intermodal parking facility, Fairbanks, AK	650,000	650,000	2011	No Application
2008	AK	E2008-BUSP-0013	North Slope Borough, AK-Transit Purposes	517,000	517,000	2011	No Application
2008	AK	E2008-BUSP-0014	North Star Borough, AK-Transit Purposes	259,000	259,000	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	AK	E2008-BUSP-0015	Sika, Alaska-Transit Needs	65,000	65,000	2011	No Application
2008	AK	E2008-BUSP-0016	Wrangell, AK Ferry Infrastructure	259,000	259,000	2011	No Application
2008	AL	E2008-BUSP-0017	Alabama Institute for Deaf and Blind-Bus project	129,000	129,000	2011	No Application
2008	AL	E2008-BUSP-0018	Alabama State Port Authority-Choctaw Point Terminal	5,173,000	5,173,000	2011	No Application
2008	AL	E2008-BUSP-0019	American Village/Montevallo, Alabama construction of closed loop Access Road, bus lanes and parking facility	86,944	86,944	2011	No Application
2008	AL	E2008-BUSP-0020	Auburn University-Intermodal Parking Garage	1,035,000	1,035,000	2011	No Application
2008	AL	E2008-BUSP-0021	Birmingham, AL Expansion of Downtown Intermodal Facility, Phase II	434,720	434,720	2011	No Application
2008	AL	E2008-BUSP-0022	City of Birmingham, AL-Birmingham Downtown Intermodal Terminal, Phase II	1,293,000	1,293,000	2011	No Application
2008	AL	E2008-BUSP-0023	City of Huntsville, AL- Cummings Park Intermodal Center	1,293,000	1,293,000	2011	No Application
2008	AL	E2008-BUSP-0025	City of Montgomery, AL-Montgomery Airport Intermodal Center	1,035,000	1,035,000	2011	No Application
2008	AL	E2008-BUSP-0026	City of Tuscaloosa, AL-Intermodal Facility	1,552,000	1,552,000	2011	No Application
2008	AL	E2008-BUSP-0028	Gulf Shores, AL-Community Bases	259,000	259,000	2011	No Application
2008	AL	E2008-BUSP-0029	Mobile County, AL Commission-Bus project	129,000	129,000	2011	No Application
2008	AL	E2008-BUSP-0030	University of Alabama in Birmingham Intermodal Facility	1,811,000	1,811,000	2011	No Application
2008	AL	E2008-BUSP-0031	University of Alabama in Huntsville Intermodal Facility	1,552,000	1,552,000	2011	No Application
2008	AL	E2008-BUSP-0032	South	2,328,000	2,328,000	2011	No Application
2008	AL	E2008-BUSP-0033	University of Alabama Intermodal Facility	388,000	388,000	2011	No Application
2008	AL	E2008-BUSP-0034	US Space and Rocket Center, AL-Tramway Expansion	259,000	259,000	2011	No Application
2008	AR	E2008-BUSP-0035	Central Arkansas Transit Authority Facility Upgrades	750,000	750,000	2011	No Application
2008	AR	E2008-BUSP-0036	Harrison, Arkansas-Trolley Barn	8,694	8,694	2011	No Application
2008	AZ	E2008-BUSP-0039	Coconino County, Arizona-Bus and bus facilities for the Sedona Transit System	206,492	206,492	2011	No Application
2008	AZ	E2008-BUSP-0040	Phoenix, AZ Construct City of Phoenix para-transit facility (Dial-A-Ride)	217,360	217,360	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2008	AZ	E2008-BUSP-0041	Phoenix, AZ Construct metro bus facility in Phoenix West Valley	1,086,800	1,086,800	2011	No Application
2008	AZ	E2008-BUSP-0042	Phoenix, AZ Construct regional heavy bus maintenance facility	217,360	217,360	2011	No Application
2008	AZ	E2008-BUSP-0043	Scottsdale, Arizona-Plan, design, and construct intermodal center	543,400	543,400	2011	No Application
2008	AZ	E2008-BUSP-0044	Tempe, Arizona-Construct East Valley Metro Bus Facility	1,412,840	1,412,840	2011	No Application
2008	CA	E2008-BUSP-0045	Alameda County, CA AC Transit Bus Rapid Transit Corridor Project	108,660	108,660	2011	No Application
2008	CA	E2008-BUSP-0046	Alameda County, CA AC Transit Bus Rapid Transit Corridor Project	434,720	434,720	2011	No Application
2008	CA	E2008-BUSP-0047	Amador County, California-Regional Transit Center	217,360	217,360	2011	No Application
2008	CA	E2008-BUSP-0048	Baldwin Park, CA Construct vehicle and bicycle parking lot and pedestrian rest area at transit center	434,720	434,720	2011	No Application
2008	CA	E2008-BUSP-0049	Berkeley, CA Construct Ed Roberts Campus Intermodal Transit Disability Center	652,080	652,080	2011	No Application
2008	CA	E2008-BUSP-0051	Burbank, CA Construction of Empire Area Transit Center near Burbank Airport	54,340	54,340	2011	No Application
2008	CA	E2008-BUSP-0052	Calexico, CA Purchase new buses for the Calexico Transit System	65,208	65,208	2011	No Application
2008	CA	E2008-BUSP-0056	City of Alameda, CA Plan, design, and construct intermodal facility	434,720	434,720	2011	No Application
2008	CA	E2008-BUSP-0057	City of Livermore, CA Construct Bus Facility for Livermore Amador Valley Transit Authority	489,060	489,060	2011	No Application
2008	CA	E2008-BUSP-0058	Covina, El Monte, Baldwin Park, Upland, CA Parking and Electronic Signage Improvements	380,380	380,380	2011	No Application
2008	CA	E2008-BUSP-0059	Culver City, CA Purchase compressed natural gas buses and expand natural gas fueling facility	804,232	804,232	2011	No Application
2008	CA	E2008-BUSP-0060	Davis, CA Davis Multi-Modal Station to improve entrance to Amtrak Depot and parking lot, provide additional parking and improve service	217,360	217,360	2011	No Application
2008	CA	E2008-BUSP-0061	Development of Gold Country Stage Transit Transfer Center, Nevada County, CA	202,214	202,214	2011	No Application

Farmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2008	CA	E2008-BUSP-0062	East San Diego County, California-Bus Maintenance Facility Expansion	434,720	434,720	2011	No Application
2008	CA	E2008-BUSP-0063	Emeryville, CA Expand & Improve Inter-modal Transit Center at Amtrak Station	217,360	217,360	2011	No Application
2008	CA	E2008-BUSP-0064	Escondido, CA-Construct Bus Maintenance Facility	108,690	108,690	2011	No Application
2008	CA	E2008-BUSP-0065	Fresno, CA-Develop program of low-emission transit vehicles	217,360	217,360	2011	No Application
2008	CA	E2008-BUSP-0066	Gardena, CA Purchase of alternative fuel buses for service expansion, on-board security system and bus facility training equipment	1,332,417	1,332,417	2011	No Application
2008	CA	E2008-BUSP-0067	Glendale, CA Construction of Downtown Streetcar Project	217,360	217,360	2011	No Application
2008	CA	E2008-BUSP-0068	Glendale, CA Purchase of CNG Buses for Glendale Beeline Transit System	100,420	100,420	2011	No Application
2008	CA	E2008-BUSP-0069	Hercules, CA Inter-modal Rail Station Improvements	326,040	326,040	2011	No Application
2008	CA	E2008-BUSP-0070	Long Beach, Ca Museum of Latin American Art, Long Beach, to build intermodal park and ride facility	434,720	434,720	2011	No Application
2008	CA	E2008-BUSP-0071	Long Beach, CA Park and Ride Facility	217,360	217,360	2011	No Application
2008	CA	E2008-BUSP-0074	Los Angeles County Metropolitan Transit Authority, CA capital funds for facility improvements to support the Cal State Northridge tram system	70,642	70,642	2011	No Application
2008	CA	E2008-BUSP-0075	Los Angeles, CA Crenshaw Bus Rapid Transit	1,853,646	1,853,646	2011	No Application
2008	CA	E2008-BUSP-0076	Los Angeles, CA Design and construct improved transit and pedestrian linkages between Los Angeles Community College and nearby MTA rail stop and bus l	326,040	326,040	2011	No Application
2008	CA	E2008-BUSP-0077	Los Angeles, CA Improve safety, mobility and access between LATT, Metro line and nearby bus stops on Grand Ave between Washington and 23rd	108,690	108,690	2011	No Application
2008	CA	E2008-BUSP-0078	Los Angeles, CA Improve transit shelters, sidewalks lighting and landscaping around Cedars-Sinai Medical Center	326,040	326,040	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	CA	E2008-BUSP-0080	Los Angeles, CA Wilshire-Vermont subway station reconstruction	217,360	217,360	2011	No Application
2008	CA	E2008-BUSP-0081	Los Angeles, CA, Construction of Intermodal Transit Center at California State University Los Angeles	171,714	171,714	2011	No Application
2008	CA	E2008-BUSP-0082	Los Angeles, CA, Fly-Away Bus System Expansion	600,000	600,000	2011	No Application
2008	CA	E2008-BUSP-0083	Los Angeles, CA, LAX Intermodal Transportation Center Rail and Bus System Expansion	600,000	600,000	2011	No Application
2008	CA	E2008-BUSP-0084	Mammoth Lakes, California-Regional Transit Maintenance Facility	108,680	108,680	2011	No Application
2008	CA	E2008-BUSP-0085	Mariposa, CA-Yosemite National Park CNG-Hydrogen transit buses and facilities	543,400	543,400	2011	No Application
2008	CA	E2008-BUSP-0086	Marlinez, CA Inter-modal Facility Restoration	326,040	326,040	2011	No Application
2008	CA	E2008-BUSP-0087	Metro Gold Line Foothill Extension Light Rail Transit Project from Pasadena, CA to Montclair, CA	3,260,400	3,260,400	2011	No Application
2008	CA	E2008-BUSP-0088	Monrovia, California- Transit Village Project	652,080	652,080	2011	No Application
2008	CA	E2008-BUSP-0089	Montebello, CA Bus Lines Bus Fleet Replacement Project	152,152	152,152	2011	No Application
2008	CA	E2008-BUSP-0090	Monterey Park, CA Catch Basins at Transit Stop Installation	69,555	69,555	2011	No Application
2008	CA	E2008-BUSP-0091	Monterey Park, CA Safety improvements at a bus stop including creation of bus loading areas and street improvements	347,776	347,776	2011	No Application
2008	CA	E2008-BUSP-0092	Monterey, CA Purchase bus equipment	217,360	217,360	2011	No Application
2008	CA	E2008-BUSP-0093	Needles, California-EI Garces Intermodal Facility	434,720	434,720	2011	No Application
2008	CA	E2008-BUSP-0094	Norwalk, CA Transit System Bus Procurement and Los Angeles World Airport Remote Fly-Away Facility Project	173,888	173,888	2011	No Application
2008	CA	E2008-BUSP-0095	Oakland, CA Construct Bay Trail between Coliseum BART station and Martin Luther King, Jr. Regional Shoreline	195,624	195,624	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	CA	E2008-BUSP-0096	Oakland, CA Construct streetscape & intermodal improvements at BART Station Transit Villages	217,360	217,360	2011	No Application
2008	CA	E2008-BUSP-0097	Ontario, CA Construct Omnitrans Transcenter	217,360	217,360	2011	No Application
2008	CA	E2008-BUSP-0098	Orange County Transit Authority, California-Security surveillance and monitoring equipment	1,149,834	1,149,834	2011	No Application
2008	CA	E2008-BUSP-0099	Orange County, CA Purchase buses for rapid transit	217,360	217,360	2011	No Application
2008	CA	E2008-BUSP-0100	Orange County, CA Transportation Projects to Encourage Use of Transit to Reduce Congestion	217,360	217,360	2011	No Application
2008	CA	E2008-BUSP-0101	Palm Springs, California-Sunline Transit bus purchase	108,680	108,680	2011	No Application
2008	CA	E2008-BUSP-0102	Palm Springs, California-Sunline Transit: CalStrait-Weststair fuel cell bus program	217,360	217,360	2011	No Application
2008	CA	E2008-BUSP-0103	Pasadena, CA ITS Improvements	217,360	217,360	2011	No Application
2008	CA	E2008-BUSP-0104	Pleasant Hill, CA Construct Diablo Valley College Bus Transit Center	326,040	326,040	2011	No Application
2008	CA	E2008-BUSP-0105	Redondo Beach, CA Capital Equipment procurement of 12 Compressed Natural Gas (CNG) Transit Vehicles for Coastal Shuttle Services by Beach Cities Tran	173,888	173,888	2011	No Application
2008	CA	E2008-BUSP-0106	Richmond, CA BART Parking Structure	1,086,800	1,086,800	2011	No Application
2008	CA	E2008-BUSP-0107	Riverside, California-RTA Advanced Traveler Information System	108,680	108,680	2011	No Application
2008	CA	E2008-BUSP-0108	Sacramento, CA Bus enhancement and improvements-construct maintenance facility and purchase clean-fuel buses to improve transit service	434,720	434,720	2011	No Application
2008	CA	E2008-BUSP-0109	Sacramento, CA Construct intermodal station and related improvements	1,521,520	1,521,520	2011	No Application
2008	CA	E2008-BUSP-0110	San Bernardino, CA Implement Santa Fe Depot Improvements in San Bernardino San Diego, CA Completion of San Diego Joint Transportation Operations Center (JTOC)	108,680	108,680	2011	No Application
2008	CA	E2008-BUSP-0111		434,720	434,720	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	CA	E2008-BUSP-0112	San Diego, CA Widen sidewalks and bus stop entrance, and provide diagonal parking, in the Skyline Paradise Hills neighborhood (Riso Drive)	65,208	65,208	2011	No Application
2008	CA	E2008-BUSP-0114	San Fernando, CA Purchase CNG buses and related equipment and construct facilities	660,774	660,774	2011	No Application
2008	CA	E2008-BUSP-0115	San Francisco, CA Construct San Francisco Muni Islais Creek Maintenance Facility	1,304,160	1,304,160	2011	No Application
2008	CA	E2008-BUSP-0116	San Francisco, CA Implement ITS on Muni Transit System	652,080	652,080	2011	No Application
2008	CA	E2008-BUSP-0117	San Francisco, CA Implement Transbay Terminal-Caltrain Downtown Extension Project	3,043,040	3,043,040	2011	No Application
2008	CA	E2008-BUSP-0118	San Francisco, CA Redesign and renovate intermodal facility at Glen Park Community	896,610	896,610	2011	No Application
2008	CA	E2008-BUSP-0119	San Gabriel Valley, CA-Foothill Transit Park and Rides	2,064,920	2,064,920	2011	No Application
2008	CA	E2008-BUSP-0120	San Joaquin, California Regional Rail-Altamont Commuter Express Corridor inter-modal centers	869,770	869,770	2011	No Application
2008	CA	E2008-BUSP-0121	San Luis Ray, California-Transit Center Project	108,680	108,680	2011	No Application
2008	CA	E2008-BUSP-0122	Santa Ana, CA Improve Santa Ana Transit Terminal	217,360	217,360	2011	No Application
2008	CA	E2008-BUSP-0123	Santa Barbara, CA-Expansion of Regional Intermodal Transit Center	65,208	65,208	2011	No Application
2008	CA	E2008-BUSP-0124	Santa Monica, CA Construct intermodal park-and-ride facility at Santa Monica College campus on South Bundy Drive near Airport Avenue	217,360	217,360	2011	No Application
2008	CA	E2008-BUSP-0125	Santa Monica, CA Purchase and service LNG buses for Santa Monica's Big Blue Bus to meet increased ridership needs and reduce emissions	815,100	815,100	2011	No Application
2008	CA	E2008-BUSP-0126	Solana Beach, CA-Construct Intermodal Facility	326,040	326,040	2011	No Application
2008	CA	E2008-BUSP-0127	Sonoma County, CA Purchase of CNG buses	108,680	108,680	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	CA	E2008-BUSP-0128	South Pasadena, CA Silent Night Grade Crossing Project	195,624	195,624	2011	No Application
2008	CA	E2008-BUSP-0129	South San Francisco, CA Construction of Ferry Terminal at Oyster Point in South San Francisco to the San Francisco Bay Water Transit Authority	1,032,460	1,032,460	2011	No Application
2008	CA	E2008-BUSP-0130	Sylmar, CA Los Angeles Mission College Transit Center construction	54,340	54,340	2011	No Application
2008	CA	E2008-BUSP-0131	Temecula, California-Intermodal Transit Facility	108,608	108,608	2011	No Application
2008	CA	E2008-BUSP-0132	Torrance Transit System, CA Acquisition of EPA and CARB-certified low emission replacement buses	652,080	652,080	2011	No Application
2008	CA	E2008-BUSP-0133	Transbay Terminal/ Caltrain Downtown Extension Project	4,550,000	4,550,000	2011	No Application
2008	CA	E2008-BUSP-0134	Union City, CA Inter-modal Station, Phase 1: Modify BART station	923,780	923,780	2011	No Application
2008	CA	E2008-BUSP-0135	Woodland Hills, CA Los Angeles Pierce College Bus Rapid Transit Station Extension	217,360	217,360	2011	No Application
2008	CA	E2008-BUSP-0136	Woodland, CA Yolobus operations, maintenance, administration facility expansion and improvements to increase bus service with alternative fuel buses	434,720	434,720	2011	No Application
2008	CA, GA, MA	E2008-BUSP-0645	San Francisco Water Transit Authority	2,500,000	2,500,000	2011	No Application
2008	MA	E2008-BUSP-0953	Fuel Cell Bus Program	12,750,000	12,750,000	2011	No Application
2008	CO	E2008-BUSP-0137	City of Aspen, CO Bus and Bus Facilities	152,152	152,152	2011	No Application
2008	CO	E2008-BUSP-0138	City of Durango, CO Bus and Bus Facilities	54,340	54,340	2011	No Application
2008	CO	E2008-BUSP-0139	Colorado Association of Transit Agencies/Colorado Transit Coalition-Colorado Statewide Buses and Bus Facilities	6,726,000	4,671,458	2011	No Application
2008	CO	E2008-BUSP-0140	Denver Regional Transit District-Bus Maintenance Facility	776,000	776,000	2011	No Application
2008	CO	E2008-BUSP-0141	Denver Regional Transit District-Denver Union Station Multimodal Renovations	517,000	517,000	2011	No Application
2008	CO	E2008-BUSP-0142	Denver Regional Transit District-US 36 Corridor BRT	1,811,000	1,811,000	2011	No Application

Earmark FY	Earmark State Code	EARMARK ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2008	CO	E2008-BUSP-0143	Denver, CO Denver Union Station Inter-modal Center	1,195,480	1,195,480	2011	No Application
2008	CO	E2008-BUSP-0145	Grand Valley Transit, CO Bus and Bus Facilities	108,680	108,680	2011	No Application
2008	CO	E2008-BUSP-0146	Mountain Express, Crested Butte, CO Bus and Bus Facilities	108,680	108,680	2011	No Application
2008	CO	E2008-BUSP-0147	Pueblo Transit, CO Bus and Bus Facilities	54,340	54,340	2011	No Application
2008	CO	E2008-BUSP-0148	Roaring Fork Transit Authority, CO Bus and Bus Facilities	163,020	163,020	2011	No Application
2008	CO	E2008-BUSP-0149	Steamboat Springs, CO Bus and Bus Facilities	163,020	163,020	2011	No Application
2008	CO	E2008-BUSP-0150	Town of Snowmass Village, CO Bus and Bus Facilities	65,208	65,208	2011	No Application
2008	CO	E2008-BUSP-0151	Town of Telluride, CO Bus and Bus Facilities	70,222	70,222	2011	No Application
2008	CT	E2008-BUSP-0152	Bridgeport, Connecticut-Greater Bridgeport Transit Authority Bus Facility	108,680	108,680	2011	No Application
2008	CT	E2008-BUSP-0153	Bridgeport, CT Facility Expansion/Improvement	500,000	500,000	2011	No Application
2008	CT	E2008-BUSP-0154	Buses and bus related facilities throughout the State of Connecticut	1,304,160	1,304,160	2011	No Application
2008	CT	E2008-BUSP-0155	Downtown Middletown, CT, Transportation Infrastructure Improvement Project	2,500,000	2,500,000	2011	No Application
2008	CT	E2008-BUSP-0156	Enfield, Connecticut-intermodal station	652,080	652,080	2011	No Application
2008	CT	E2008-BUSP-0157	Hartford, CT Buses and bus-related facilities	869,440	869,440	2011	No Application
2008	CT	E2008-BUSP-0158	Middletown, CT Construct intermodal center	326,040	326,040	2011	No Application
2008	CT	E2008-BUSP-0159	New Haven, CT Bus Maintenance Facility	2,500,000	2,500,000	2011	No Application
2008	CT	E2008-BUSP-0160	New London, Connecticut-intermodal Transportation Center and Streetscapes	108,680	108,680	2011	No Application
2008	CT	E2008-BUSP-0161	Norwalk, Connecticut-Pulse Point Joint Development inter-modal facility	108,680	108,680	2011	No Application
2008	CT	E2008-BUSP-0162	Stonington and Mystic, Connecticut-Intermodal Center parking facility and Streetscape	530,358	530,358	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LA FASE YEAR	Notes
2008	CT	E2008-BUSP-0163	Torrington, CT Construct bus-related facility (Northwestern Connecticut Central Transit District)	434,720	434,720	2011	No Application
2008	CT	E2008-BUSP-0164	Vernon, Connecticut-Intermodal Center, Parking and Streetscapes	1,651,936	1,651,936	2011	No Application
2008	CT	E2008-BUSP-0165	Waterbury, CT Bus Maintenance Facility	2,800,000	2,800,000	2011	No Application
2008	DE	E2008-BUSP-0166	Delaware-University of Delaware Fuel Cell Bus Deployment	108,680	108,680	2011	No Application
2008	FL	E2008-BUSP-0168	Bay County, FL - Transit Facility	517,000	517,000	2011	No Application
2008	FL	E2008-BUSP-0169	Broward County, FL - Purchase Buses and construct bus facilities	434,720	434,720	2011	No Application
2008	FL	E2008-BUSP-0170	Broward County, FL Buses & Bus Facilities	1,412,840	1,412,840	2011	No Application
2008	FL	E2008-BUSP-0171	Broward County-Bus and Bus Facilities	517,000	517,000	2011	No Application
2008	FL	E2008-BUSP-0172	Broward, FL Purchase new articulated buses and bus stop improvements on State Road 7. (SR 7) between Golden Glades Interchange and Glades Road	108,680	108,680	2011	No Application
2008	FL	E2008-BUSP-0173	Central Florida Commuter Rail Intermodal facilities	1,086,800	1,086,800	2011	No Application
2008	FL	E2008-BUSP-0174	Central Florida Commuter Rail Intermodal Facilities	780,000	780,000	2011	No Application
2008	FL	E2008-BUSP-0175	Central Florida Regional Transportation Authority-LYNX Bus Fleet Expansion Program	1,293,000	1,293,000	2011	No Application
2008	FL	E2008-BUSP-0176	City of Gainesville Regional Transit System-Facility Expansion	259,000	259,000	2011	No Application
2008	FL	E2008-BUSP-0178	Construct intermodal transportation & parking facility, City of Winter Park, Florida	108,680	108,680	2011	No Application
2008	FL	E2008-BUSP-0179	Flagler County, Florida-bus facility	130,416	130,416	2011	No Application
2008	FL	E2008-BUSP-0180	Florida Department of Transportation-Palm Beach County Replacement Buses	259,000	259,000	2011	No Application
2008	FL	E2008-BUSP-0181	Gainesville, FL Bus Facility Expansion	869,440	869,440	2011	No Application
2008	FL	E2008-BUSP-0184	Hillsborough Area Regional Transit-Bus Rapid Transit Improvements	517,000	517,000	2011	No Application
2008	FL	E2008-BUSP-0185	Hillsborough, FL, Hillsborough Area regional Transit Authority	1,000,000	1,000,000	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	FL	E2008-BUSP-0186	Jacksonville Transportation Authority-Bus Fleet Replacement and Equipment	1,293,000	1,293,000	2011	No Application
2008	FL	E2008-BUSP-0187	Jacksonville, FL Bus Replacement	1,521,520	1,521,520	2011	No Application
2008	FL	E2008-BUSP-0188	Jacksonville, FL Paratransit Vehicles	978,120	978,120	2011	No Application
2008	FL	E2008-BUSP-0189	Lakeland Area Mass Transit District/Citrus Connection-Capital Funding Needs	517,000	517,000	2011	No Application
2008	FL	E2008-BUSP-0190	Levy County, Florida-Purchase 2 wheel chair equipped passenger buses and related equipment	65,208	65,208	2011	No Application
2008	FL	E2008-BUSP-0191	Longwood, Florida-Construct Intermodal Transportation Facility	108,680	108,680	2011	No Application
2008	FL	E2008-BUSP-0192	Miami Dade, FL N.W. 7th Avenue Transit Hub	652,080	652,080	2011	No Application
2008	FL	E2008-BUSP-0193	Miami-Dade County, Florida-buses and bus facilities	1,304,160	1,304,160	2011	No Application
2008	FL	E2008-BUSP-0194	Miami-Dade County, Florida-buses and bus facilities	869,440	869,440	2011	No Application
2008	FL	E2008-BUSP-0195	Miami-Dade County, Florida-Transit Security System	649,906	649,906	2011	No Application
2008	FL	E2008-BUSP-0196	Miami-Dade Transit 7th Avenue NW Transit Hub	259,000	259,000	2011	No Application
2008	FL	E2008-BUSP-0197	Miami-Dade Transit Dadeland South Intermodal Center	520,000	520,000	2011	No Application
2008	FL	E2008-BUSP-0198	Ocala and Marion County, Florida-replacement buses	652,080	652,080	2011	No Application
2008	FL	E2008-BUSP-0199	Orlando, FL Bus Replacement	869,440	869,440	2011	No Application
2008	FL	E2008-BUSP-0200	Orlando, Florida-LYNX Bus Fleet Expansion Program	195,624	195,624	2011	No Application
2008	FL	E2008-BUSP-0201	Palm Beach County, FL Plan and Construct Belle Glade Combined Passenger Transit Facility	760,760	760,760	2011	No Application
2008	FL	E2008-BUSP-0202	Palm Beach, FL 20 New Buses for Palm Tran	326,040	326,040	2011	No Application
2008	FL	E2008-BUSP-0203	Palm Beach, FL Palm Tran AVL-APC system with smart card fare boxes	54,340	54,340	2011	No Application
2008	FL	E2008-BUSP-0204	Pinellas County Metropolitan Planning Organization-Pinellas Mobility Initiative: BRT and Guide way	259,000	259,000	2011	No Application
2008	FL	E2008-BUSP-0205	Purchase Buses and construct bus facilities in Broward County, FL	489,060	489,060	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	FL	E2008-BUSP-0206	Purchase Buses and construct bus facilities in Broward County, FL	434,720	434,720	2011	No Application
2008	FL	E2008-BUSP-0207	South FL Region, FL Regional Universal Automated Fare Collection System (UAFC) (for bus system)	434,720	434,720	2011	No Application
2008	FL	E2008-BUSP-0208	South Florida Regional Transportation Authority-West Palm Beach Intermodal Facility	517,000	517,000	2011	No Application
2008	FL	E2008-BUSP-0209	South Florida Regional Transportation Authority-West Palm Improvements, for any activity eligible under section 5309	3,880,000	3,880,000	2011	No Application
2008	FL	E2008-BUSP-0210	St. Augustine, Florida-Intermodal Transportation Center and related pedestrian and landscape improvements	217,360	217,360	2011	No Application
2008	FL	E2008-BUSP-0211	St. Lucie County, FL Purchase Buses	217,360	217,360	2011	No Application
2008	FL	E2008-BUSP-0212	Tampa, FL Establish Transit Emphasis Corridor Project	163,020	163,020	2011	No Application
2008	FL	E2008-BUSP-0213	Tampa, FL Purchase buses and construct bus facilities	489,060	489,060	2011	No Application
2008	GA	E2008-BUSP-0214	Albany, GA Bus replacement	65,208	65,208	2011	No Application
2008	GA	E2008-BUSP-0215	Albany, GA Multimodal Facility	173,888	173,888	2011	No Application
2008	GA	E2008-BUSP-0216	Althens, GA Buses and Bus Facilities	308,651	308,651	2011	No Application
2008	GA	E2008-BUSP-0217	Atlanta, GA Inter-modal Passenger Facility Improvements	434,720	434,720	2011	No Application
2008	GA	E2008-BUSP-0218	Atlanta, GA MARTA Clean Fuel Bus Acquisition	1,304,160	1,304,160	2011	No Application
2008	GA	E2008-BUSP-0219	Augusta, GA Buses and Bus Facilities	86,944	86,944	2011	No Application
2008	GA	E2008-BUSP-0220	Cobb County, GA Cobb County Smart Card Technology/ Bus Facility Improvements	217,360	217,360	2011	No Application
2008	GA	E2008-BUSP-0221	Columbus, GA Bus replacement	65,208	65,208	2011	No Application
2008	GA	E2008-BUSP-0222	Columbus, Georgia/Phoenix City, Alabama-National Infantry Museum Multimodal Facility	440,000	440,000	2011	No Application
2008	GA	E2008-BUSP-0223	Columbus, Georgia-Buses & Bus Facilities	210,622	210,622	2011	No Application
2008	GA	E2008-BUSP-0224	Georgia Department of Transportation-Georgia Statewide Bus and Bus Facilities	2,328,000	2,328,000	2011	No Application
2008	GA	E2008-BUSP-0225	Georgia Statewide Bus Program	43,472	43,472	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	GA	E2008-BUSP-0226	Jesup, Georgia-Train Depot intermodal center	217,360	217,360	2011	No Application
2008	GA	E2008-BUSP-0227	Metro-Atlanta, GA MARTA Automated Smart-Card Fare Collection System	217,360	217,360	2011	No Application
2008	GA	E2008-BUSP-0228	Moultrie, GA Inter-modal facility	65,208	65,208	2011	No Application
2008	GA	E2008-BUSP-0229	Gulftown, Clay, Handolph, Stewart Co., GA Bus project	54,340	54,340	2011	No Application
2008	GA	E2008-BUSP-0230	Savannah, GA Bus and Bus Facilities-Chatham Area Transit	1,086,800	1,086,800	2011	No Application
2008	GA	E2008-BUSP-0231	Savannah, Georgia-Water Ferry River walk intermodal facilities	434,750	434,750	2011	No Application
2008	GA	E2008-BUSP-0232	Sylvester, GA Inter-modal Facility	43,472	43,472	2011	No Application
2008	GA	E2008-BUSP-0233	Thomasville, GA Bus Replacement	43,472	43,472	2011	No Application
2008	HI	E2008-BUSP-0234	Honolulu, HI, Bus Facilities	1,300,000	1,300,000	2011	No Application
2008	IA	E2008-BUSP-0235	Ames, Iowa-Expansion of CyRide Bus Maintenance Facility	434,720	434,720	2011	No Application
2008	IA	E2008-BUSP-0236	Black Hawk County, IA UNI Multimodal Project	776,000	776,000	2011	No Application
2008	ID	E2008-BUSP-0239	Boise, ID-Multimodal facility	978,120	978,120	2011	No Application
2008	ID	E2008-BUSP-0240	Idaho Department of Transportation - Idaho Statewide ITS for Public Transportation	388,000	388,000	2011	No Application
2008	ID	E2008-BUSP-0241	Valley Regional Transit, ID-Downtown Boise Multimodal	1,500,000	1,500,000	2011	No Application
2008	IL	E2008-BUSP-0242	Centralia, Illinois-South Central Mass Transit District Improvements	86,944	86,944	2011	No Application
2008	IL	E2008-BUSP-0243	Champaign, IL-Construct park and ride lot with attached daycare facility	326,040	326,040	2011	No Application
2008	IL	E2008-BUSP-0244	Chicago, IL Construct intermodal facility at 35th Street at Metra Ride Line (Northside)	1,086,800	1,086,800	2011	No Application
2008	IL	E2008-BUSP-0245	Chicago, IL Feasibility Study for intermodal station on the Metra Rock Island near Kennedy-King College	65,208	65,208	2011	No Application
2008	IL	E2008-BUSP-0247	Cicero, Chicago Establish Transit Signal Priority, Cicero Ave., Pace Suburban Bus	217,360	217,360	2011	No Application
2008	IL	E2008-BUSP-0248	Des Plaines, Wauconda, Cook and Lake Counties, IL Rand Road Transit Signal Priority	173,888	173,888	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	IL	E2008-BUSP-0249	Eight to Rockford, Illinois-Intermodal stations along planned Metra Union Pacific West Line extension, alignment, including necessary alternatives anal parking deck for Metra Service	108,660	108,660	2011	No Application
2008	IL	E2008-BUSP-0250	Geneva, Illinois-Construct commuter parking facility	869,440	869,440	2011	No Application
2008	IL	E2008-BUSP-0251	Joliet, Illinois-Union Station commuter parking facility	624,910	624,910	2011	No Application
2008	IL	E2008-BUSP-0252	Mattoon, Illinois - Historic railroad depot restoration/intermodal center	347,776	347,776	2011	No Application
2008	IL	E2008-BUSP-0253	Maywood, IL Purchase buses	10,868	10,868	2011	No Application
2008	IL	E2008-BUSP-0254	Normal, Illinois-Multimodal Transportation Center	434,720	434,720	2011	No Application
2008	IL	E2008-BUSP-0255	Normal, Illinois-Multimodal Transportation Center, including facilities for adjacent public and nonprofit uses	1,086,800	1,086,800	2011	No Application
2008	IL	E2008-BUSP-0256	Pace Suburban Bus, IL South Suburban BRT Mobility Network	108,660	108,660	2011	No Application
2008	IL	E2008-BUSP-0257	Rock Island, IL Improve Rock Island Mass Transit District Bus Facility	108,660	108,660	2011	No Application
2008	IL	E2008-BUSP-0258	Rock Island, Illinois, Metrolink, Transit Maintenance Facility	300,000	300,000	2011	No Application
2008	IL	E2008-BUSP-0259	Springfield, IL, Multimodal Transit Terminal	1,300,000	1,300,000	2011	No Application
2008	IL	E2008-BUSP-0260	St. Charles, IL-Intermodal Parking Structures	978,120	978,120	2011	No Application
2008	IL	E2008-BUSP-0261	Village of Tinley Park, Illinois, 80th Avenue Commuter Rail Station reconstruction and site enhancements	173,888	173,888	2011	No Application
2008	IN	E2008-BUSP-0263	Bloomington, IN-Bus and transfer facility Gary, Indiana, Gary Airport Station Modernization and Shuttle Service	1,045,502	1,045,502	2011	No Application
2008	IN	E2008-BUSP-0264	Project	450,000	450,000	2011	No Application
2008	IN	E2008-BUSP-0265	Indianapolis Downtown Transit Center	1,100,000	1,100,000	2011	No Application
2008	IN	E2008-BUSP-0266	Indianapolis, IN Construct the Ivy Tech State College Multi-Modal Facility	1,086,800	1,086,800	2011	No Application
2008	IN	E2008-BUSP-0267	Indianapolis, IN Downtown Transit Center Indianapolis, IN IndySMART program to relieve congestion, improve safety and air quality	3,043,040	3,043,040	2011	No Application
2008	IN	E2008-BUSP-0268		434,720	434,720	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2008	IN	E2008-BUSP-0269	Indianapolis, IN Relocate and improve inter-modal transportation for pedestrian to Childrens Museum of Indianapolis	3,043,040	3,043,040	2011	No Application
2008	IN	E2008-BUSP-0270	Indianapolis, Indiana-Childrens Museum Intermodal Center.	217,360	217,360	2011	No Application
2008	IN	E2008-BUSP-0271	Ivy Tech State College, Indiana Multimodal Center	250,000	250,000	2011	No Application
2008	IN	E2008-BUSP-0272	Lafayette, Indiana, City Bus of Greater Lafayette	700,000	700,000	2011	No Application
2008	IN	E2008-BUSP-0273	South Bend, Indiana, TRANSPO Bus Operations Center	1,100,000	1,100,000	2011	No Application
2008	IN	E2008-BUSP-0274	South Bend, Indiana-Construct South Bend Bus Operations Center	217,630	217,630	2011	No Application
2008	KS	E2008-BUSP-0276	Johnson Co., KS Bus and bus related facilities I-35. corridor, Johnson Co. Transit	434,720	434,720	2011	No Application
2008	KS	E2008-BUSP-0277	Kansas City Area Transportation Authority-Bus Project	2,587,000	2,587,000	2011	No Application
2008	KY	E2008-BUSP-0280	Rehabilitation of Building for Maintenance and Administration	1,035,000	1,035,000	2011	No Application
2008	LA	E2008-BUSP-0281	Capital Area Transit System-Baton Rouge BRT	776,000	776,000	2011	No Application
2008	LA	E2008-BUSP-0282	Hammond, Louisiana-Passenger Intermodal facility at Southeastern University	43,472	43,472	2011	No Application
2008	LA	E2008-BUSP-0286	Louisiana Department of Transportation and Development-Statewide Vehicles and Equipment	259,000	259,000	2011	No Application
2008	LA	E2008-BUSP-0287	Louisiana-Construct pedestrian walkways between Caddo St. and Millam St. along Edwards St. in Shreveport, LA	220,360	220,360	2011	No Application
2008	LA	E2008-BUSP-0288	New Orleans, LA Inter-modal Riverfront Center	108,680	108,680	2011	No Application
2008	LA	E2008-BUSP-0289	New Orleans, LA Plan and construct New Orleans Union Passenger Terminal intermodal facilities	217,360	217,360	2011	No Application
2008	LA	E2008-BUSP-0290	New Orleans, LA Regional Planning Commission, bus and bus facilities	108,680	108,680	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	LA	E2008-BUSP-0291	River Parishes, LA South Central Planning and Development Commission, bus and bus facilities	217,360	217,360	2011	No Application
2008	LA	E2008-BUSP-0292	River Parishes, Louisiana, South Central Planning and Development Commission, bus and bus facilities	200,000	200,000	2011	No Application
2008	LA	E2008-BUSP-0293	Shreveport, LA-Intermodal Transit Facility	728,156	728,156	2011	No Application
2008	LA	E2008-BUSP-0294	Intermodal Facility	550,000	550,000	2011	No Application
2008	LA	E2008-BUSP-0295	St. Bernard Parish, LA Intermodal facility improvements	217,360	217,360	2011	No Application
2008	MA	E2008-BUSP-0296	Attleboro, MA Construction, engineering and site improvements at the Attleboro Intermodal Center	434,720	434,720	2011	No Application
2008	MA	E2008-BUSP-0297	Berkshire, MA, Berkshire Regional Transit Authority Bus Maintenance Facility	20,000	20,000	2011	No Application
2008	MA	E2008-BUSP-0298	Beverly, MA Design and Construct Beverly Depot Intermodal Transportation Center	434,720	434,720	2011	No Application
2008	MA	E2008-BUSP-0299	Boston, MA Harbor Park Pavilion & Intermodal Station	271,700	271,700	2011	No Application
2008	MA	E2008-BUSP-0300	Brockton, MA Bus replacement for the Brockton Area Transit Authority	326,040	326,040	2011	No Application
2008	MA	E2008-BUSP-0301	Frammingham, MA Local Intra-Frammingham Transit System enhancements	391,248	391,248	2011	No Application
2008	MA	E2008-BUSP-0302	Haverhill, MA Design and Construct Intermodal Transit Parking Improvements	1,217,216	1,217,216	2011	No Application
2008	MA	E2008-BUSP-0303	Hingham, MA Higham Marine Intermodal Center Improvements: Enhance public transportation infrastructure/parking	1,956,240	1,956,240	2011	No Application
2008	MA	E2008-BUSP-0304	Lawrence, MA, Gateway Intermodal and Quadrant Area Reuse Project	900,000	900,000	2011	No Application
2008	MA	E2008-BUSP-0305	Lowell, MA Implementation of LRTA bus replacement plan	217,360	217,360	2011	Application Under Review
2008	MA	E2008-BUSP-0306	Lowell, MA, Lowell Regional Transit Medford, MA Downtown revitalization featuring construction of a 200 space Park and Ride Facility	900,000	900,000	2011	Application Under Review
2008	MA	E2008-BUSP-0307		434,720	434,720	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	MA	E2008-BUSP-0308	Newburyport, MA Design and Construct Intermodal Facility	434,720	434,720	2011	No Application
2008	MA	E2008-BUSP-0309	Quincy, MA MBTA Purchase high speed catamaran ferry for Quincy Harbor Express Service	434,720	434,720	2011	No Application
2008	MA	E2008-BUSP-0310	Revere, MA Inter-modal Transit improvements in the Wonderland station (MBTA) area	391,248	391,248	2011	No Application
2008	MA	E2008-BUSP-0311	Rockport, MA Rockport Commuter Rail Station Improvements	597,740	597,740	2011	No Application
2008	MA	E2008-BUSP-0312	Salem, MA Design and Construct Salem Intermodal Transportation Center	434,720	434,720	2011	No Application
2008	MA	E2008-BUSP-0313	Woburn, MA Construction of an 89 space park and ride facility to be located on Magazine Hill, in the Heart of Woburn Square	391,248	391,248	2011	No Application
2008	MA	E2008-BUSP-0646	Massachusetts Bay Transportation Authority Ferry System	2,500,000	2,500,000	2011	No Application
2008	MD	E2008-BUSP-0314	Baltimore, MD Construct Intercity Bus Intermodal Terminal	1,086,800	1,086,800	2011	No Application
2008	MD	E2008-BUSP-0315	Howard County, MD Construct Central Maryland Transit Operations and Maintenance Facility	1,086,800	1,086,800	2011	No Application
2008	MD	E2008-BUSP-0316	Howard County, MD Construct Central Maryland Transit Operations and Maintenance Facility	200,000	200,000	2011	No Application
2008	MD	E2008-BUSP-0317	MARC Intermodal Odenton and Edgewood Station Improvements	380,000	380,000	2011	No Application
2008	MD	E2008-BUSP-0318	Maryland Statewide Bus Facilities and Buses	6,500,000	6,500,000	2011	No Application
2008	MD	E2008-BUSP-0319	Montgomery County, MD Wheaton CBD Intermodal Access Program	108,680	108,680	2011	No Application
2008	MD	E2008-BUSP-0320	Mount Rainier, MD Intermodal and Pedestrian Project	97,812	97,812	2011	No Application
2008	MD	E2008-BUSP-0321	Silver Spring, Maryland, Transit Center	5,000,000	5,000,000	2011	No Application
2008	MD	E2008-BUSP-0322	Silver Spring, MD Construct Silver Spring Transit Center in downtown Silver Spring	793,364	793,364	2011	No Application
2008	MD	E2008-BUSP-0323	Southern Maryland Commuter Initiative Bar Harbor, ME Purchase new buses to enhance commuting near the Jackson Labs	3,000,000	3,000,000	2011	No Application
2008	ME	E2008-BUSP-0324	Labs	65,206	65,206	2011	No Application

Earmark FY	Earmark State Code	EARMARK ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	ME	E2008-BUSP-0325	Maine Department of Transportation- Acadia Intermodal Facility	776,000	776,000	2011	No Application
2008	ME	E2008-BUSP-0647	Maine State Ferry Service, Rockland Swans Island, Maine Ferry Service	650,000	650,000	2011	No Application
2008	ME	E2008-BUSP-0648	Swans Island, Maine Ferry Service equipments and dispatching software	350,000	350,000	2011	No Application
2008	MI	E2008-BUSP-0326	Barry County, MI-Barry County Transit equipment and dispatching software	32,604	32,604	2011	No Application
2008	MI	E2008-BUSP-0327	Boysville of Michigan Transportation System	730,330	730,330	2011	No Application
2008	MI	E2008-BUSP-0329	Detroit Bus Maintenance Facility	1,956,240	1,956,240	2011	No Application
2008	MI	E2008-BUSP-0330	Detroit Department of Transportation Bus Replacement	2,200,000	2,200,000	2011	No Application
2008	MI	E2008-BUSP-0331	Detroit Fare Collection System	869,440	869,440	2011	No Application
2008	MI	E2008-BUSP-0332	Detroit Replacement Buses	1,086,800	1,086,800	2011	No Application
2008	MI	E2008-BUSP-0333	Detroit, MI Bus Replacement	1,630,200	1,630,200	2011	No Application
2008	MI	E2008-BUSP-0334	Detroit, MI Enclosed heavy-duty maintenance facility with full operational functions for up to 300 buses	978,120	978,120	2011	No Application
2008	MI	E2008-BUSP-0335	Eastern Upper Peninsula, MI Ferry Dock and Facility upgrades for Drummond Island Ferry Services	54,340	54,340	2011	No Application
2008	MI	E2008-BUSP-0337	Grand Rapids, Michigan, The Rapid, Bus Replacement	1,250,000	1,250,000	2011	No Application
2008	MI	E2008-BUSP-0338	Grand Rapids, MI-Purchase replacement and expansion buses	3,184,321	3,184,321	2011	No Application
2008	MI	E2008-BUSP-0339	Ionia County, MI-Purchase and implementation of communication equipment improvements	128,242	128,242	2011	No Application
2008	MI	E2008-BUSP-0341	Marquette County, Michigan Transit Authority Bus passenger facility	300,000	300,000	2011	No Application
2008	MI	E2008-BUSP-0342	Michigan Department of Transportation (MDOT) Bus Replacement	2,400,000	2,400,000	2011	No Application
2008	MI	E2008-BUSP-0343	Muskegon, Michigan-Muskegon Area Transit Terminal and related improvements	434,720	434,720	2011	No Application
2008	MI	E2008-BUSP-0344	Port Huron, Michigan, Blue Water Area Transportation Commission, Bus Maintenance Facility	1,500,000	1,500,000	2011	No Application
2008	MI	E2008-BUSP-0345	Suburban Mobility Authority for Regional Transportation (SMART) Bus Maintenance Facility	2,000,000	2,000,000	2011	No Application
2008	MN	E2008-BUSP-0346	Duluth, MN Downtown Duluth Area Transit facility improvements	434,720	434,720	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	MN	E2008-BUSP-0347	Fond du Lac Reservation, MN Purchase buses	32,604	32,604	2011	No Application
2008	MN	E2008-BUSP-0348	Metro Transit/Metropolitan Council, MN-Bus/Bus Capital	2,457,000	2,457,000	2011	No Application
2008	MN	E2008-BUSP-0349	St. Paul to Hinckley, MN Construct bus amenities along Rush Line Corridor	326,040	326,040	2011	No Application
2008	MN	E2008-BUSP-0350	St. Paul, MN Union Depot Multi Modal Transit Facility	434,720	434,720	2011	No Application
2008	MO	E2008-BUSP-0351	Bi-State Development Agency-St. Louis Bridge Repair/Reconstruction, for any activity eligible under section 5309	1,293,000	1,293,000	2011	No Application
2008	MO	E2008-BUSP-0352	Bi-State Development Agency-St. Louis Metro Bus Fare Collection Program	4,139,000	4,139,000	2011	No Application
2008	MO	E2008-BUSP-0353	Kansas City, MO Bus Transit Infrastructure	217,360	217,360	2011	No Application
2008	MO	E2008-BUSP-0354	OATS, Incorporated, MO-ITS Information and Billing System and Bus Facilities	4,397,000	4,397,000	2011	No Application
2008	MO	E2008-BUSP-0355	Southeast Missouri Transportation Service-Bus Project	517,000	517,000	2011	No Application
2008	MS	E2008-BUSP-0356	Coahoma County, Mississippi Purchase buses for the Aaron E. Henry Community Health Services Center, Inc./DARTS Transit service	32,604	32,604	2011	No Application
2008	MS	E2008-BUSP-0357	Jackson State University, MS-Busing Project	1,293,000	1,293,000	2011	No Application
2008	MT	E2008-BUSP-0358	Bozeman, Montana-Vehicular Parking Facility	869,440	869,440	2011	No Application
2008	MT	E2008-BUSP-0359	Bozeman, MT, intermodal and parking facility	175,000	175,000	2011	No Application
2008	MT	E2008-BUSP-0360	Montana Department of Transportation-Statewide Bus Facilities and Buses	776,000	776,000	2011	No Application
2008	NC	E2008-BUSP-0361	Charlotte Area Transit System/City of Charlotte-Charlotte Multimodal Station	2,587,000	2,587,000	2011	No Application
2008	NC	E2008-BUSP-0362	Charlotte, NC Construct Charlotte Multimodal Station	1,695,408	1,695,408	2011	No Application
2008	NC	E2008-BUSP-0364	Charlotte, North Carolina-Multimodal Station	869,440	869,440	2011	No Application
2008	NC	E2008-BUSP-0365	City of Greenville, NC Expansion Buses and Greenville Intermodal Center	774,671	774,671	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	NC	E2008-BUSP-0367	Greensboro, North Carolina-Piedmont Authority for Regional Transportation Multimodal Transportation Center	2,721,347	2,721,347	2011	No Application
2008	NC	E2008-BUSP-0368	Greensboro, North Carolina-Replacement buses	1,256,341	1,256,341	2011	No Application
2008	NC	E2008-BUSP-0369	High Point, NC-Intermodal Facility	310,000	310,000	2011	No Application
2008	NC	E2008-BUSP-0370	High Point, North Carolina-Bus Terminal	1,304,160	1,304,160	2011	No Application
2008	NC	E2008-BUSP-0371	North Carolina Department of Transportation-North Carolina Statewide Bus and Bus Facilities	6,467,000	6,467,000	2011	No Application
2008	NC	E2008-BUSP-0372	Raleigh, NC Purchase eighteen replacement buses to replace buses that have reached their useful life according to Federal Transit Administration regul	434,720	434,720	2011	No Application
2008	NC	E2008-BUSP-0373	Town of Chapel Hill, NC Park and Ride Lot	326,040	326,040	2011	No Application
2008	NC	E2008-BUSP-0374	Wilmington, NC Build Intermodal Center	217,360	217,360	2011	No Application
2008	ND	E2008-BUSP-0375	North Dakota Department of Transportation/Statewide Bus	1,300,000	1,300,000	2011	No Application
2008	NE	E2008-BUSP-0376	City of Omaha-Creighton University Intermodal Facility	776,000	776,000	2011	No Application
2008	NE	E2008-BUSP-0377	Kearney, Nebraska-RYDE Transit Bus Maintenance and Storage Facility	434,720	434,720	2011	No Application
2008	NE	E2008-BUSP-0378	Nebraska Department of Roads-Bus Maintenance and Storage Facility for RYDE in Kearney, NE	517,000	517,000	2011	No Application
2008	NE	E2008-BUSP-0379	Nebraska Department of Roads-Statewide Vehicles, Facilities, and Related Equipment Purchases	1,035,000	1,035,000	2011	No Application
2008	NE	E2008-BUSP-0380	Nebraska-statewide transit vehicles, facilities, and related equipment	869,440	869,440	2011	No Application
2008	NE	E2008-BUSP-0381	Omaha, NE, Buses and Fare boxes	700,000	700,000	2011	No Application
2008	NH	E2008-BUSP-0382	Windham, New Hampshire-Construction of Park and Ride Bus facility at Exit 3	804,232	804,232	2011	No Application
2008	NJ	E2008-BUSP-0383	Atlantic City, NJ Jitney	750,000	750,000	2011	No Application
2008	NJ	E2008-BUSP-0384	Burlington County, NJ-BurLink and Burlington County Transportation System vehicles and equipment	869,440	869,440	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	NJ	E2008-BUSP-0395	Camden, NJ Construction of the Camden County Intermodal Facility in Cramer Hill	217,360	217,360	2011	No Application
2008	NJ	E2008-BUSP-0386	Hoboken, NJ Rehabilitation of Hoboken Inter-modal Terminal	825,968	825,968	2011	No Application
2008	NJ	E2008-BUSP-0387	Jersey City, NJ Construct West Entrance to Pavonia-Newport PATH Station	434,720	434,720	2011	No Application
2008	NJ	E2008-BUSP-0388	Lakewood, NJ-Ocean County Bus service and parking facilities	652,080	652,080	2011	No Application
2008	NJ	E2008-BUSP-0389	Long Branch, NJ Design and construct facilities for ferry service from Long Branch, NJ to New York City and other destinations	869,440	869,440	2011	No Application
2008	NJ	E2008-BUSP-0390	Monmouth County, NJ Construction of main bus facility for Freehold Township, including a terminal and repair shop	434,720	434,720	2011	No Application
2008	NJ	E2008-BUSP-0391	Morristown, New Jersey-Intermodal Historic Station	217,360	217,360	2011	No Application
2008	NJ	E2008-BUSP-0393	New Jersey Inter-modal Facilities and Bus Rolling Stock	652,080	652,080	2011	No Application
2008	NJ	E2008-BUSP-0394	New Jersey Transit Community Shuttle Buses	108,680	108,680	2011	No Application
2008	NJ	E2008-BUSP-0395	Newark, NJ Penn Station Intermodal Improvements including the rehabilitation of boarding areas	217,360	217,360	2011	No Application
2008	NJ	E2008-BUSP-0397	South Amboy, NJ Construction of improvements to facilities at South Amboy Station under S Amboy, NJ Regional Intermodal Initiative	1,738,880	1,738,880	2011	No Application
2008	NJ	E2008-BUSP-0398	South Brunswick, NJ Transit System	1,000,000	1,000,000	2011	No Application
2008	NJ	E2008-BUSP-0399	Trenton Intermodal Station	4,000,000	4,000,000	2011	No Application
2008	NJ	E2008-BUSP-0400	Trenton, New Jersey-Trenton Train Station Rehabilitation	326,040	326,040	2011	No Application
2008	NJ	E2008-BUSP-0401	Trenton, NJ Development of Trenton Trolley System	217,360	217,360	2011	No Application
2008	NJ	E2008-BUSP-0402	Trenton, NJ Reconstruction and rehabilitation of the Trenton Train Station	1,521,520	1,521,520	2011	No Application
2008	NJ	E2008-BUSP-0649	Camden, New Jersey Ferry System	1,000,000	1,000,000	2011	No Application
2008	NM	E2008-BUSP-0404	Las Cruces, NM, Road Runner Bus and Bus Facilities	300,000	300,000	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2008	NV	E2008-BUSP-0405	Las Vegas, NV Construct Boulder Highway BRT system and purchase vehicles and related equipment	434,720	434,720	2011	No Application
2008	NV	E2008-BUSP-0406	Las Vegas, NV Construct Central City Inter-modal Transportation Terminal	1,304,160	1,304,160	2011	No Application
2008	NV	E2008-BUSP-0407	Las Vegas, NV Construct Las Vegas West Care Intermodal Facility	54,340	54,340	2011	No Application
2008	NV	E2008-BUSP-0408	Regional Transportation Commission of Southern Nevada-Central City Intermodal Transportation Terminal	1,035,000	1,035,000	2011	No Application
2008	NV	E2008-BUSP-0409	Reno-Sparks, Nevada-Intermodal Transportation Terminals and Related Development	869,440	869,440	2011	No Application
2008	NV	E2008-BUSP-0410	Southern Nevada Transit Coalition, Public Transit Building Acquisition	300,000	300,000	2011	No Application
2008	NV	E2008-BUSP-0411	Washoe County, NV Bus and Bus Facilities	2,000,000	2,000,000	2011	No Application
2008	NY	E2008-BUSP-0412	Albany-Schenectady, NY Bus Rapid Transit Improvements in NY Route 5 Corridor	217,360	217,360	2011	No Application
2008	NY	E2008-BUSP-0413	Albany-Schenectady, NY, Bus Rapid Transit Improvements in NY Route 5	1,200,000	1,200,000	2011	No Application
2008	NY	E2008-BUSP-0414	Bronx, NY Botanical Garden metro North Rail station Intermodal Facility	217,360	217,360	2011	No Application
2008	NY	E2008-BUSP-0415	Bronx, NY Establish an intermodal transportation facility at the Wildlife Conservation Society Bronx Zoo	217,360	217,360	2011	No Application
2008	NY	E2008-BUSP-0416	Bronx, NY Establish an intermodal transportation facility at the Wildlife Conservation Society Bronx Zoo	217,360	217,360	2011	No Application
2008	NY	E2008-BUSP-0417	Bronx, NY Hebrew Home for the Aged elderly and disabled transportation support	40,755	40,755	2011	No Application
2008	NY	E2008-BUSP-0418	Bronx, NY Intermodal Facility near Exit 6 of the Bronx River Parkway	54,340	54,340	2011	No Application
2008	NY	E2008-BUSP-0419	Bronx, NY Jacobi Intermodal Center to North Central Bronx Hospital bus system	67,925	67,925	2011	No Application
2008	NY	E2008-BUSP-0420	Bronx, NY Wildlife Conservation Society intermodal transportation facility at the Bronx Zoo	95,095	95,095	2011	No Application
2008	NY	E2008-BUSP-0421	Brooklyn, NY Construct a multi-modal transportation facility	304,304	304,304	2011	No Application

Earmark FY	Earmark State Code	EARMARK ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	NY	E2008-BUSP-0422	Brooklyn, NY Construct a multi-modal transportation facility in the vicinity of Downstate Medical Center	217,360	217,360	2011	No Application
2008	NY	E2008-BUSP-0423	Brooklyn, NY New Urban Center-Broadway Junction Intermodal Center	208,666	208,666	2011	No Application
2008	NY	E2008-BUSP-0424	Brooklyn, NY-Rehabilitation of Bay Ridge 86th Street Subway Station	869,440	869,440	2011	No Application
2008	NY	E2008-BUSP-0425	Brooklyn, NY-Rehabilitation of Bay Ridge 86th Street Subway Station	869,440	869,440	2011	No Application
2008	NY	E2008-BUSP-0426	Buffalo, NY Inter-modal Center Parking Facility	217,360	217,360	2011	No Application
2008	NY	E2008-BUSP-0427	Bus to provide York-town, New York internal circulator to provide transportation throughout the Town	40,212	40,212	2011	No Application
2008	NY	E2008-BUSP-0428	Construction of Third Bus Depot on Staten Island	2,608,320	2,608,320	2011	No Application
2008	NY	E2008-BUSP-0429	Cooperstown, New York-Intermodal Transit Center	1,086,800	1,086,800	2011	No Application
2008	NY	E2008-BUSP-0430	Corning, New York-Transportation Center	1,086,800	1,086,800	2011	No Application
2008	NY	E2008-BUSP-0431	Corning, NY, Phase II Corning Preserve Transportation Enhancement Project	550,000	550,000	2011	No Application
2008	NY	E2008-BUSP-0432	Cornwall, NY-Purchase Bus	18,910	18,910	2011	No Application
2008	NY	E2008-BUSP-0433	Geneva, New York-Multimodal facility-Construct passenger rail center Jamestown, NY Rehabilitation of Intermodal Facility and associated property	108,660	108,660	2011	No Application
2008	NY	E2008-BUSP-0434	Kings County, NY Construct a multi-modal transportation facility	434,720	434,720	2011	No Application
2008	NY	E2008-BUSP-0435	Nassau County, NY Conduct planning and engineering for transportation system	217,360	217,360	2011	No Application
2008	NY	E2008-BUSP-0436	Nassau County, NY Conduct planning, engineering, and construction for transportation system (HUB)	1,521,520	1,521,520	2011	No Application
2008	NY	E2008-BUSP-0437	New York City, NY First Phase Implementation of Bus Rapid Transit System	1,300,000	1,300,000	2011	No Application
2008	NY	E2008-BUSP-0438	New York City, NY Purchase Handicapped-Accessible Livery Vehicles	217,360	217,360	2011	No Application
2008	NY	E2008-BUSP-0439	New York City, NY Purchase Handicapped-Accessible Livery Vehicles	217,360	217,360	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	NY	E2008-BUSP-0440	New York City, NY, Bronx Zoo intermodal Facility	550,000	550,000	2011	No Application
2008	NY	E2008-BUSP-0441	New York City, NY, Enhance Transportation Facilities Near W. 65th Street and Broadway	550,000	550,000	2011	No Application
2008	NY	E2008-BUSP-0442	New York City, NY, Highline Project, for Studies, Design, and Construction	1,300,000	1,300,000	2011	No Application
2008	NY	E2008-BUSP-0443	New York, Improvements to Moynihan Station	1,300,000	1,300,000	2011	No Application
2008	NY	E2008-BUSP-0444	Niagara Falls, NY Relocation, Development, and Enhancement of Niagara Falls International Railway Station/intermodal Transportation Center	1,217,216	1,217,216	2011	No Application
2008	NY	E2008-BUSP-0445	Niagara Frontier Transportation Authority, NY Replacement Buses	217,360	217,360	2011	No Application
2008	NY	E2008-BUSP-0446	Oneonta, New York-bus replacement	32,604	32,604	2011	No Application
2008	NY	E2008-BUSP-0447	Ramapo, NY Transportation Safety Field Bus	54,340	54,340	2011	No Application
2008	NY	E2008-BUSP-0448	Rochester, New York-Renaissance Square transit center	978,120	978,120	2011	No Application
2008	NY	E2008-BUSP-0449	Rochester, New York-Renaissance Square Transit Center	489,060	489,060	2011	No Application
2008	NY	E2008-BUSP-0450	Rochester, NY, Renaissance Square Intermodal Facility, Design and Construction	1,600,000	1,600,000	2011	No Application
2008	NY	E2008-BUSP-0451	Rockland County, NY Express Bus construction of intermodal transit facility in Wyandanch	800,000	800,000	2011	No Application
2008	NY	E2008-BUSP-0452	Suffolk County, NY Purchase four handicapped accessible vans to transport veterans to and from the VA facility in Northport	999,856	999,856	2011	No Application
2008	NY	E2008-BUSP-0453	Suffolk County, NY Purchase four handicapped accessible vans to transport veterans to and from the VA facility in Northport	60,831	60,831	2011	No Application
2008	NY	E2008-BUSP-0454	Syracuse, New York, Syracuse University Connective Corridor Transit Project	1,100,000	1,100,000	2011	No Application
2008	NY	E2008-BUSP-0455	Thendara-Webb and Utica, New York-Install handicap lifts in intermodal centers	21,736	21,736	2011	No Application
2008	NY	E2008-BUSP-0456	Town of Warwick, NY Bus Facility Warwick Transit System	119,548	119,548	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LA FSE YEAR	Notes
2008	NY	E2008-BUSP-0457	Utica, New York Transit Multimodal Facilities	1,300,000	1,300,000	2011	No Application
2008	NY	E2008-BUSP-0458	Utica, New York Union Station Boehlert Center siding track improvements	21,736	21,736	2011	No Application
2008	NY	E2008-BUSP-0459	Utica, New York Union Station rehabilitation and related infrastructure improvements	108,680	108,680	2011	No Application
2008	NY	E2008-BUSP-0460	Westchester County, NY Bus replacement program	815,100	815,100	2011	No Application
2008	NY	E2008-BUSP-0461	Yonkers, NY Trolley Bus Acquisition	81,510	81,510	2011	No Application
2008	NY	E2008-BUSP-0650	Governors Island, New York Ferry System	1,000,000	1,000,000	2011	No Application
2008	NY	E2008-BUSP-0651	Staten Island Ferry	1,000,000	1,000,000	2011	No Application
2008	OH	E2008-BUSP-0465	Central Ohio Transit Authority-Paratransit and Small Bus Service Facility	517,000	517,000	2011	No Application
2008	OH	E2008-BUSP-0467	Cincinnati, Ohio-Metro Regional Transit Hub Network Eastern Neighborhoods	201,058	201,058	2011	No Application
2008	OH	E2008-BUSP-0468	Cleveland, OH Construct East Side Transit Center	652,080	652,080	2011	No Application
2008	OH	E2008-BUSP-0469	Cleveland, OH Construct Fare Collection System Project, Cuyahoga County	108,680	108,680	2011	No Application
2008	OH	E2008-BUSP-0470	Cleveland, OH Construct passenger intermodal center near Dock 32	186,930	186,930	2011	No Application
2008	OH	E2008-BUSP-0471	Cleveland, OH Construction of an intermodal facility and related improvements at University Hospitals facility on Euclid Avenue	217,360	217,360	2011	No Application
2008	OH	E2008-BUSP-0472	Greater Cleveland Regional Transit Authority	217,360	217,360	2011	No Application
2008	OH	E2008-BUSP-0473	Cleveland, Ohio-Euclid Avenue and East 93rd Street intermodal facility	1,847,560	1,847,560	2011	No Application
2008	OH	E2008-BUSP-0474	Cleveland, Ohio-Euclid Avenue University Hospital intermodal facility	978,120	978,120	2011	No Application
2008	OH	E2008-BUSP-0475	Cleveland, Ohio-University Circle Intermodal facility	1,847,560	1,847,560	2011	No Application
2008	OH	E2008-BUSP-0477	Columbus, OH-Central Ohio Transit Authority Paratransit Facility	1,304,160	1,304,160	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	OH	E2008-BUSP-0478	Cuyahoga County, Ohio-Ohio Department of Transportation transit improvements	32,604	32,604	2011	No Application
2008	OH	E2008-BUSP-0479	Dayton Airport Inter-modal Rail Feasibility Study	163,020	163,020	2011	No Application
2008	OH	E2008-BUSP-0480	Dayton-Wright Stop Plaza	517,000	517,000	2011	No Application
2008	OH	E2008-BUSP-0482	Elyria, OH Construct the New York Central Train Station into an intermodal transportation hub	445,153	445,153	2011	No Application
2008	OH	E2008-BUSP-0483	Kent, OH Construct Kent State University Intermodal Facility serving students and the general public	217,360	217,360	2011	No Application
2008	OH	E2008-BUSP-0484	Marietta, Ohio Construction of transportation hub to accommodate regional bus traffic	108,680	108,680	2011	No Application
2008	OH	E2008-BUSP-0486	Niles, OH Acquisition of bus operational and service equipment of Niles Trumbull Transit	43,472	43,472	2011	No Application
2008	OH	E2008-BUSP-0487	Springfield, OH-City of Springfield Bus Transfer Station and Associated Parking	54,340	54,340	2011	No Application
2008	OH	E2008-BUSP-0488	Toledo, OH TARTARPS Passenger Inter-modal Facility construction	1,630,200	1,630,200	2011	No Application
2008	OH	E2008-BUSP-0489	Zanesville, OH-bus system signage and shelters	17,861	17,861	2011	No Application
2008	OR	E2008-BUSP-0490	Albany, OR North Albany Park and Ride	207,010	207,010	2011	No Application
2008	OR	E2008-BUSP-0491	Albany, OR Rehabilitate Building At Multimodal Transit Station	331,215	331,215	2011	No Application
2008	OR	E2008-BUSP-0492	Bend, Oregon-replacement vans	217,360	217,360	2011	No Application
2008	OR	E2008-BUSP-0493	Canby, OR bus and bus facilities	32,604	32,604	2011	No Application
2008	OR	E2008-BUSP-0494	Columbia County, OR To purchase buses	30,430	30,430	2011	No Application
2008	OR	E2008-BUSP-0495	Corvallis, OR Bus Replacement	320,865	320,865	2011	No Application
2008	OR	E2008-BUSP-0496	Eugene, OR Lane Transit District, Vehicle Replacement	776,286	776,286	2011	No Application
2008	OR	E2008-BUSP-0497	Grants Pass, OR Purchase Vehicles For Use By Josephine Community Transit	44,248	44,248	2011	No Application
2008	OR	E2008-BUSP-0499	Lane Transit District, Bus Rapid Transit Progressive Corridor Enhancements	644,172	644,172	2011	No Application
2008	OR	E2008-BUSP-0500	Lincoln, County, OR bus purchase	54,340	54,340	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2008	OR	E2008-BUSP-0501	Molalla, OR South Clackamas Transportation District, bus purchase	21,736	21,736	2011	No Application
2008	OR	E2008-BUSP-0502	Portland, OR Renovation of Union Station, including structural reinforcement and public safety upgrades	21,736	21,736	2011	No Application
2008	OR	E2008-BUSP-0503	Salem, OR bus and bus facilities	434,720	434,720	2011	No Application
2008	OR	E2008-BUSP-0504	Sandy, Oregon Transit Bus Facility	152,152	152,152	2011	No Application
2008	OR	E2008-BUSP-0506	Wilsonville, OR South Metro Area Rapid Transit, bus and bus facilities	54,340	54,340	2011	No Application
2008	OR	E2008-BUSP-0507	Yamhill County, OR For the construction of bus shelters, park and ride facilities, and a signage strategy to increase ridership	23,910	23,910	2011	No Application
2008	PA	E2008-BUSP-0508	Allentown, Pennsylvania-Design and Construct Intermodal Transportation Center	434,720	434,720	2011	No Application
2008	PA	E2008-BUSP-0509	Altoona Multimodal Transportation Facility Parking Garage	260,000	260,000	2011	No Application
2008	PA	E2008-BUSP-0510	AMTRAN Altoona, PA-Buses and Transit System Improvements	776,000	776,000	2011	No Application
2008	PA	E2008-BUSP-0511	Area Transportation Authority of North Central Pennsylvania-Vehicle Replacements	259,000	259,000	2011	No Application
2008	PA	E2008-BUSP-0512	Beaver County, PA Transit Authority Bus Replacement/ Related Equipment	259,000	259,000	2011	No Application
2008	PA	E2008-BUSP-0513	Butler Township, PA-Cranbury Area Transit Service	905,000	905,000	2011	No Application
2008	PA	E2008-BUSP-0515	Cambria County, PA Transit Authority-Bus Replacements	776,000	776,000	2011	No Application
2008	PA	E2008-BUSP-0516	Cheltenham, PA Glenside Rail Station Parking Garage project involving the construction of a 300-400 space parking lot at Easton Road and Glenside Aven	217,360	217,360	2011	No Application
2008	PA	E2008-BUSP-0517	City of Hazleton, PA-Hazleton Intermodal Center	362,000	362,000	2011	No Application
2008	PA	E2008-BUSP-0518	County of Lackawanna Transit System-Scranton Intermodal Transportation Center	259,000	259,000	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	PA	E2008-BUSP-0520	Easton, Pennsylvania-Design and construct Intermodal Transportation Center	434,720	434,720	2011	No Application
2008	PA	E2008-BUSP-0521	Erie, PA Metropolitan Transit Authority-Bus Acquisitions	259,000	259,000	2011	No Application
2008	PA	E2008-BUSP-0522	Erie, PA-EMTA Vehicle Acquisition	434,720	434,720	2011	No Application
2008	PA	E2008-BUSP-0523	Gettysburg, Pennsylvania-transit transfer center	195,407	195,407	2011	No Application
2008	PA	E2008-BUSP-0524	Hershey, Pennsylvania Intermodal Center and Parking Garage	65,000	65,000	2011	No Application
2008	PA	E2008-BUSP-0525	Intermodal Facilities in Bucks County (Croydon and Levittown Stations)	652,080	652,080	2011	No Application
2008	PA	E2008-BUSP-0526	Lancaster County, Pennsylvania Intermodal Center and Parking Facility	65,000	65,000	2011	No Application
2008	PA	E2008-BUSP-0527	Lancaster, PA-bus replacement	206,492	206,492	2011	No Application
2008	PA	E2008-BUSP-0528	Lancaster, PA-Intermodal Project	181,000	181,000	2011	No Application
2008	PA	E2008-BUSP-0529	Lehigh and Northampton Transportation Authority, PA-Allentown Intermodal Transportation Center	517,000	517,000	2011	No Application
2008	PA	E2008-BUSP-0530	Monroe Township, PA-Clarion County Buses	171,000	171,000	2011	No Application
2008	PA	E2008-BUSP-0532	Philadelphia, PA Cruise Terminal Transportation Ctr. Phila. Naval Shipyard	760,760	760,760	2011	No Application
2008	PA	E2008-BUSP-0533	Philadelphia, PA Improvements to the existing Penns Landing Ferry Terminal	869,440	869,440	2011	No Application
2008	PA	E2008-BUSP-0534	Philadelphia, PA Penns Landing water shuttle parking lot expansion and water shuttle ramp infrastructure construction	239,096	239,096	2011	No Application
2008	PA	E2008-BUSP-0535	Philadelphia, PA Philadelphia Zoo Intermodal Transportation project w/parking consolidation, pedestrian walkways, public transportation complements &	1,086,800	1,086,800	2011	No Application
2008	PA	E2008-BUSP-0536	Philadelphia, PA SEPTA's Market St. Elevated Rail project in conjunction with Philadelphia Commercial Development Corporation for improvements and assi	304,304	304,304	2011	No Application
2008	PA	E2008-BUSP-0537	Philadelphia, Pennsylvania-SEPTA Market Street Elevated Line parking facility	869,440	869,440	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	PA	E2008-BUSP-0538	Pittsburgh, PA Clean Fuel Bus Procurement	108,680	108,680	2011	No Application
2008	PA	E2008-BUSP-0539	Pottsville, PA Union Street Trade and Transfer Center Intermodal Facility Project provides for the engineering and construction of a transportation center in Paoli, Chester County	434,720	434,720	2011	No Application
2008	PA	E2008-BUSP-0540	SEPTA Montgomery County Intermodal Improvements at Glenside and Jenkintown Station Parking Garages	1,066,800	1,066,800	2011	No Application
2008	PA	E2008-BUSP-0541	Jenkintown Station Parking Garages	1,066,800	1,066,800	2011	No Application
2008	PA	E2008-BUSP-0542	Sharon, PA-Bus Facility Construction Southeastern Pennsylvania	108,680	108,680	2011	No Application
2008	PA	E2008-BUSP-0543	SEPTA Authority-Bucks County Intermodal (Croydon and Levittown)	776,000	776,000	2011	No Application
2008	PA	E2008-BUSP-0544	Southeastern Pennsylvania Transportation Authority-Paoli Transportation Center	776,000	776,000	2011	No Application
2008	PA	E2008-BUSP-0545	Southeastern Pennsylvania Transportation Authority-Villanova-SEPTA Intermodal	776,000	776,000	2011	No Application
2008	PA	E2008-BUSP-0546	SEPTA Authority of Warren County, PA- Impact Warren	259,000	259,000	2011	No Application
2008	PA	E2008-BUSP-0547	Warren, PA-Construct Intermodal Transportation Center and related pedestrian and landscape improvements	326,040	326,040	2011	No Application
2008	PA	E2008-BUSP-0548	Westmoreland County Transit Authority, PA-Bus Replacement Williamsport, PA Bureau of Transportation-Williamsport Trade and Transit Centre Expansion	259,000	259,000	2011	No Application
2008	PA	E2008-BUSP-0550	Williamsport, PA Bureau of Transportation-Williamsport Trade and Transit Centre Expansion	776,000	776,000	2011	No Application
2008	PA	E2008-BUSP-0551	York, Pennsylvania-Rabbit Transit facilities and communications equipment	602,196	602,196	2011	No Application
2008	PA	E2008-BUSP-0652	Philadelphia Penns Landing Ferry Terminal	1,000,000	1,000,000	2011	No Application
2008	PA	E2008-BUSP-0954	Bus Testing	3,000,000	3,000,000	2011	No Application
2008	PR	E2008-BUSP-0552	Bayamon, Puerto Rico-bus terminal	130,416	130,416	2011	No Application
2008	PR	E2008-BUSP-0553	Bayamon, Puerto Rico-Purchase of Trolley Cars	184,756	184,756	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAFSE YEAR	Notes
2008	PR	E2008-BUSP-0554	Lares, PR-Trolley buses-for the purchase of two trolley buses that will offer transportation through the urban zone in the Municipality of Lares	57,383	57,383	2011	No Application
2008	PR	E2008-BUSP-0555	Puerto Rico-Caribbean National Forest buses and bus facilities	652,080	652,080	2011	No Application
2008	PR	E2008-BUSP-0556	San Juan, Puerto Rico-bus security equipment	652,080	652,080	2011	No Application
2008	PR	E2008-BUSP-0557	San Juan, Puerto Rico-Buses	217,360	217,360	2011	No Application
2008	PR	E2008-BUSP-0558	Yabucoa, Puerto Rico-Trolley Buses	38,038	38,038	2011	No Application
2008	RI	E2008-BUSP-0559	Providence, RI Expansion of Elmwood Paratransit Maintenance Facility	1,086,800	1,086,800	2011	No Application
2008	RI	E2008-BUSP-0560	Rhode Island Statewide Bus Fleet	1,304,160	1,304,160	2011	No Application
2008	RI	E2008-BUSP-0561	Rhode Island, RIPTA Elmwood Facility Expansion	1,750,000	1,750,000	2011	No Application
2008	SC	E2008-BUSP-0562	Greenville, SC Transit Authority-City of Greenville Multimodal Transportation Center Improvements	259,000	259,000	2011	No Application
2008	SC	E2008-BUSP-0563	South Carolina Department of Transportation-Transit Facilities Construction Program	517,000	517,000	2011	No Application
2008	SC	E2008-BUSP-0564	South Carolina Department of Transportation-Vehicle Acquisition Program	2,069,000	2,069,000	2011	No Application
2008	SD	E2008-BUSP-0565	South Dakota Department of Transportation-Statewide Buses and Bus Facilities	3,785,000	2,215,000	2011	No Application
2008	TN	E2008-BUSP-0566	Knoxville, Tennessee-Central Station Transit Center	2,217,072	2,217,072	2011	No Application
2008	TN	E2008-BUSP-0567	Knoxville, TN-Central Station	647,000	647,000	2011	No Application
2008	TN	E2008-BUSP-0568	Lipscomb University, TN-Intermodal Parking Garage	388,000	388,000	2011	No Application
2008	TN	E2008-BUSP-0569	Metropolitan Transit Authority-Nashville Downtown Transit Transfer Facility	3,104,000	3,104,000	2011	No Application
2008	TN	E2008-BUSP-0570	Nashville, TN Construct a parking garage on the campus of Lipscomb University, Nashville	434,720	434,720	2011	No Application
2008	TN	E2008-BUSP-0571	Nashville, TN Construct Downtown Nashville Transit Transfer Facility	326,040	326,040	2011	No Application
2008	TN	E2008-BUSP-0572	Sevier County, Tennessee-U.S. 441 bus rapid transit	54,340	54,340	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	TN	E2008-BUSP-0573	Tennessee Department of Transportation-Statewide Tennessee Transit ITS and Bus Replacement Project	3,104,000	3,104,000	2011	No Application
2008	TN	E2008-BUSP-0574	University of Memphis-Pedestrian Bridge	776,000	776,000	2011	No Application
2008	TX	E2008-BUSP-0575	Ablene, TX Vehicle replacement and facility improvements for transit system	86,944	86,944	2011	No Application
2008	TX	E2008-BUSP-0576	Brownsville Urban System, TX--City-Wide Transit Improvement Project	1,035,000	1,035,000	2011	No Application
2008	TX	E2008-BUSP-0577	Brownsville, TX Brownsville Urban System City-Wide Transit Improvement Project	543,400	543,400	2011	No Application
2008	TX	E2008-BUSP-0578	Bryan, TX The District-Bryan Intermodal Transit Terminal and Parking Facility	652,080	652,080	2011	No Application
2008	TX	E2008-BUSP-0579	Capital Metropolitan Transportation Authority, TX-Bus Replacements	2,587,000	2,587,000	2011	No Application
2008	TX	E2008-BUSP-0580	Carrollton, Texas Downtown Regional Multimodal Transit Hub	260,000	260,000	2011	No Application
2008	TX	E2008-BUSP-0581	City of Round Rock, TX-Downtown Intermodal Transportation Terminal	259,000	259,000	2011	No Application
2008	TX	E2008-BUSP-0582	Construct West Houston and Fort Bend County, Texas-bus transit corridor	434,720	434,720	2011	No Application
2008	TX	E2008-BUSP-0583	Corpus Christi, TX Corpus Regional Transit Authority for maintenance facility improvements	543,400	543,400	2011	No Application
2008	TX	E2008-BUSP-0584	Dallas Area Rapid Transit-Bus passenger Facilities	259,000	259,000	2011	No Application
2008	TX	E2008-BUSP-0585	Dallas, TX Bus Passenger Facilities	2,782,208	2,782,208	2011	No Application
2008	TX	E2008-BUSP-0586	Design Downtown Carrollton, Texas Regional Multi-Modal Transit Hub Station	434,720	434,720	2011	No Application
2008	TX	E2008-BUSP-0587	Galveston, Texas-Intermodal center and parking facility, The Strand	978,120	978,120	2011	No Application
2008	TX	E2008-BUSP-0588	Harris County-West Houston-Fort Bend Bus Transit Corridor: Uptown Westpark Terminal	259,000	259,000	2011	No Application
2008	TX	E2008-BUSP-0589	Laredo-North Laredo Transit Hub-Bus Maintenance Facility	776,000	776,000	2011	No Application
2008	TX	E2008-BUSP-0590	Roma, TX Bus Facility	114,114	114,114	2011	No Application

Earmark FY	Earmark State Code	EARMARK ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	TX	E2008-BUSP-0591	San Angelo, TX Street Railroad Company Transit Fleet Replacement	259,000	259,000	2011	No Application
2008	TX	E2008-BUSP-0594	Zapala, Texas Purchase Bus vehicles	67,925	67,925	2011	No Application
2008	UT	E2008-BUSP-0595	Sandy City, UT Construct transit hub station and TRAX station at 9400 South Utah Statewide Bus and Bus Facilities	434,720	434,720	2011	No Application
2008	UT	E2008-BUSP-0596	Alexandria, VA Eisenhower Avenue Intermodal Station improvements, including purchase of buses and construction of bus shelters	7,757,000	7,757,000	2011	No Application
2008	VA	E2008-BUSP-0597	Alexandria, VA Royal Street Bus Garage Replacement	543,400	543,400	2011	No Application
2008	VA	E2008-BUSP-0598	Arlington County, VA Columbia Pike Bus Improvements	108,680	108,680	2011	No Application
2008	VA	E2008-BUSP-0599	Arlington County, VA Crystal City-Potomac Yard Busway, including construction of bus shelters	760,760	760,760	2011	No Application
2008	VA	E2008-BUSP-0600	Potomac Yard Busway, including construction of bus shelters	625,080	625,080	2011	No Application
2008	VA	E2008-BUSP-0601	Arlington County, VA Pentagon City Multimodal Improvements	434,720	434,720	2011	No Application
2008	VA	E2008-BUSP-0602	Bealeton, Virginia-Intermodal Station Depot Refurbishment	59,774	59,774	2011	No Application
2008	VA	E2008-BUSP-0603	City of Alexandria, VA-City-Wide Transit Improvements	259,000	259,000	2011	No Application
2008	VA	E2008-BUSP-0604	City of Alexandria, VA-Potomac Yard Transit Improvements	259,000	259,000	2011	No Application
2008	VA	E2008-BUSP-0605	City of Alexandria, VA-Replace Royal Street Bus Garage	776,000	776,000	2011	No Application
2008	VA	E2008-BUSP-0606	City of Alexandria, VA-Valley Pedestrian & Transit	259,000	259,000	2011	No Application
2008	VA	E2008-BUSP-0607	Commonwealth of Virginia-Statewide Bus Capital Program	3,880,000	3,880,000	2011	No Application
2008	VA	E2008-BUSP-0608	Fairfax County, VA Richmond Highway (U.S. Route 1) Public Transportation Improvements	434,720	434,720	2011	No Application
2008	VA	E2008-BUSP-0609	Fairfax County, Virginia-Richmond Highway Initiative	517,000	517,000	2011	No Application
2008	VA	E2008-BUSP-0610	Falls Church, VA Falls Church Intermodal Transportation Center	434,720	434,720	2011	No Application
2008	VA	E2008-BUSP-0611	Fredericksburg, Virginia-Improve and repair Fredericksburg Station	543,400	543,400	2011	No Application
2008	VA	E2008-BUSP-0612	Greater Richmond Transit, VA-Bus Operations/Maintenance Facility	1,293,000	1,293,000	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	VA	E2008-BUSP-0613	Hampton Roads Transit, VA-Southside Bus Facility	259,000	259,000	2011	No Application
2008	VA	E2008-BUSP-0614	Hampton Roads, VA Final design and construction for a Hampton Roads Transit Southside Bus Facility	434,720	434,720	2011	No Application
2008	VA	E2008-BUSP-0615	Norfolk, Virginia-Final Design and Construction Southside Bus Facility	380,380	380,380	2011	No Application
2008	VA	E2008-BUSP-0616	Northern Neck and Middle Peninsula, Virginia-Bay Transit Multimodal Facilities Potomac & Rappahannock	706,420	706,420	2011	No Application
2008	VA	E2008-BUSP-0617	Transportation Commission, VA-Buses for Service Expansion	259,000	259,000	2011	No Application
2008	VA	E2008-BUSP-0618	Richmond, VA Design and construction for a bus operations and maintenance facility for Greater Richmond Transit Company	326,040	326,040	2011	No Application
2008	VA	E2008-BUSP-0619	Richmond, VA Renovation and construction for Main Street Station	239,096	239,096	2011	No Application
2008	VA	E2008-BUSP-0620	Roanoke, VA Bus restoration in the City of Roanoke	54,340	54,340	2011	No Application
2008	VA	E2008-BUSP-0621	Roanoke, Virginia-Improve Virginian Railway Station	54,340	54,340	2011	No Application
2008	VA	E2008-BUSP-0622	Roanoke, Virginia-Intermodal Facility	43,472	43,472	2011	No Application
2008	VA	E2008-BUSP-0623	Roanoke, Virginia-Roanoke Railway and Link Passenger facility	108,680	108,680	2011	No Application
2008	VT	E2008-BUSP-0624	Brattleborough, VT, Intermodal Center	200,000	200,000	2011	No Application
2008	VT	E2008-BUSP-0625	CCTA, VT, Bus, Facilities and Equipment	500,000	500,000	2011	No Application
2008	VT	E2008-BUSP-0626	State of Vermont Buses, Facilities and Equipment	480,000	480,000	2011	No Application
2008	WA	E2008-BUSP-0627	Ilwaco, WA Construct park and ride	21,736	21,736	2011	No Application
2008	WA	E2008-BUSP-0628	Ilwaco, WA Procure shuttles for Lewis and Clark National Historical Park	21,736	21,736	2011	No Application
2008	WA	E2008-BUSP-0629	Island Transit, WA Operations Base Facilities Project	521,664	521,664	2011	No Application
2008	WA	E2008-BUSP-0630	Mukilteo, WA Multi-Modal Terminal	1,260,688	1,260,688	2011	No Application
2008	WA	E2008-BUSP-0631	North Bend, Washington-Park and Ride	173,888	173,888	2011	No Application
2008	WA	E2008-BUSP-0632	Oak Harbor, WA Multimodal Facility	217,360	217,360	2011	No Application
2008	WA	E2008-BUSP-0633	Seattle, WA Multimodal Terminal Redevelopment & Expansion	1,000,000	1,000,000	2011	No Application

Earmark FY	Earmark State Code	Earmark ID	PROJECT NAME	ORIGINAL EARMARK AMOUNT	UNOBLIGATED BALANCE	LAPSE YEAR	Notes
2008	WA	E2008-BUSP-0634	Snohomish County, WA Community Transit bus purchases and facility enhancement	652,080	652,080	2011	No Application
2008	WA	E2008-BUSP-0635	Thurston County, WA Replace Thurston County Buses	195,624	195,624	2011	No Application
2008	WA	E2008-BUSP-0636	Washington Southworth Terminal Redevelopment	1,350,000	1,350,000	2011	No Application
2008	WA	E2008-BUSP-0637	Washington, King Street Transportation Center-Intercity Bus Terminal Component	70,000	70,000	2011	No Application
2008	WI	E2008-BUSP-0638	Milwaukee, WI Rehabilitate Intermodal transportation facility at downtown Milwaukee's Amtrak Station, increase parking for bus passengers	978,120	978,120	2011	No Application
2008	WI	E2008-BUSP-0639	State of Wisconsin buses and bus facilities	3,553,836	3,553,836	2011	No Application
2008	WI	E2008-BUSP-0640	State of Wisconsin Transit Intermodal Facilities	1,300,000	1,300,000	2011	No Application
2008	WI	E2008-BUSP-0641	Wisconsin, Statewide Buses and Bus Facilities	650,000	650,000	2011	No Application
2008	WV	E2008-BUSP-0642	West Virginia Construct Beckley Intermodal Gateway pursuant to the eligibility provisions for projects listed under section 3030(d)(3) of P.L., 105-17	5,216,640	5,216,640	2011	No Application
2008	WV	E2008-BUSP-0643	West Virginia, Statewide Bus and Bus Facilities	5,000,000	5,000,000	2011	No Application
2008	WY	E2008-BUSP-0644	Wyoming Department of Transportation- Wyoming Statewide Bus and Bus Related Facilities	776,000	776,000	2011	No Application
			<b>Total</b>	<b>\$1,474,391,090</b>	<b>\$1,337,493,371</b>		

QUESTION: For each of the projects, for which unobligated balances exist, indicate the reasons for the delay in obligation and the anticipated date all funding will be obligated.

RESPONSE: The information is included in the table above with the response to the previous question. Unless noted, there is no information indicating that projects will not be obligated within the period of availability.

QUESTION: How many applications did FTA receive for bus discretionary funds in fiscal year 2007 and what was the total amount requested.

RESPONSE: FTA received approximately 630 applications totaling over \$4 billion. This includes applications received as part of the congestion initiative.

QUESTION: What, if any, technical assistance or information does the FTA provide to its grantees to demonstrate how to build sustainable and energy efficient transit facilities?

RESPONSE: The Federal Transit Administration offers training and technical assistance to its grantees through its Environmental Management Systems project. An Environmental Management System (EMS) is a set of operational procedures that allows an organization to analyze, control and reduce the environmental impact of its activities, projects and services. Evidence suggests that adoption of an EMS results in better regulatory compliance and fine avoidance, as well as advantages in financing, insurance, marketing, regulatory compliance, and other areas of operations.

Through adoption of an EMS transit agency personnel are trained to evaluate the processes and procedures they use to manage environmental issues. EMS encourages agencies to incorporate strong operational controls and environmental roles and responsibilities into existing job descriptions and work instructions. Use of an EMS helps set objectives and targets for managing their environmental issues. Agencies monitor, measure, and evaluate their progress in environmental performance both in areas that are regulated and areas that are not.

An EMS integrates the environmental ethic into everyday business operations and environmental stewardship becomes part of the daily organizational responsibility, including principles of sustainability and

energy efficiency. Organizations with an EMS report that they are able to more effectively manage their environmental obligations and to operate with greater efficiency and control.

In January 2006, FTA concluded a successful Environmental Management Systems (EMS) training and technical assistance program for ten public transit agencies based on the International Organization for Standardization's (ISO) 14001 Environmental Standards. The results of the final audit and the responses of the participating transit agencies, documented in a report entitled, "Environmental Management Systems Training & Assistance Final Report" (January 2006), available on line at [http://www.fta.dot.gov/library/FTA\\_EMS/index.htm](http://www.fta.dot.gov/library/FTA_EMS/index.htm), were impressive. Nine of the ten participating transit agencies achieved an overall rating of 93 percent or higher, and four of those agencies achieved an overall rating in excess of 97 percent.

The FTA Office of Planning and Environment is using National Research resources to develop a second offering of this training and assistance project as a nation-wide effort to provide financial assistance for State and local transit agencies. FTA is currently requesting proposals from contractors, to conduct training and technical assistance in EMS at eight transit agencies across the country.

#### **JOB ACCESS AND REVERSE COMMUTE PROGRAM**

**QUESTION:** Please provide a table showing all unobligated JARC funds prior to fiscal year 2005.

**RESPONSE:**  
[The information follows:]

[Insert #29 – JARC Unobl Balances]

**FEDERAL TRANSIT ADMINISTRATION  
Job Access and Reverse Commute  
Unobligated Balances (FY 2005 and Prior)**

State	Earmark ID	Project and Description	Unobligated Allocations
<b>FY 2002 Unobligated Congressional Allocations</b>			
AR	E2002-JARC-005	Central Arkansas Transit Authority	\$500,000
CA	E2002-JARC-008	Del Norte County, California	73,400
NY	E2002-JARC-054	Columbia County, New York	100,000
VA	E2002-JARC-082	Winchester, Virginia	1,000,000
<b>Subtotal FY 2002 Unobligated Allocations</b>			<b>\$1,673,400</b>
<b>FY 2003 Unobligated Congressional Allocations</b>			
NY	E2003-JARC-065	Chemung County Transit	74,300
NY	E2003-JARC-066	Columbia County	99,067
OH	E2003-JARC-078	STEP-UP Job Access Project Dayton	123,834
<b>Subtotal FY 2003 Unobligated Allocations</b>			<b>\$297,201</b>
<b>FY 2004 Unobligated Congressional Allocations</b>			
AK	E2004-JARC-000	Craig Transit Service JARC Program	\$49,563
CA	E2004-JARC-013	City of Irwindale Senior Transportation Services	64,432
CA	E2004-JARC-014	Guaranteed Ride Home, Santa Clarita	396,504
FL	E2004-JARC-024	Key West, Florida Job Access Reverse Commute	495,630
MD	E2004-JARC-040	VoxLinx Voice-Enabled Transit Trip Planner	1,288,638
NJ	E2004-JARC-050	New Jersey Community Development Corporation Transportation Opportunity Center	297,378
NY	E2004-JARC-070	Ulster County Area Transit Rural Feeder Service	49,563
SD	E2004-JARC-083	Cheyenne River Sioux Tribe Public Bus System	247,815
TN	E2004-JARC-087	Monroe County TN Job Access Reverse Commute Program	99,126
VA	E2004-JARC-101	Virginia Beach Paratransit Services	198,252
<b>Subtotal FY 2004 Unobligated Allocations</b>			<b>\$3,186,901</b>

Total JARC funds appropriated prior to FY 2005 that remain unobligated = \$5,157,502

### NEW FREEDOM PROGRAM

QUESTION: How many New Freedom grants did FTA approve in fiscal year 2007 and how many have been approved to date in fiscal year 2008?  
Please provide a table delineating the grant recipients and the grant amount.

RESPONSE:

#### FEDERAL TRANSIT ADMINISTRATION New Freedom Grants

##### FY 2007 Obligations

Project No.	Obligation Amount	Obligation Date	Recipient Name	State
IA57X002	\$123,788	6-Dec-06	IOWA DEPARTMENT OF TRANSPORTATION	IA
IA57X001	\$243,559	7-Dec-06	IOWA DEPARTMENT OF TRANSPORTATION	IA
TX57X002	\$139,642	19-Dec-06	TEXAS DEPARTMENT OF TRANSPORTATION	TX
TX57X001	\$107,024	19-Dec-06	TEXAS DEPARTMENT OF TRANSPORTATION	TX
CA57X001	\$502,839	11-Jan-07	CALIFORNIA STATE DOT (CALTRANS) DIVISION OF MASS TRANSPORTATION	CA
NM57X002	\$14,700	25-Jan-07	CITY OF ALBUQUERQUE	NM
OH57X004	\$104,567	9-Feb-07	OHIO DEPT. OF TRANSPORTATION	OH
CA57X003	\$260,079	14-Mar-07	LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY	CA
VA57X001	\$73,036	23-Mar-07	TRANSPORTATION DISTRICT COMMISSION OF HAMPTON ROADS	VA
WY57X001	\$218,986	23-Apr-07	WYOMING DEPARTMENT OF TRANSPORTATION	WY
AZ57X001	\$81,625	25-Apr-07	CITY OF PHOENIX	AZ
OH57X005	\$37,616	1-May-07	MIAMI VALLEY REGIONAL PLANNING COMMISSION	OH
CA57X006	\$233,950	17-May-07	CALIFORNIA STATE DOT (CALTRANS) DIVISION OF MASS TRANSPORTATION	CA
ID57X001	\$10,552	24-May-07	Valley Regional Transit	ID
MI57X001	\$61,525	31-May-07	MICHIGAN DEPARTMENT OF TRANSPORTATION	MI
DC57X001	\$80,000	13-Jun-07	METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS	DC
MO57X001	\$57,960	16-Jul-07	MISSOURI DEPARTMENT OF TRANSPORTATION	MO
MO57X002	\$62,319	17-Jul-07	MISSOURI DEPARTMENT OF TRANSPORTATION	MO
CA57X003	\$282,113	26-Jul-07	LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY	CA
CA57X007	\$34,412	27-Jul-07	NORTH SAN DIEGO COUNTY TRANSIT DEVELOPMENT BOARD	CA
IA57X002	\$129,273	31-Jul-07	IOWA DEPARTMENT OF TRANSPORTATION	IA
ND57X001	\$51,343	31-Jul-07	CITY OF FARGO	ND
IL57X004	\$1,627,034	3-Aug-07	SUBURBAN BUS DIVISION - RTA	IL
IL57X005	\$400,000	3-Aug-07	SUBURBAN BUS DIVISION - RTA	IL
CA57X008	\$294,958	3-Aug-07	SAN DIEGO ASSOCIATION OF GOVERNMENTS	CA
IL57X003	\$233,846	13-Aug-07	REGIONAL TRANSPORTATION AUTHORITY	IL

Project No.	Obligation Amount	Obligation Date	Recipient Name	State
OH57X006	\$76,309	14-Aug-07	OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS	OH
WA57X001	\$733,740	15-Aug-07	WASHINGTON STATE DEPT. OF TRANSPORTATION	WA
IA57X001	\$147,210	16-Aug-07	IOWA DEPARTMENT OF TRANSPORTATION	IA
WA57X004	\$539,043	21-Aug-07	WASHINGTON STATE DEPT. OF TRANSPORTATION	WA
OH57X007	\$54,641	22-Aug-07	CENTRAL OHIO TRANSIT AUTHORITY	OH
PA57X001	\$80,000	18-Sep-07	SOUTHWESTERN PENNSYLVANIA COMMISSION	PA
CT57X001	\$580,703	18-Sep-07	CONNECTICUT DEPARTMENT OF TRANSPORTATION	CT
OR57X002	\$670,298	19-Sep-07	TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON	OR
AZ57X002	\$721,612	20-Sep-07	ARIZONA DEPARTMENT OF TRANSPORTATION	AZ
TX57X004	\$142,459	24-Sep-07	TEXAS DEPARTMENT OF TRANSPORTATION	TX
TX57X003	\$111,155	24-Sep-07	TEXAS DEPARTMENT OF TRANSPORTATION	TX
<b>Total FY 2007</b>	<b>\$9,323,916</b>			

**FY 2008 Obligations**

Project No.	Obligation Amount	Obligation Date	Recipient Name	State
TX57X001	\$963,224.00	9-Nov-07	TEXAS DEPARTMENT OF TRANSPORTATION	TX
OR57X001	\$117,980.00	4-Dec-07	LANE TRANSIT DISTRICT	OR
TX57X002	\$227,931.00	13-Dec-07	TEXAS DEPARTMENT OF TRANSPORTATION	TX
OH57X008	\$101,551.00	18-Dec-07	NORTHEAST OHIO AREAWIDE COORDINATING AGENCY	OH
IA57X002	\$30,963.00	20-Dec-07	IOWA DEPARTMENT OF TRANSPORTATION	IA
CA57X009	\$289,917.00	26-Dec-07	LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY	CA
LA57X002	\$89,205.00	4-Jan-08	CITY OF SHREVEPORT	LA
WA57X006	\$235,000.00	4-Jan-08	Central Puget Sound Regional Transit Authority	WA
WA57X007	\$140,856.00	4-Jan-08	Central Puget Sound Regional Transit Authority	WA
FL57X004	\$997,533.00	8-Jan-08	PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION	FL
WA57X002	\$37,586.00	16-Jan-08	PUGET SOUND REGIONAL COUNCIL	WA
WA57X005	\$907,368.00	23-Jan-08	WASHINGTON STATE DEPT. OF TRANSPORTATION	WA
MD57X001	\$108,151.00	24-Jan-08	MARYLAND TRANSIT ADMINISTRATION	MD
AR57X001	\$830,795.00	30-Jan-08	ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT	AR
MN57X001	\$607,388.00	1-Feb-08	MINNESOTA DOT Office of Transit	MN
KY57X002	\$125,658.00	6-Feb-08	KENTUCKY TRANSPORTATION CABINET	KY

Project No.	Obligation Amount	Obligation Date	Recipient Name	State
KY57X003	\$156,206.00	6-Feb-08	KENTUCKY TRANSPORTATION CABINET	KY
CO57X002	\$449,316.00	6-Feb-08	COLORADO DEPARTMENT OF TRANSPORTATION	CO
LA57X003	\$96,364.00	29-Feb-08	CITY OF SHREVEPORT	LA
RI57X001	\$56,691.00	5-Mar-08	RHODE ISLAND PUBLIC TRANSIT AUTHORITY	RI
WY57X002	\$128,719.00	5-Mar-08	WYOMING DEPARTMENT OF TRANSPORTATION	WY
DC57X001	\$210,049.00	7-Mar-08	METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS	DC
UT57X001	\$90,530.00	12-Mar-08	UTAH DEPARTMENT OF TRANSPORTATION	UT
IA57X004	\$286,137.00	18-Mar-08	DES MOINES REGIONAL TRANSIT AUTHORITY	IA
WI57X001	\$1,220,181.00	21-Mar-08	WISCONSIN DEPT. OF TRANSPORTATION/BUREAU OF TRANSIT	WI
TX57X005	\$111,485.00	28-Mar-08	CITY OF LUBBOCK	TX
CO57X002	\$166,234.00	9-Apr-08	COLORADO DEPARTMENT OF TRANSPORTATION	CO
OR57X002	\$392,767.00	16-Apr-08	TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON	OR
OR57X005	\$281,162.00	18-Apr-08	OREGON DEPARTMENT OF TRANSPORTATION	OR
KY57X001	\$226,310.00	21-Apr-08	TRANSIT AUTHORITY OF RIVER CITY	KY
KY57X004	\$1,007,060.00	23-Apr-08	KENTUCKY TRANSPORTATION CABINET	KY
FL57X005	\$34,691.00	24-Apr-08	LEE COUNTY TRANSIT	FL
OR57X003	\$355,938.00	30-Apr-08	OREGON DEPARTMENT OF TRANSPORTATION	OR
OH57X012	\$86,400.00	20-May-08	CLERMONT COUNTY COMMISSIONERS, BOARD OF / CLERMONT TRANSPORTATION CONN	OH
WA57X008	\$273,748.00	22-May-08	WASHINGTON STATE DEPT. OF TRANSPORTATION	WA
WA57X004	\$223,693.00	27-May-08	WASHINGTON STATE DEPT. OF TRANSPORTATION	WA
CO57X003	\$77,862.00	27-May-08	COLORADO DEPARTMENT OF TRANSPORTATION	CO
LA57X004	\$32,605.00	27-May-08	REGIONAL PLANNING COMMISSION	LA
PA57X002	\$431,619.00	29-May-08	LEHIGH AND NORTHAMPTON TRANSPORTATION AUTHORITY	PA
OH57X013	\$21,834.00	29-May-08	MIAMI VALLEY REGIONAL PLANNING COMMISSION	OH
PA57X003	\$1,105,866.00	29-May-08	SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY	PA
<b>Total</b>				
<b>FY 2008</b>	<b>\$13,334,573.00</b>			

## ALASKA RAILROAD

QUESTION: Please provide a funding history identifying the amount of federal funds provided to the Alaska railroad from all sources in the department.

RESPONSE:

Funding for Alaska Railroad (\$ 000)							
Fiscal Year	FTA	1/	FRA		FHWA		Total
1996-1998	\$4,850		\$40,280	2/	\$441	4/	\$45,571
1999	6,850		41,000	3/	675		48,525
2000	4,850		19,962	5/	810		25,622
2001	20,796	7/	29,956	6/	810		51,562
2002	16,001	8/	30,200	10/	855		47,056
2003	14,005	9/	39,395	11/	855	12/	54,255
2004	8,825	13/	34,352	14/	0	15/	43,177
2005	10,651	16/	38,800	17/	855	18/	50,306
2006	30,426	19/	27,680	20/	862	18/	58,968
2007	32,927	21/	16,000	22/	921	18/	49,848
2008	36,094	23/	44,935	24/	925	18/	81,954
<b>Total</b>	<b>\$186,275</b>		<b>\$362,560</b>		<b>\$8,009</b>		<b>\$556,844</b>

1/ FTA's Fiscal Years 2000-2003, represent guaranteed funding levels.

2/ FRA's FY 1998-1999 funding does not include \$23 million provided under the Taxpayer Relief Act of 1997 or funding provided in the Department of Defense's Budget.

3/ FRA managed a \$28 million grant appropriated through a Treasury bill. Includes \$5 million transfer from DOD for the realignment of RR track on Elmendorf AFB.

4/ Section 1602 of TEA-21 \$4.5 million, FY 1998—FY 2003. Does not include any FHWA funding for FY 1996 or FY 1997.

5/ FRA Funding includes \$9.962 million in Alaska RR account, \$5 million in NGHSR (Alaska PTC project) and \$5 million transferred from Air Force. Does not include \$2.026 million for Seward Dock from FHWA.

6/ FRA Includes \$19.956 million in Alaska RR account and \$10 million transferred from Air Force. Does not include \$2.055 million funds used for Seward Dock from FHWA.

7/ FTA Funding includes: \$4.850 million for Sec. 5307, \$4.952 million Ship Creek Intermodal, \$.990 State Fair Park and Ride, and \$10.004 Eagle River to Knik River.

8/ FTA Includes \$8.975 million in Sec. 5309 Fixed Guideway Modernization (\$7.048 million set-aside pursuant to P.L. 106-554) and \$4.850 million from Sec. 5307, as authorized in TEA-21 guaranteed funding, and \$2.176 million earmarked for the Wasilla Intermodal Facility under section 5309 New Starts. The Alaska Railroad became eligible for rail modernization formula funds in FY 2002.

- 9/ **FTA** Reflects TEA-21 authorized funding level (\$4.850 million) for Sec. 5307 and an estimated \$2.275 million based on for Sec. 5309 Fixed Guideway Modernization formula; and, \$1.967 million for the Anch International Airport, \$1.967 million for Fairbanks Rail/Bus Transfer and \$3.935 million for Anchorage Ship Creek Intermodal Facility.
- 10/ **FRA** Includes \$20 million in Alaska RR account, and \$10.2 million transferred from Air Force. No funding included in FRA's 2002 request.
- 11/ **FRA's** Funding includes \$21.857 million in Alaska RR account, \$9.538 million for the Seward loading facility, Alaska, a Sec. 330 project and \$8 million in reimbursable funding from Dept. of Defense (Air Force). No funding included in FRA's 2003 request.
- 12/ **FHWA** FY 2003 Estimate revised to reflect .065 across the board rescission.
- 13/ **FTA** FY 2004 Estimates reflect .59 percent across the board rescission as well as STEA of 2004 (P.L. 108-202) authorized funding level (\$4.821 million) for Sec. 5307, an estimated \$2.039 million based on for Sec. 5309 Fixed Guideway Modernization formula, and; \$1.965 million for the Anchorage Ship Creek Intermodal Facility.
- 14/ **FRA** Funding includes \$24.852 million in Alaska RR account, \$1.5 million for Port of Anchorage Intermodal Facility, a Sec. 115 project and \$8 million in reimbursable funding from Dept. of Defense (Air Force). No funding included in FRA's 2004 request.
- 15/ No **FHWA** funding was requested.
- 16/ **FTA** FY 2005 Funding includes \$2.4 million for the Anchorage Ship Creek Intermodal facility, \$1.457 million for Whittier Intermodal facility, \$4.811 million for the Alaska RR TEA-21 set-aside and, \$1.953 million for Alaska RR Fixed Guideway Modernization projects.
- 17/ **FRA** Funding includes \$24.8 million for the Alaska RR account and \$14 million for Alaska Railroad Rehabilitation from the Department of Defense (Air Force).
- 18/ **FHWA** Funding reflects SAFETEA-LU earmarks for Section 1702 Earmark #AK088. Description of project: "to realign track to eliminate highway-rail crossings and improve highway safety and transit times." Alaska RR is the project sponsor and provides the local match.
- 19/ **FTA** Funding includes \$17.377 million for Alaska RR from mileage reported under the Urbanized Area Formula program and \$13 million in Fixed Guideway Modernization funds to Anchorage, Alaska for the Alaska RR project.
- 20/ **FRA** Funding includes \$9.9 million for the Alaska RR account \$15.8 million for the Stryker Brigade and \$1.98 million for the Fort Wainwright Track from the Department of Defense (Air Force).
- 21/ **FTA** Funding includes \$17.623 million for Alaska RR from mileage reported under the Urbanized Area Formula program and \$15.3 million in Fixed Guideway Modernization funds to Anchorage, Alaska for the Alaska RR project.
- 22/ **FRA** Funding includes \$12 million for the Fort Wainwright Track Relocation Study and \$4 million for the Northern Line Extension from the Department of Defense (Air Force).
- 23/ **FTA** Funding includes \$18.912 million for Alaska RR from mileage reported under the Urbanized Area Formula program and \$17.2 million in Fixed Guideway Modernization funds to Anchorage, Alaska for the Alaska RR project.
- 24/ **FRA** Funding includes \$44.2 million for the Access to Joint Tanana Training Complex (Project) from the Operations and Maintenance, Defense-Wide budget. Funding made available to the Office of Economic Adjustment (OEA) and transferred to FRA to accomplish the project through the Alaska Railroad Corporation and \$735 thousand for the demonstration and deployment of positive train control technology along the Alaska RR.

**TRUST FUND**

**QUESTION:** Provide estimated receipts and outlays from the mass transit account of the highway trust fund for the fiscal years 1988 through 2011.

**RESPONSE:**  
[The information follows:]

[Insert #32 – MTA]

DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION  
STATUS OF THE MASS TRANSIT ACCOUNT  
(\$000)

	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994
	Actual	Actual						
<b>Cash balance, start of year</b>	3,286,877	4,202,056	5,167,560	6,057,342	7,154,959	9,250,122	9,798,159	10,617,185
<b>Cash income during the year, Governmental receipts:</b>								
Motor fuel taxes	1,238,858	1,277,430	1,269,420	1,395,249	2,484,976	1,069,825	1,992,186	2,007,739
Federal Highway "flexed funds" net								
Federal Highway "Repayable Advances"	343,855	383,750	468,869	581,321	664,302	746,058	742,502	683,617
Interest on investments	1,582,713	1,661,180	1,738,289	1,976,570	3,149,278	1,815,883	2,734,688	2,691,356
Total annual income								
<b>Cash outlays during the year:</b>								
Discretionary Grants (liquidation of contract authority)	667,534	695,675	848,508	878,953	1,054,115	1,267,845	1,298,071	1,652,093
Formula and Bus Grants								
Trust fund share of Transit programs	0	0	0	0	0	0	617,591	1,711,559
Total annual outlays	667,534	695,675	848,508	878,953	1,054,115	1,267,845	1,915,662	3,363,652
<b>Cash balance, end of year</b>	4,202,056	5,167,560	6,057,342	7,154,959	9,250,122	9,798,159	10,617,185	9,944,890

DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION  
STATUS OF THE MASS TRANSIT ACCOUNT  
(\$000)

	FY 1995 Actual	FY 1996 Actual	FY 1997 Actual	FY 1998 Actual	FY 1999 Actual	FY 2000 Actual	FY 2001 Actual	FY 2002 Actual
<b>Cash balance, start of year</b>	9,944,890	9,578,760	9,524,581	9,957,825	10,050,666	9,753,119	8,547,442	7,368,725
<b>Cash income during the year, Governmental receipts:</b>								
Motor fuel taxes	2,192,062	2,617,027	3,357,678	3,486,832	5,477,922	4,625,401	4,553,110	4,620,992
Federal Highway "flexed funds" net								
Federal Highway "Repayable Advances"	620,577	664,782	638,063	839,202	0	0	0	0
Interest on investments	2,812,639	3,281,809	3,995,741	4,326,034	5,477,922	4,625,401	4,553,110	4,620,992
Total annual income								
	2,028,768	2,225,988	2,003,512	1,872,993	1,523,669	1,199,725	721,774	495,322
<b>Cash outlays during the year:</b>								
Discretionary Grants (liquidation of contract authority)	1,150,000	1,110,000	1,659,185	2,260,000	4,251,800	4,631,353	5,010,054	5,397,800
Formula and Bus Grants	3,178,768	3,335,988	3,682,697	4,132,993	5,775,469	5,831,078	5,731,827	5,893,122
Trust fund share of Transit programs								
Total annual outlays	9,578,760	9,524,581	9,857,625	10,050,666	9,753,119	8,547,442	7,368,725	6,096,595
<b>Cash balance, end of year</b>								

**DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION  
STATUS OF THE MASS TRANSIT ACCOUNT  
(\$000)**

	FY 2003 Actual	FY 2004 Actual	FY 2005 Actual	FY 2006 Actual	FY 2007 Actual	FY 2008 Estimate	FY 2009 Estimate	FY 2010 Estimate	FY 2011 Estimate
<b>Cash balance, start of year</b>	6,096,595	4,823,562	3,775,975	1,950,240	6,223,475	7,305,925	6,352,021	1,208,578	(1,774,319)
<b>Cash income during the year, Governmental receipts:</b>									
Motor fuel taxes	4,762,280	4,925,770	4,984,085	4,857,597	5,053,720	5,011,000	5,082,000	5,152,000	5,174,000
Federal Highway "flexed funds" net				1,367,756	234,418	296,342	217,317	148,171	49,390
Federal Highway "Repayable Advances"							(3,193,000)		
Interest on investments									
Total annual income	4,762,280	4,925,770	4,984,085	6,225,353	5,288,138	5,307,342	2,106,317	5,300,171	5,223,390
<b>Cash outlays during the year:</b>									
Discretionary Grants (liquidation of contract authority)	291,889	180,655	119,277	91,961	11,719	24,052	24,052	24,052	24,052
Formula and Bus Grants	5,743,424	5,812,702	6,690,544	1,860,156	4,193,969	6,237,194	7,225,709	8,259,016	8,012,841
Trust fund share of Transit programs	6,035,313	5,973,357	6,809,821	1,952,117	4,205,688	6,261,246	7,249,761	8,283,068	8,036,893
Total annual outlays	4,823,562	3,775,975	1,950,240	6,223,475	7,305,925	6,352,021	1,208,578	(1,774,319)	(4,587,822)
<b>Cash balance, end of year</b>									

**Assumptions:**

- o Motor fuel taxes for FY2007 through FY2010 based on Treasury estimates as of January 2008.
- o FY 1998 through FY 2003 authorization and program levels reflect TEA-21, P.L. 105-178, with rescissions/reductions and additional appropriated trust funds in P.L. 106-113, P.L. 106-246 and P.L. 106-554.
- o FY 2004 reflects STEA04 authorization levels, P.L. 108-202, and program levels set forth in P.L. 108-199, the Consolidated Appropriations Act of 2004.
- o FY 2006 and outyear estimates reflect FTA restructured programs pursuant to SAFETEA-LU, P.L. 109-59.
- o Includes "repayable advances" to the Highway Trust Fund as proposed in the President's FY 2009 Budget to Congress.

**RECOVERIES**

**QUESTION:** Please provide a list of recoveries by program/project and amount made in fiscal year 2007, planned for fiscal year 2008 and estimated for fiscal year 2009.

**RESPONSE:** Below is a table listing the fiscal year 2007 recoveries within each FTA account. We can not estimate recoveries for the current and future years.

[The information follows:]

<b>Department of Transportation Federal Transit Administration Recovery Activities</b>		<b>Fiscal Year 2007</b>
<b>Programs</b>		
<b>FORMULA AND BUS GRANTS</b>		
Sec. 5307, Urbanized Area Formula Program		12,036,084
Sec. 5309, Bus and Bus Facilities		228,000
Sec. 5311, Nonurbanized Area Formula Program		4,029,471
Sec. 5316, Job Access and Reverse Commute		18,851
<b>Total, Formula and Bus Grants</b>		<b>16,312,406</b>
<b>FORMULA GRANTS</b>		
Sec. 5307, Urbanized Area Formula Program		11,171,322
Sec. 5307, Urbanized Area Formula Program, Oversight		2,590,440
Sec. 5310, Elderly and Persons with Disabilities		358,651
Sec. 5311, Nonurbanized Area Formula Program		942,023
Sec. 5311, Nonurbanized Area Formula Program, Oversight		333,414
Sec. 3038, Over the Road Bus		55,950
<b>Total, Formula Grants</b>		<b>15,451,800</b>
<b>RESEARCH AND UNIVERSITY RESEARCH CENTERS</b>		
Sec. 5303, Metropolitan Planning Program		119,325
Sec. 5313, State Planning and Research Program		310
Sec. 5314, National Planning and Research		1,646,688
Sec. 5311, RTAP		115,123
<b>Total, Research and University Research Centers</b>		<b>1,881,446</b>
<b>CAPITAL INVESTMENT GRANTS</b>		
Sec. 5309, Bus and Bus Facilities		4,027,256
Sec. 5309, New Starts		3,541,457
Sec. 5309, Fixed Guideway Mod.		37,632
Sec. 5309, Oversight		1,505,944
<b>Total, Capital Investment Grants</b>		<b>9,112,289</b>
<b>JOB ACCESS AND REVERSE COMMUTE</b>		<b>997,359</b>
<b>Total, Federal Transit Administration</b>		<b>\$43,755,300</b>

**QUESTION:** Delineate by program/project how these recoveries were (or are to be) allocated.

**RESPONSE:** Funds recovered under the formula programs (including Urbanized Area Formula, Elderly and Persons with Disabilities, Non-urbanized Area Formula, RTAP, Job Access and Reverse Commute, New Freedom, Fixed Guideway Modernization, Metropolitan Planning, Statewide Planning) that have lapsed remain with the account and are reapportioned to all areas in the succeeding fiscal year according to statutory formula. If the recovered funds have not lapsed to the grantee, the funds continue to be available in the account for the original urbanized area or state. Lapsed funds recovered from earmarked projects (including Bus, New Starts, Clean Fuels, Alternatives Analysis) are reprogrammed after notification to and approval of the House and Senate Committees on Appropriations. Funds recovered under other discretionary programs (Over-the-Road Bus, Alternative Transportation to Parks and Public Lands, Tribal Transit) are also available for re-allocation in the same accounts.

#### **OVERSIGHT ACTIVITIES**

**QUESTION:** Please provide a table indicating oversight obligations by activity broken out for fiscal years 2004-2008 and those planned for fiscal year 2009.

**RESPONSE:**  
[The information follows:]

[Insert #35 – Oversight]

FEDERAL TRANSIT ADMINISTRATION  
Oversight Obligations by Activity  
(in thousands of dollars)

Program Area/ Project	FY 2004 Actual	FY 2005 Actual	FY 2006 Actual	FY 2007 Actual	FY 2008 Estimate	FY 2009 Request
<b>PROJECT MANAGEMENT OVERSIGHT</b>	33,556	37,745	31,233	52,868	45,396	48,300
<b>FINANCIAL MANAGEMENT OVERSIGHT</b>	873	2,909	4,826	3,800	6,089	7,150
<b>SAFETY OVERSIGHT</b>	1,357	4,178	4,095	5,453	5,658	6,256
State Safety Oversight	907	1,248	914	1,393	1,394	1,700
Security Assessments/ Technical Guidance	0	0	1,203	1,100	1,708	1,706
Drug and Alcohol Testing Compliance	450	2,129	1,132	1,756	1,766	1,900
Bus Safety and Security Oversight	0	450	846	1,204	790	950
Hurricane Katrina	0	350	0	0	0	0
<b>FINANCIAL &amp; PROCUREMENT OVERSIGHT</b>	400	1,037	951	1,328	2,470	3,250
<b>MANAGEMENT OVERSIGHT</b>	1,785	14,317	3,263	10,913	10,825	13,615
ADA Key and New Rail Station Assessments	0	395	370	303	550	550
ADA Fixed-Route Compliance & Paratransit Assessments	0	628	380	555	1,150	1,010
DBE & EEO Compliance and Civil Rights Reviews	0	330	4	451	507	520
ADA, Civil Rights & Title VI Compliance Reviews	0	678	249	350	341	350
NTD (develop of monthly ridership & safety data)	0	308	0	0	0	0
Improper Payment Information Act	0	0	0	151	150	150
Accounting Office Grant Accrual Contract	0	0	0	279	292	315
Triennial and State Management Reviews	0	10,576	1,988	7,925	5,163	5,750
Oversight Quality Design Implementation	0	0	0	409	450	500
Oversight for Non-Traditional Grantees(JARC,NF)	0	0	0	0	0	2,570
FTA Grantmaking & Grant Management Training	250	534	0	124	292	135
OTRAK	0	0	0	0	100	150
Transit Engineering Management Guidelines	0	0	0	0	300	0
Grantee Oversight Monitoring and Outreach	0	0	0	0	440	0
Capacity Building Compliance	200	150	0	0	0	0
New Starts Case Management System (Fast Track)	0	718	123	0	400	500
Research Program Oversight	0	0	0	0	0	390
Planning Compliance, Oversight Assistance & Database	1,335	0	249	366	390	291
Environmental Assistance Oversight	0	0	0	0	300	435
Reimbursed to OIG	1,988	1,984	1,980	2,000	2,000	2,000
<b>TOTAL Oversight</b>	<b>\$39,961</b>	<b>\$62,170</b>	<b>\$46,350</b>	<b>\$76,362</b>	<b>\$72,438</b>	<b>\$80,571</b>

QUESTION: Please provide an estimate of the number of financial reviews anticipated for each fiscal year between fiscal years 2004 and 2009.

RESPONSE: The number of estimated Financial Management Oversight (FMO) reviews for each fiscal year starting with FY 2004 is listed in the following table:

<b>FEDERAL TRANSIT ADMINISTRATION FINANCIAL MANAGEMENT OVERSIGHT REVIEWS</b>						
	<b>FY 2004</b>	<b>FY 2005</b>	<b>FY 2006</b>	<b>FY 2007</b>	<b>FY 2008</b>	<b>FY 2009</b>
<b>FMO</b>	37	35	57	69	42	50

QUESTION: Please provide a cost accounting of funds provided in fiscal year 2008 and those requested for fiscal year 2009 for safety oversight and for security oversight.

RESPONSE:

<b>FEDERAL TRANSIT ADMINISTRATION SAFETY AND SECURITY OVERSIGHT</b>		
	<b>FY 2008 Estimate</b>	<b>FY 2009 Request</b>
State Safety Oversight	\$1,500,000	\$1,700,000
Drug and Alcohol Compliance	1,900,000	1,900,000
Security Assessments/Technical Guidance	1,706,000	1,706,000
Bus Safety and Security Oversight	850,000	950,000
<b>Safety and Security Oversight Total</b>	<b>\$5,956,000</b>	<b>\$6,256,000</b>

### **RESEARCH AND UNIVERSITY RESEARCH CENTERS**

QUESTION: Please provide a table detailing the research projects designated in SAFETEA-LU for FY 2009 as well as the research projects in FTA's core program.

RESPONSE: The following table lists SAFETEA-LU earmarks for the Research and University Research Centers account and FTA's most important National Research and Technology Program projects for fiscal year 2009.

[The information follows:]

[Insert #38 – Research Priorities]

**FEDERAL TRANSIT ADMINISTRATION**  
**SAFETEA-LU Earmarks and Core Program Research Projects by Research**  
**Strategic Goal**

**INCREASE TRANSIT RIDERSHIP**

<b>SAFETEA-LU Earmarks</b>	<b>Actual (\$)</b>
North Dakota State University Transit Center for Small Urban Areas (Small Urban and Rural Transit Center)	1,200,000
Accessibility for Persons with Disabilities -- Project ACTION	3,000,000
Human Services Transportation Coordination	1,600,000
National Technical Assistance Center for Senior Transportation	1,000,000
Pilot Program for Remote Infrared Audible Signs	500,000
Transportation Equity Research Program	1,000,000
 <b>Discretionary Projects</b>	
Community Transportation Association of America Nationwide Joblinks	750,000
Analysis of Data form National Transit Database	900,000
Demonstration of Methods, Techniques, and Technologies to Increase Transit Ridership	1,000,000
State Coordinated Grants	1,000,000
United We Ride Coordinating Council and Mobility Management Implementation Strategies	300,000
Oversight Takedown	390,000

**IMPROVE CAPITAL & OPERATING EFFICIENCY**

<b>SAFETEA-LU Earmarks</b>	<b>Actual (\$)</b>
Center for Advanced Transportation Initiatives	625,000
Transportation Infrastructure and Logistics Research	500,000
National Bus Rapid Transit Institute	1,750,000
Advanced Technology Bus Rapid Transit Project	625,000
Institute of Technology's Transportation, Economic, & Land Use System	625,000
Intelligent Transportation System Pilot Project	465,000
Portland, Oregon Streetcar Prototype Purchase and Deployment	1,000,000
Public Transportation Participation Pilot Program	1,000,000
Regional Transit Training Consortium Pilot Program	450,000
Transit Oriented Development (Center for Transit Oriented Development) - Performance Measures	1,000,000
Transit technology career ladder partnership training program (Transit Career Ladder Training Institute)	1,000,000
Wisconsin Supplemental Transportation Rural Assistance Program	2,000,000
 <b>Discretionary Projects</b>	
ADA Regional Dialogues on Accessible Transportation	500,000

**FEDERAL TRANSIT ADMINISTRATION**  
**SAFETEA-LU Earmarks and Core Program Research Projects by Research**  
**Strategic Goal**

Benchmarking Transit Systems	100,000
Rail Programs	5,183,000
Bus and Bus Rapid Transit Programs	2,000,000
Transit Operation Improvements	2,000,000
Development of Transit Standards	1,000,000
Improve New Starts Forecasts	200,000
Transportation Planning: Partnership and capacity building	400,000
Trade Promotion, Technical Assistance, and Training	700,000
Sponsorship and Participation in Transit Industry Forums	150,000
Transit Oriented Development, Mixed-Use Housing and Joint Development	515,871
Support for Title VI, Disadvantaged Business Enterprises, and Equal Employment Opportunities	300,000
Major Capital Projects Roundtables	70,000
MCA Web Development	384,129
New and Small Starts Outreach and Roundtables	182,000

**IMPROVE SAFETY & EMERGENCY PREPAREDNESS**

<b>SAFETEA-LU Earmarks</b>	<b>Actual (\$)</b>
Application of Information Technology to Transportation Logistics and Security	400,000
Chester County transit security training facility, PA (Transit Security Training Facility)	750,000
Lehigh Carbon Community College transit first responder training facility (Regional Public Safety Training Center)	500,000
Trauma Care System Research and Development	500,000
<b>Discretionary Projects</b>	
Bus Rapid Transit Safety Issues	700,000
Drugs and Alcohol Testing (DAMIS/Guidance)	1,350,000
Transit Safety & Security Statistics Reporting and Analysis	480,000
Safety and Emergency Preparedness Technology	2,000,000
FTA Emergency Contact Database	430,000
Transit System Safety Program Guidance, Information Sharing and Awareness Outreach	700,000
Immediate Response to Transit Emergencies	250,000
Connecting Communities	300,000
Continuity of Operations Planning in (COOP)	200,000
Immediate Response to Transit Emergencies	250,000
Transit Fire Safety Materials Analysis and Testing Program	75,000
Safety training (TSI)	1,650,000

**FEDERAL TRANSIT ADMINISTRATION  
SAFETEA-LU Earmarks and Core Program Research Projects by Research  
Strategic Goal**

**PROTECT THE ENVIRONMENT & PROMOTE ENERGY INDEPENDENCE**

<b>SAFETEA-LU Earmarks</b>	<b>Actual (\$)</b>
Greater New Haven Transit District Fuel Cell-Powered Bus Research	625,000
Transportation Hybrid Electric Vehicle and Fuel Cell Research	500,000
<b>Discretionary Projects</b>	
Rail Energy Conservation Improvements	1,250,000
Clean Fuels and Electric Drive Bus Deployment (hybrid-electric)	3,300,000
Environmental Research Support for Transit Activities	550,000
Support for DOT Center for Climate Change	150,000

**PROVIDE TRANSIT RESEARCH LEADERSHIP**

<b>Discretionary Projects</b>	<b>Actual (\$)</b>
Expanded E-Government - "egrant" really "ALL" E-Gov Initiatives	206,899
Reauthorization SAFETEA-LU -2 outreach	300,000
Technical Support for the Research Program	1,000,000
Innovative Financing and Public Private Partnerships	150,000
Transit Conditions and Performance Report	300,000
Transit Research Analysis Committee (TRAC)	250,000
Transportation Research Board Support	233,101
Program Evaluation: JARC/New Freedom/Elderly and Persons with Disabilities	500,000

<b>SUBTOTAL, NATIONAL RESEARCH PROGRAM</b>	<b>\$57,615,000</b>
<b>PROGRAM</b>	<b>\$9,300,000</b>
<b>NATIONAL TRANSIT INSTITUTE</b>	<b>\$4,300,000</b>
<b>UNIVERSITY TRANSPORTATION CENTERS</b>	<b>\$7,000,000</b>
<b>TOTAL, FTA</b>	<b>\$78,215,000</b>

QUESTION: Please provide a table detailing the unobligated balances in the FTA research program by project and program for FY 2006 – 2008.

RESPONSE:

**FEDERAL TRANSIT ADMINISTRATION  
National Research and Technology Program Unobligated Balances  
FY 2006 to FY 2008**

National Research and Technology Program Project	FY 2006 Available	FY 2007 Available	FY 2008 Available	Unobligated Balance FY 2006- April 30, 2008	Note
<b>Appropriation Earmarks</b>					
American Cities Transportation Institute	495,000	0	294,000	294,000	3/
BuSolutions Advanced Transit Research	0	0	667,135	667,135	3/
Career for Advanced Transportation Initiatives - Rutgers Center for Advanced Transportation Initiatives	0	0	525,150	525,150	3/
CTAA of America Nationwide Joblinks	792,000	0	1,666,000	1,666,000	
East Tennessee Hydrogen Initiative	0	0	667,135	667,135	3/
Hennepin County Community Works	495,000	0	0	495,000	
Missouri Transportation Institute	0	0	1,667,837	1,667,837	3/
Prototype Vehicle Domestic Manufacturer (Streetcar)	0	0	490,000	490,000	3/
Research Hybrid Fueled Technology Transit System, CA	241,065	0	0	241,065	
Southern Fuel Cell Coalition Demonstration Project	0	0	190,610	190,610	3/
Staten Island Transit Enhancement Plan - Phase II	0	0	220,500	220,500	3/
WVU Exhaust Emission Testing Initiative	0	0	743,379	743,379	3/
<b>Projects Earmarked in SAFETEA-LU</b>					
Advanced Technology Bus Rapid Transit Project	495,000	540,000	550,000	550,000	3/
Center for Transit Oriented Development	990,000	1,000,000	1,000,000	1,000,000	3/
Greater New Haven Transit District Fuel Cell-Powered Bus Research	482,130	525,960	534,875	534,875	3/

<b>National Research and Technology Program Project</b>	<b>FY 2006 Available</b>	<b>FY 2007 Available</b>	<b>FY 2008 Available</b>	<b>Unobligated Balance FY 2006- April 30, 2008</b>	<b>Note</b>
Human Services Transportation Coordination	1,584,000	1,600,000	1,600,000	3,200,000	3/
Hydrogen Fuel Cell Shuttle Deployment Demonstration Project - Allentown, PA	792,000	800,000	0	1,592,000	1/
Institute of Technology's Transportation, Economic, & Land Use System	495,000	540,000	540,000	1,575,000	1/
Intelligent Transportation System Pilot Program	460,350	465,000	452,212	452,212	3/
National Bus Rapid Transit Institute	1,732,500	1,750,000	1,701,875	1,701,875	3/
National Technical Assistance Center for Senior Transportation (Section 5314(b))	990,000	1,000,000	1,000,000	2,000,000	2/
Pilot Program for Remote Infrared Audible Signs	495,000	500,000	500,000	500,000	3/
Portland, Oregon Streetcar Prototype Purchase and Deployment	990,000	1,000,000	1,000,000	1,000,000	3/
Project ACTION	2,970,000	3,000,000	3,000,000	3,000,000	3/
Public Transportation Participation Pilot Program	990,000	1,000,000	1,000,000	1,290,905	
Regional Public Safety Training Center	495,000	500,000	500,000	500,000	3/
Small Urban and Rural Transit Center	792,000	800,000	1,167,000	1,167,000	3/
Transit Career Ladder Training Program	990,000	1,000,000	1,000,000	1,000,000	3/
Transit Security Training Facility	742,500	750,000	750,000	750,000	3/
Transportation Equity Research Program	990,000	1,000,000	1,000,000	1,341,507	
Transportation Hybrid Electric Vehicle and Fuel Cell Research	482,130	487,000	486,250	486,250	3/
Transportation Infrastructure and Logistics Research		487,000	486,250	486,250	3/
Trauma Care System Research and Development	495,000	500,000	486,250	486,250	3/
Wisconsin Supplemental Transportation Rural Assistance Program -- WI DOT	1,980,000	2,000,000	2,000,000	2,542,612	
<b>Discretionary Projects</b>					
Advanced Small Vehicle Demonstration Program	0	0	150,000	150,000	3/
Air Quality and Environmental Research	0	550,000	0	413,500	
Baldrige Technical Assistance and Workshops	0	44,880	19,800	367	
CEM of Rail Transit Interior	0	0	175,000	175,000	3/

<b>National Research and Technology Program Project</b>	<b>FY 2006 Available</b>	<b>FY 2007 Available</b>	<b>FY 2008 Available</b>	<b>Unobligated Balance FY 2006-April 30, 2008</b>	<b>Note</b>
Features					
Clean Fuels & Electric Drive Bus Deployment Program	450,000	400,000	0	200,000	
Communication Based Train Control Before / After Cost Effectiveness Study	0	0	200,000	200,000	3/
COMTO Careers in Transportation Internship Program	0	100,000	100,000	100,000	3/
Congestion Initiative Expert Support	300,000	0	0	150,000	
Construction Roundtable	80,000	0	0	80,000	
Continuity of Operations Planning in (COOP)	50,000	75,000	60,000	60,563	
Crash Emergency Management of LRVs	0	100,000	0	100,000	
DBE Electronic Reporting Project	0	0	200,000	200,000	3/
Development of Transit Standards		1,900,000		1,900,000	
DOT Center for Climate Change		150,000	100,000	100,000	3/
Drug and Alcohol Management Information System (DAMIS)	1,100,000	1,300,000	1,350,000	2,650,000	2/
Electronic Government Initiatives	172,138	182,587	204,155	204,155	
Evaluation of Safety and Security Training Courses	0	0	100,000	100,000	3/
Formula Apportionment System Update and Enhancements	0	25,000	0	25,000	
FTA Implementation of the Strategic Business Plan	25,000	0	0	3,152	
FTA Rail Cost Database Update and Training	0	0	250,000	250,000	3/
FTA Strategic Plan Support	0	0	200,000	200,000	3/
Hybrid Bus Deployment and Performance Evaluation	0	0	250,000	250,000	3/
Improving New Starts Forecasts	0	350,000	0	350,000	
Incentive in Formula Programs Study - SAFETEA-LU	200,000	0	0	40,596	
Incremental BRT: Research of Concept and Demonstration	0	0	250,000	250,000	
JARC and New Freedom Evaluation	0	500,000	0	500,000	
Katrina Support - NORTA	395,165	0	0	395,165	
Major Capital Projects Roundtable	0	70,000	160,000	186,005	
Major Capital Projects, Project Management Outreach	0	150,000	0	150,000	

<b>National Research and Technology Program Project</b>	<b>FY 2006 Available</b>	<b>FY 2007 Available</b>	<b>FY 2008 Available</b>	<b>Unobligated Balance FY 2006- April 30, 2008</b>	<b>Note</b>
Manage Implementation of the Remote Infrared Audible Signage Model Accessibility Program	0	70,000	0	165	
Monthly Ridership Date	0	210,000	0	800	
National Fuel Cell Bus Program Support	0	0	450,000	450,000	
National Household Travel Survey	0	200,000	200,000	200,000	3/
National MSAA / United We Ride Demonstration	0	0	1,000,000	1,000,000	3/
New Starts Process Review	148,573	0	0	148,573	
New Starts Roundtable and New Starts / Small Starts Outreach	200,000	178,000	200,000	231,879	
NTD Transit Safety and Security Statistics Analysis and Report	0	0	200,000	200,000	3
Performance Management Outreach	0	0	285,000	187,750	
Planning Partnerships for Improved Transit Planning	0	75,000	150,000	225,000	
Public-Private Partnership Pilot Program	0	500,000	1,000,000	300,000	
Rail Cost Studies / Rail Operations Imp.	550,000	0	0	470,004	
Real-Time Subway Train Location Demonstration		0	400,000	400,000	
Reauthorization - Research & Outreach	375,000		300,000	300,000	
Remote Infrared Audible Signage Model Accessibility Program	0	0	70,000	70,000	
ROI of Rail System Energy Storage Technologies	0	0	150,000	150,000	
Safe Transit Operations in a Shared Track Environment	0	500,000	0	500,000	
Safety and Security Training Course Development and Delivery	1,500,000	0	1,600,000	1,600,000	
Safety Audit Training		250,000		250,000	
Strategic Analysis Technical Support	0	0	550,000	550,000	
Support for Meeting ADA Requirements	200,000	300,000	250,000	550,000	
Support for Title VI / DBEs / EEO Colloquiums	300,000	0	250,000	250,000	3/
TCRP Matching Funds for Project H-39	0	0	100,000	100,000	3/
TEAM Training and Support	0	75,000	0	75,000	
Technical Support for the Research Program	0	900,000	0	605,705	

<b>National Research and Technology Program Project</b>	<b>FY 2006 Available</b>	<b>FY 2007 Available</b>	<b>FY 2008 Available</b>	<b>Unobligated Balance FY 2006- April 30, 2008</b>	<b>Note</b>
The Taxi Cab, Limousine, & Paratransit Association Partnership Program	0	200,000	200,000	200,000	3/
Title VI Electronic Reporting Project	0	100,000	0	100,000	
Transit Conditions, Performance, & Investment Needs	300,000	300,000	355,414	332,000	
Transit Fire Safety & Analysis Program for Transit Rail and Bus Equipment	0	50,000	0	50,000	
Transit Infrastructure Needs Report	0	0	218,000	218,000	3/
Transit Safety and Security Information Sharing and Public Awareness	405,500	300,000	0	405,000	2/
Transit Security Roundtable	0	200,000	200,000	200,000	3/
Transportation Research Board Core Support	0	0	200,000	200,000	3/
United We Ride	755,000	1,800,000	1,000,000	1,800,000	
Vehicle Guidance and Accessibility	0	1,300,000	0	1,300,000	
Workforce Planning		0	160,000	160,000	3/
<b>Appropriations Earmarks</b>	<b>2,023,065</b>	<b>0</b>	<b>7,131,746</b>	<b>7,867,811</b>	
<b>SAFETEA-LU Earmarks</b>	<b>20,432,610</b>	<b>21,244,960</b>	<b>20,754,712</b>	<b>27,156,736</b>	
<b>Earmarks Total</b>	<b>22,455,675</b>	<b>21,244,960</b>	<b>27,886,458</b>	<b>35,024,547</b>	
<b>Discretionary</b>	<b>7,506,376</b>	<b>13,405,467</b>	<b>13,257,369</b>	<b>23,163,379</b>	
<b>Total All Projects</b>	<b>29,962,051</b>	<b>34,650,427</b>	<b>41,143,827</b>	<b>58,187,926</b>	

1/ Unobligated balance is assumed to include FY 2008 budget amounts because the project has never been obligated.

2/ Because of the nature of this contract, obligations for the funds budgeted in each fiscal year are made early in the next fiscal year. The project will be obligated at the beginning of FY 2009.

3/ This project is expected to be fully obligated before the end of FY 2008.

**QUESTION:** What universities does FTA anticipate will receive funds in FY09?

**RESPONSE:** Recipients of funds are selected on a competitive basis based on the research topic studied. The following universities were earmarked in SAFETEA-LU to receive funds in FY 2009:

University Centers Program (FTA funded universities)

University of Tennessee – Knoxville National Transportation Research Center

Texas A&M University

Morgan State University

University of Alabama - Tuscaloosa

University of Alabama Birmingham – Injury Control Research Center

Jackson State University Intermodal Transportation Institute

University of Denver/Mississippi State University

National Research and Technology Program

University of Alabama – Tuscaloosa

University of Alabama – Birmingham

University of Alabama – Huntsville

University of South Florida

Northern Kentucky University

Ohio State University

Lehigh Carbon Community College, PA

Chester County Community College, PA

North Dakota State University

University of Rutgers, NJ

**TRANSPORTATION IN PARKS AND PUBLIC LANDS**

**QUESTION:** What is the total amount expected to be allocated from all sources at FTA for activities related to transit planning in the national parks?

**RESPONSE:** In FY 2008 FTA received a total of 29 planning proposals requesting a total of \$7,084,950. As predicted by the August 2001 DOT-DOI study on alternative transportation needs in public lands, the National Park Service had the highest need for alternative transportation. The National Park Service has the most existing alternative transportation systems and has had an alternative transportation program in place since 1997. The National Park Service submitted 20 planning proposals in FY 2008 requesting a total of \$5,173,000, the USDA Forest Service submitted 7 planning proposals requesting a total of \$1,770,000, and the Fish and Wildlife Service and the Bureau of Land Management each submitted one planning proposal requesting \$45,000 and \$96,950 respectively. DOT and DOI are conducting a competitive selection process that will ultimately determine how much of the \$7,084,950 requested will be funded, and will strive to fund both

planning and capital projects that are geographically diverse among the various land management agencies in both urban and rural areas.

QUESTION: Please provide a table describing the selected projects for fiscal year 2007 (include columns for State; Public Land Unit; Agency; Funding Recipient; Type of Project; Project Description and FY 2007 funding). What is the status of fiscal year 2008 projects? Please provide similar information if projects have been selected.

RESPONSE:

**FEDERAL TRANSIT ADMINISTRATION  
Transportation in the Parks and Public Lands**

State	Land Unit/Agency	Project Description	Project Type	Funding Recipient	FY 2007 Funding
AK	Glacier Bay NP and Preserve/National Park Service	Replace the existing Gustavus passenger and freight dock.	Boat / Ferry / Dock	Direct Grant to Alaska Department of Transportation (D2007-ATPL-001)	\$3,000,000
AK	Tongass National Forest/United States Forest Service	Design, procure, and implement an Intelligent Transportation System (ITS).	Other	Interagency Agreement with United States Forest Service	\$500,000
AZ	Grand Canyon National Park/National Park Service	Implement an ITS that promotes transit use and reduced congestion.	Other	Interagency Agreement with National Park Service	\$193,000
AZ	Coronado National Forest, Santa Catalina Ranger District, Sabino Canyon Recreation Area/United States Forest Service	Fund a transportation analysis and feasibility study.	Planning	Interagency Agreement with United States Forest Service	\$180,000

State	Land Unit/Agency	Project Description	Project Type	Funding Recipient	FY 2007 Funding
CA	Muir Woods National Monument of the Golden Gate National Recreation Area/ National Park Service	Lease ten clean fuel shuttle buses for Muir Woods shuttle service and improve the Muir Woods Centennial transit stop	Bus	Interagency Agreement with National Park Service	\$492,500
CA	Sequoia and Kings Canyon National Parks/ National Park Service	Lease five 30' shuttle buses for the Giant Forest Shuttle System in Sequoia National Park.	Bus	Interagency Agreement with National Park Service	\$225,000
CA	Inyo National Forest Devils Postpile National Monument/ United States Forest Service and National Park Service	Capital cost of leasing ten buses for the Red Meadows-Devils Postpile transit system Funds also to be used for visitor information on the transit system..	Bus	Interagency Agreement with United States Forest Service	\$100,000
CA	Yosemite National Park/ National Park Service	Lease Yosemite Area Regional Transportation System (YARTS) Vehicles.	Bus	Interagency Agreement with National Park Service	\$264,600
CA	Yosemite National Park/ National Park Service	Complete park wide Integrated Transportation Capacity Assessment.	Planning	Interagency Agreement with National Park Service	\$621,600
CA	Golden Gate National Recreation Area/ National Park Service	Prepare operational plan for the Fort Baker Shuttle.	Planning	Interagency Agreement with National Park Service	\$70,000
CA	San Francisco Maritime National Historical Park, Golden Gate National Recreation Area/ National Park Service	Prepare Environmental Impact Statement for the extension of the San Francisco Municipal Railway Historic Streetcar Route/Line	Planning	Interagency Agreement with National Park Service	\$493,000

State	Land Unit/Agency	Project Description	Project Type	Funding Recipient	FY 2007 Funding
CO	The Maroon Bells - Snowmass Wilderness Area, White River National Forest/ United States Forest Service	Purchase 2 hybrid electric low-floor buses and advance ITS technology initiatives to make transit within Maroon Bells, Snowmass Wilderness Area, and White River National Forest more efficient and user-friendly.	Bus	Direct Grant to Roaring Fork Alternative Transportation Authority (D2007-ATPL-002)	\$1,300,000
CO	US Fish and Wildlife Service Rocky Mountain/Fish and Wildlife Service	Bus acquisition to facilitate alternative transportation within Rocky Mountain Arsenal National Wildlife Refuge.	Bus	Interagency Agreement with Fish and Wildlife Service	\$171,720
CO	Rocky Mountain National Park/ National Park Service	Model the effects of alternative transportation on resource protection and visitor experience in Rocky Mountain National Park.	Planning	Interagency Agreement with National Park Service	\$298,817
FL	Gulf Islands National Seashore/ National Park Service	Fund the Fort Pickens/Gateway Community Alternative Transportation Plan.	Planning	Interagency Agreement with National Park Service	\$250,000
MA	Cape Cod National Seashore/ National Park Service	Purchase five 30' low-floor mini-buses.	Vehicle replacement	Interagency Agreement with the National Park Service	\$1,850,000
MA	Cape Cod National Seashore/ National Park Service	Purchase a tram to facilitate alternative transportation.	Tram/Trolley	Interagency Agreement with National Park Service	\$450,000

State	Land Unit/Agency	Project Description	Project Type	Funding Recipient	FY 2007 Funding
MA	Lowell National Historic Park/ National Park Service	Fund maintenance and safety improvements to the existing 1.5-mile trolley system.	Tram/Trolley	Interagency Agreement with National Park Service	\$409,650
MA	Monomoy National Wildlife Refuge, Cape Cod National Seashore/National Park Service and Fish and Wildlife Service	Fund a planning study that focuses on the expansion of alternative transportation in Outer and Lower Cape Cod.	Planning	Interagency Agreement with Fish and Wildlife Service	\$100,000
MA	Cape Cod National Seashore/ National Park Service	Fund a study that develops an integrated parking and transit plan	Planning	Interagency Agreement with National Park Service	\$250,000
MA	Boston Harbor Islands National Recreation Area / National Park Service	Rehabilitate the Ferry Hub Pier at Georges Island	Planning	Interagency Agreement with National Park Service	\$100,000
MD	Fort McHenry National Monument and Historic Site/ National Park Service	Reconfigure a transit vehicle node, which will provide a safe visitor access point to the park.	Other	Interagency Agreement with National Park Service	\$292,500
MD	Fort McHenry National Monument and Historic Site/ National Park Service	Conduct a feasibility study to evaluate a circular trolley/transit system connecting Baltimore's Inner Harbor with Fort McHenry National Park.	Planning	Interagency Agreement with National Park Service	\$72,000
MD etc	Multiple Wildlife Refuges in Northeast (Region 5)/ Fish and Wildlife Service	Research and design of a low environmental impact tram	Planning	Interagency Agreement with Fish and Wildlife Service	\$248,000

State	Land Unit/Agency	Project Description	Project Type	Funding Recipient	FY 2007 Funding
MD/V A	Chincoteague National Wildlife Refuge, Assateague Island National Seashore/ Fish and Wildlife Service and National Park Service	Conduct a comprehensive transportation planning study.	Planning	Interagency Agreement with Fish and Wildlife Service	\$270,000
ME	Acadia National Park/ National Park Service	Purchase six propane buses.	Vehicle replacement	Direct Grant to Maine Department of Transportation (D2007-ATPL-003)	\$1,096,500
ME	Acadia National Park/ National Park Service	Fund a study that evaluates existing conditions at all bus stops within Acadia National Park, and identify alternative designs and strategies to improve bus stops that pose a risk to visitor safety.	Planning	Interagency Agreement with National Park Service	\$80,000
MI	Hiawatha National Forest - Alger County Public Transit/ United States Forest Service	Replace a passenger ferry, purchase a tour bus, rehabilitate a ferry dock, and construct a terminal facility.	Bus	Interagency Agreement with United States Forest Service	575,000
MT	Glacier National Park and Blackfeet Indian Reservation/ National Park Service	Purchase transit vehicles for Glacier National Park Transit System.	Bus	Interagency Agreement with National Park Service	\$1,200,000
NJ	Sandy Hook Unit of Gateway National Recreation Area/ National Park Service	Fund feasibility study on upgrading the Sandy Hook National Park's shuttle bus service.	Planning	Interagency Agreement with National Park Service	\$50,000

State	Land Unit/Agency	Project Description	Project Type	Funding Recipient	FY 2007 Funding
NV	Humboldt-Toiyabe National Forest/Spring Mountain National Recreation Area/ United States Forest Service	Fund a pilot ski season shuttle project and provide operational data for bus service between Las Vegas and the Las Vegas Ski and Snowboard Resort.	Bus	Interagency Agreement with United States Forest Service	168,300
NY	Roosevelt-Vanderbilt National Historic Site/ National Park Service	Fund a multi-year, seasonal field test at Roosevelt-Vanderbilt National Historic Site.	Bus	Interagency Agreement with National Park Service	\$226,800
NY	Fire Island National Seashore/ National Park Service	Redesign and construct a ferry terminal/visitor transportation center.	Boat / Ferry / Dock	Interagency Agreement with National Park Service	\$200,000
OH	Cuyahoga Valley National Park/ National Park Service	Upgrade Rockside Railroad Boarding Station Area.	Planning	Interagency Agreement with National Park Service	\$187,000
OR	Lewis and Clark National Historical Park/ National Park Service	Fund shuttle bus leasing from Sunset Empire Transit District.	Bus	Interagency Agreement with National Park Service	\$43,000
PA	Gettysburg National Military Park; Eisenhower National Historic Site and the Soldiers National Cemetery/ National Park Service	Procure three trolleys and construct eight bus stops.	Bus	Direct Grant to Adams County Transit Authority (D2007-ATPL-004)	\$787,353
PA	Valley Forge National Historical Park/ National Park Service	Fund a pilot shuttle bus program at Valley Forge National Historical Park.	Planning	Interagency Agreement with National Park Service	\$168,000
TN	Kennesaw Mountain National Battlefield Park/ National Park Service	Conduct a technical review of Kennesaw Mountain National Battlefield Park shuttle bus service.	Planning	Interagency Agreement with National Park Service	\$25,000

State	Land Unit/Agency	Project Description	Project Type	Funding Recipient	FY 2007 Funding
TX	Lower Rio Grande Valley National Wildlife Refuge	Purchase 10 transit vehicles to facilitate ecotourism at Texas parks, wildlife refuges, and the World Birding Center.	Tram/Trolley	Interagency Agreement with Fish and Wildlife Service	\$400,000
UT	Bureau of Land Management Moab Field Office, Arches National Park/Bureau of Land Management and National Park Service	Construct transit hub to be located on the north end of Moab near the banks of the Colorado River.	Other	Direct Grant to Grand County, Utah (D2007-ATPL-005)	\$774,000
UT	Zion National Park/ National Park Service	Expansion of the Zion shuttle system's Visitor Center shuttle bus stop.	Other	Interagency Agreement with National Park Service	\$151,500
UT	Wasatch-Cache National Forest, Salt Lake Ranger District/ United States Forest Service	Fund a transportation feasibility study for the Salt Lake City Tri-Canyons, Albion Basin area.	Planning	Interagency Agreement with United States Forest Service	\$204,000
UT	Zion National Park/ National Park Service	Fund Zion National Park Shuttle Service Planning Study.	Planning	Interagency Agreement with National Park Service	\$150,000
VA	Colonial National Park/ National Park Service	Conduct visitor survey and enhance operations for current transit system.	Planning	Interagency Agreement with National Park Service	\$95,000
WA	Wenatchee National Forest/ United States Forest Service and National Park Service	Redesign the Lake Chelan Dock infrastructure.	Planning	Interagency Agreement with United States Forest Service and National Park Service	\$5,000

State	Land Unit/Agency	Project Description	Project Type	Funding Recipient	FY 2007 Funding
WY	National Elk Refuge and Grand Teton National Park/ Fish and Wildlife Service and National Park Service	Construct a 4.2 mile trail system from National Elk Refuge Visitor Center to the end of the National Elk Refuge.	Non-motorized	Direct Grant to Teton County (D2007-ATPL-006)	\$1,000,000
			Total		\$19,788,840

The Alternative Transportation in Parks and Public Lands (ATPPL) program is administered by the Federal Transit Administration (FTA) in partnership with the Department of the Interior (DOI) and the U.S. Department of Agriculture's Forest Service. The purpose of the program is to enhance the protection of national parks and public lands, and increase the enjoyment of those visiting parks and public lands by funding planning and capital resources for qualified alternative transportation projects.

The deadline for submitting proposals for FY 2008 ATPPL funding was February 29th, 2008. FTA and its interagency partners from the Department of the Interior (DOI), U.S. Forest Service, National Park Service, Bureau of Land Management, and U.S. Fish and Wildlife Service are in the process of reviewing and evaluating the proposals submitted within the allotted timeframe.

Project proposals are evaluated based on selection criteria that support the goals of the ATPPL program to conserve natural, historic, and cultural resources; reduce congestion and pollution; improve visitor mobility and accessibility; enhance the visitor experience; and to ensure access to all, including persons with disabilities (49 U.S.C. 5320). Consideration is also given to projects based on geographic diversity, balance between urban and rural projects, and balance in the size of projects (49 U.S.C. 5320(g)). This evaluation process is carried out by an interagency Technical Review Committee (TRC) comprised of members from the FTA, Department of the Interior (DOI), U.S. Forest Service, National Park Service, Bureau of Land Management, and U.S. Fish and Wildlife Service.

After evaluating the projects based on the criteria specified in SAFETEA-LU, the Technical Review Committee will provide a recommendation to the

Secretary of the Interior, who, after consultation with and in cooperation with the Secretary of Transportation, will determine the final selection of projects to be funded and the amount of funding for each project. We anticipate the fiscal year 2008 project funding decisions to be complete by August 2008.

**CONGESTION REDUCTION INITIATIVE**

**QUESTION:** Please provide a table that delineates how the fiscal year 2007 transit funds were utilized for the "Urban Partnership Agreement" program. Please describe amount, program (i.e. bus, new start, etc.) and purpose.

**RESPONSE:**  
[The information follows:]

**FY 07 Transit Funds Allocated through the Urban Partnership Program**

<b>SECTION 5309 BUS - TOTAL:</b>		<b>\$ 418,013,000</b>
<b>Operation of BRT on HOT lanes</b>		<b>\$ 14,400,000</b>
Miami	2 40' transit coaches	\$ 800,000
Miami	16 60' NABI articulated	\$ 13,600,000
<b>Broward County express bus service</b>		<b>\$ 4,000,000</b>
Miami	5 MCI OTR coach	\$ 4,000,000
<b>Transit facility improvements</b>		<b>\$ 1,100,000</b>
Miami	Broward Blvd. park-and-ride lot	\$ 400,000
Miami	Hollywood/Pines Blvd./University Dr. station	\$ 100,000
Miami	Hollywood/Pines Blvd./SR 7 branded station	\$ 100,000
Miami	Hollywood/Pines Blvd./ Tri-Rail ped. facilities	\$ 100,000
Miami	Transit signal priority 50 signals	\$ 400,000
<b>Transit projects</b>		<b>\$ 85,913,000</b>
Minneapolis	Purchase 26 buses for express bus service	\$ 10,400,000
Minneapolis	Double width transit lanes in downtown Minneapolis	\$ 24,200,000
Minneapolis	Construct bus lane or ramp at Hwy 77/Hwy 62	\$ 7,500,000
Minneapolis	Bus shelters along Marquette and 2nd Avenue	\$ 7,100,000
Minneapolis	I-35W South, PnR	\$ 8,800,000
Minneapolis	I-35 South PnR	\$ 1,500,000
Minneapolis	I-35W Nouth PnR	\$ 8,800,000
Minneapolis	180th St Station and PnR	\$ 1,600,000
Minneapolis	140th and 147th St Stations	\$ 4,350,000
Minneapolis	Palomino Drive Station	\$ 1,580,000
Minneapolis	Cedar Grove Station	\$ 825,000
Minneapolis	ITS: Bus Arrival Times	\$ 130,000
Minneapolis	ITS: Congestion Conditions	\$ 67,500
Minneapolis	ITS: Parking Availability	\$ 940,000
Minneapolis	ITS: Lane Guidance System	\$ 3,985,500
Minneapolis	ITS:Signal Priority System	\$ 4,135,000
<b>Implementation of SFgo ATMS (incl. signal upgrades)</b>		<b>\$ 58,000,000</b>
San Francisco	SFgo Fiber Optic Transit Signal Priority	\$ 58,000,000
<b>Enhanced bus service along SR-520</b>		<b>\$ 31,650,000</b>
Seattle	Purchase 20 60 foot Hybrid Coaches	\$ 16,850,000
Seattle	Purchase 25 40 foot Hybrid Coaches	\$ 14,800,000
<b>New transit improvements along SR-520 corridor</b>		<b>\$ 9,350,000</b>
Seattle	South Kirkland Park and Ride Expansion (add 305 spaces)	\$ 6,250,000
Seattle	Design/Construct garage at Redmond TOD	\$ 2,100,000
Seattle	4 shelters and lighting	\$ 500,000
Seattle	Install real time info signs along corridor	\$ 500,000
<b>Preventive maintenance and transit improvements on I-210 and I-10</b>		<b>\$ 213,600,000</b>
Los Angeles		\$ 213,600,000
<b>SECTION 5309 NEW STARTS/SMALL STARTS TOTAL</b>		<b>\$ 112,700,000</b>
Chicago	Arterial BRT projects	\$ 112,700,000
<b>SECTION 5339 ALTERNATIVES ANALYSIS</b>		<b>\$ 2,400,000</b>
San Francisco	Travel forecasting in Grand/MacArthur BRT corridor	\$ 400,000
New York	W. of Hudson reg. transportation analysis	\$ 2,000,000

**TRANSIT ORIENTED DEVELOPMENT**

**QUESTION:** The Fiscal Year 2008 appropriations bill included \$500,000 in FTA and \$500,000 in HUD to establish an interagency working group. In addition, FTA was directed to work with HUD to develop a best practices manual which will serve to assist communities as they seek to establish mixed-income transit-oriented development. Please describe the specific activities that FTA has undertaken with HUD to encourage transit oriented development?

**RESPONSE:** The Joint Explanatory Statement of the Committee of Conference identified \$500,000, instead of \$1,000,000 as proposed by the House, to establish an interagency working group between FTA and HUD. Each agency was expected to use \$250,000. The conferees also directed FTA and HUD to develop a best practices manual which would serve to assist communities as they seek to establish mixed-income transit-oriented development, and to jointly report back to the House and Senate Committees on Appropriations within six months of enactment (June 26, 2008) on ways FTA and HUD can better coordinate transportation and housing programs to promote affordable housing near transit.

FTA and HUD have established an interagency working group to coordinate activities between the two agencies. The work group meets on a quarterly basis to coordinate research activities; monitor development of a Transportation-Housing Affordability Index and its possible application to specific projects, programs, or policies; identify outreach opportunities for coordination of programs or housing and transportation planning, develop ongoing action plans; and provide input into joint products. The interagency working group was initially convened in October 2007 by members of both FTA and HUD headquarters offices. Membership includes representatives of FTA's Offices of Budget and Policy, Planning and Environment, and the Chief Counsel, and HUD's Offices of Community Planning and Development, and Policy Development and Research. FTA regional and HUD field office representatives will be involved in the future.

FTA and HUD are in the process of completing an action plan to be submitted to the House and Senate Committees on Appropriations that outlines the strategies developed for the planning and implementation of its activities over three years (FY 2008 – FY 2010) for better coordination of transportation and housing programs to promote affordable housing near

transit. These activities will address outreach and capacity building, regulatory barriers, joint regional/metropolitan planning, policy analysis, research and development, and legislative research and recommendations. In addition, the interagency working group will develop performance measures and an associated management information system for assessing the effectiveness of action plan results.

Lastly, FTA and HUD are developing a best practices manual on mixed-income housing and transit-oriented development, to guide local officials on successful strategies for implementing mixed-income housing near transit. This manual will be published in FY 2009.

**QUESTION:** Please provide a table that delineates how the FTA intends to allocate the \$500,000 for transit oriented development activities. Please provide a list of FTA employees that are participating on the interagency working group.

**RESPONSE:**

As noted above, \$250,000 was identified in the Joint Explanatory statement for FTA's share of operating the interagency workgroup with HUD. The congressional directive for FTA and HUD to continue and expand their work in the area of mixed-income and affordable housing and transit is found under the FTA Administrative Expenses account, rather than under our National Research program where studies are more appropriately funded. (The identical directive is found under the HUD Policy Development and Research, Research and Technology Account.)

FTA has expended funds to date on staff-hours to work on the interagency working group and \$60,000 in Administrative Funds to produce a "best practices" manual. Matching funds have been provided by HUD, as well as the Center for Transit Oriented Development, for this effort. Staff from the following FTA offices are currently participating on the interagency working group: Office of Budget and Policy: Chief, Office of Policy Development and Review, and two Program Analysts; Office of Planning and Environment: Director, Office of Systems Planning, two Community Planners, and a Program Analyst; and Office of the Chief Counsel: Attorney-Advisor.

**CONTRACTING**

**QUESTION:** Please provide a list indicating how many sole source contracts (over \$100,000) were awarded in between Fiscal Year 2002 – 2006.

**RESPONSE:** During the period of 2002 – 2006 there were three (3) contracts that exceeded \$100,000 that were processed as sole source. All were funded using reimbursable resources from the Federal Emergency Management Agency (FEMA) in support of the 2005 Katrina relief effort and were awarded to:

- New Orleans Regional Transit Authority (NORTA), New Orleans, LA - \$67,343,537
- Coast Transit Authority, Gulfport, MS - \$1,420,813
- Louisiana Department of Transportation & Development, Baton Rouge, LA - \$18,746,088.

**QUESTION:** Has FTA made any attempts to ensure that each contractor/grantee be required to certify that they had read, were aware of, and would abide by applicable laws and regulations governing expenditures and reimbursements?

**RESPONSE:** By virtue of the contractor/grantee affixing their signature to either the contract or grant, they are certifying that have read, are aware of, and will abide by applicable laws and regulations governing expenditures and reimbursements.

**QUESTION:** Please provide a list indicating how many contract employees have worked in the same spaces as civil service employees in between Fiscal Year 2002-2006.

**RESPONSE:** Three (3) procurement contractors were necessary to meet agency goals and procurement requirements due to a loss of federal procurement staff during FY 2002 – FY 2004. Eight (8) information technology (IT) contractors serviced the agency's customer support center from FY 2002 – FY 2005. Six (6) financial systems contractors managed the Delphi On-Line Transaction Systems (DOTS) and the agency's payment system, known as ECHO, during FY 2002 – FY 2006. Below is a table for fiscal years 2002 – 2006 that shows the number of contractor staff on board.

**FEDERAL TRANSIT ADMINISTRATION  
Contractor Employee Staff**

<b>Fiscal Year</b>	<b>Contractor Staff</b>
2002	17
2003	17
2004	17
2005	14
2006	6

**QUESTIONS FOR THE RECORD FROM CHAIRMAN OLVER**  
**APPROPRIATION HISTORY**

**QUESTION:** Please provide MARAD's appropriations history over the last ten fiscal years.

**RESPONSE:** See table next page

DEPARTMENT OF TRANSPORTATION  
MARITIME ADMINISTRATION  
HISTORY OF APPROPRIATIONS  
FY 1999 - FY 2009

	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003		FY 2006		FY 2007	FY 2008	FY 2009
	P.L. 106-277 P.L. 106-31	P.L. 106-113	P.L. 106-553	P.L. 107-37	P.L. 108-7 P.L. 108-11	FY 2005 P.L. 108-447	P.L. 108-115 P.L. 108-148	24/	PL 110-065	PL 110-161	Request
Operations & Training (OAT) 1/	72,246	71,709	86,719	88,951	95,045	106,852	128,827	111,522	121,952	117,846	
Reappropriation-American Fisheries Act		1,122									
Alteration of Bridges	0	0	0	0	0	0	0	0	0	0	
Ship Disposal	0	0	0	0	11,088	21,443	20,790	20,790	17,000	16,000	
Special Studies	0	0	75	31	27	0	0	0	0	0	
Maritime Security Program	89,650	96,200	98,483	98,700	98,058	97,810	154,440	154,440	156,000	174,000	
Exempt from 2000 general reduction											
Assistance to Small Shipyards	0	0	0	0	0	0	0	0	10,000	0	
Gifts & Bequests	0	0	1,318	0	900	0	0	640	0	0	
National Defense Tank Vessel Construction	0	0	0	0	0	0	0	0	0	0	
Federal Ship Financing Fund	0	-3,000	0	378	0	74,400	0	-74,400	0	0	
Ship Construction	-17,000	0	0	-2,514	0	0	0	0	0	0	
Operating-Differential Subsidies	0	0	0	0	0	-1,979	-2,071	-2,000	-6,673	0	
Ocean Freight Differential 2/	16,131	74,832	254,800	156,729	189,898	814,859	513,847	197,859	145,000	175,000	
Maritime Guaranteed Loan (Title XI) 3/	9,725	7,815	33,912	36,573	29,099	4,726	9,085	4,085	6,408	3,531	
Guarantee Subsidy	(6,000)	(5,977)	(29,954)	(33,000)	(25,000)	0	(5,000)	0	(5,000)	0	
Administration	(3,725)	(3,795)	(3,978)	(3,978)	(4,099)	(4,726)	(4,085)	(4,085)	(3,408)	0	
Rescission of unobligated balance	0	0	-7,644	-5,000	0	0	0	0	0	0	
Reestimate	0	60,088	208,309	71,250	28,323	5,231	22,660	276	0	0	
<b>Total Appropriations</b>	<b>154,621</b>	<b>178,893</b>	<b>219,114</b>	<b>222,488</b>	<b>233,291</b>	<b>203,453</b>	<b>307,841</b>	<b>290,637</b>	<b>313,400</b>	<b>313,376</b>	
<b>Total Budget Authority</b>	<b>170,752</b>	<b>310,213</b>	<b>488,185</b>	<b>582,556</b>	<b>477,896</b>	<b>1,146,835</b>	<b>824,848</b>	<b>435,296</b>	<b>482,000</b>	<b>488,379</b>	

Footnotes (Actual Dollars - not in thousands):

- 1/ FY 1999 Operations and Training enacted budget authority includes \$840,000 in supplemental authority for VZK requirements, \$2,000,000 for implementation of the American Fisheries Act, \$220,000 transferred from USAID, and a late rescission of \$117,000.
- 2/ The budget authority for FY 2004 and FY 2005 is much higher than previous fiscal years due to the payment of disputed biddings up to ten years old.
- 3/ Maritime Guaranteed Loan Program Account
- 4/ Includes \$274,000 rescinded in P.L. 106-113
- 5/ Includes \$1,856,864 rescinded in P.L. 106-113
- 6/ Includes \$191,202 rescinded in P.L. 106-553
- 7/ Includes \$217,140 rescinded in P.L. 106-553
- 8/ Includes \$74,771 rescinded in P.L. 106-553
- 9/ Includes \$103,000 rescinded in P.L. 107-77
- 10/ Includes \$5,000 rescinded in P.L. 107-77
- 11/ Includes \$92,504 rescinded in P.L. 108-7
- 12/ Includes \$72,540 rescinded in P.L. 108-7
- 13/ Includes \$641,550 rescinded in P.L. 108-7
- 14/ Includes \$26,019 rescinded in P.L. 108-7
- 15/ Includes cancellation of expired funds of
- 16/ \$71,878 plus \$1,325,159 rescinded in P.L. 108-199
- 17/ Includes \$58,648 rescinded in P.L. 109-199
- 18/ Includes \$582,300 rescinded in P.L. 109-199
- 19/ Includes \$26,538 rescinded in P.L. 109-199
- 20/ Includes Working capital fund of \$1,650,000 plus \$875,804 rescinded in P.L. 108-447
- 21/ Includes \$172,928 rescinded in P.L. 108-447
- 22/ Includes \$789,630 rescinded in P.L. 108-447
- 23/ Includes \$620,000 rescinded in P.L. 108-447
- 24/ Includes \$38,112 rescinded in P.L. 108-447
- 25/ Across the board reduction of 1%
- 26/ Includes \$7,500,000 in supplemental funding for Hurricane Response
- 27/ Transferred from Highway Priority Projects (Section 113)

**MARAD OPERATIONS FUNDING DETAIL**

**QUESTION:** In table format, please show the line item budgetary elements that constitute MARAD Operations. Please include the associated funding level provided for each line item and line item subdivisions for the last five fiscal years and requested level in 2009. Please do not provide this information by performance goal.

**RESPONSE:**

	FY 2005 Enacted	FY 2006 Enacted	FY 2007 Enacted	FY 2008 Enacted	FY2009 President Request
<b>MARAD Operations (\$000)</b>	<b>\$41,079</b>	<b>\$56,192</b>	<b>\$39,086</b>	<b>\$46,064</b>	<b>\$45,503</b>
Salary and Expenses	25,903	26,089	26,531	26,314	26,772
Non-Salary Base Budget	7,463	7,599	7,599	7,585	7,645
Information Technology, Baseline	2,901	2,872	2,872	8,113	8,113
GSA Rent Increases	93	92	92	736	806
Set-aside for IT Costs	0	98	98	98	98
Delphi/Accounting	0	0	0	1,258	1,258
DOT E-Government	99	0	0	0	0
Security Training Center	605	0	0	0	0
Working Capital Fund (IT Consolidation)	2,874	148	0	0	0
IT Infrastructure Enhancements	149	0	0	0	0
Inland Waterways Conditions Report	992	0	0	0	0
IT services/Efforts	0	1,894	1,894	0	0
Supplemental - New Orleans Pier	0	7,500	0	0	0
Marine Transportation System Information Advocate	0	0	0	1,960	0
Port Congestion Initiatives	0	0	0	0	311
CMTS	0	0	0	0	300
Environmental Programs	0	0	0	0	200
Identification & Shared Access to Federal Facility	0	2,970	0	0	0
Planning and Preliminary Development	0	6,930	0	0	0

**CARRY-OVER BALANCES BY ACCOUNT**

**QUESTION:** In table format, please show carryover balances available by account or subaccount for fiscal years 2007 (available in FY08) and 2008 (available in FY09).

**RESPONSE:**

Unobligated Carryover Balances			
(\$000)			
	FY 2006 Actual	FY 2007 Actuals	FY 2008 Estimate
	(available in FY 2007)	(available in FY 2008)	(available in FY 2009)
<b>Account:</b>			
Operations and Training <sup>1/</sup>	8,771	1,649	1,649
Gifts and Bequests	39	59	0
Special Studies and Programs	6,339	1,300	0
Ship Disposal	15,933	14,081	0
Maritime Security Program	2,560	475	0
National Defense Tank Vessel Construction <sup>2/</sup>	74,400	0	0
Ship Construction	2,977 <sup>1/</sup>	6,674 <sup>2/</sup>	TBD <sup>3/</sup>
Ready Reserve Force	3,632	2,253	0
Vessel Operations Revolving Fund	22,553	19,708	19,708
War Risk Insurance Revolving Fund	42,365	43,293	45,293
Maritime Guaranteed Loan Program:			
Subsidy	7,352	7,352	7,352
Administration	0	0	0
<b>Total</b>	<b>186,921</b>	<b>96,844</b>	<b>74,002</b>

<sup>1/</sup> Balance rescinded in FY 2007  
<sup>2/</sup> Balance rescinded in FY 2008  
<sup>3/</sup> Unobligated Balance anticipated to be rescinded in FY 2009 (Current Unobligated Balance \$814k)

### FUNDS ADMINISTERED BY MARAD

**QUESTION:** Please list those funds that are administered by MARAD, but not appropriated to the organization. Please include where each account fund is credited to, the fund source, the intended use, the actual use, and the associated amount for each of the last five fiscal years.

**RESPONSE:** See table next page

**Funds Administered by the Maritime Administration  
Not appropriated to the Maritime Administration  
Summary FY 2007**

Total Vessel Operating Revolving Fund	\$239,952,543
Total Operations & Training	\$44,556,545
Total Gifts and Bequests	\$2,617,536
Total GMATS	\$9,741,487
Total Special Studies, Services, and Projects	\$7,500,000
Total FY 2007 Funding Authority	\$304,368,111

**Funds Administered by the Maritime Administration  
Not appropriated to the Maritime Administration  
Summary FY 2006**

Total Vessel Operating Revolving Fund	\$256,361,916
Total Operations & Training	\$50,123,365
Total Gifts and Bequests	\$2,182,796
Total GMATS	\$7,815,454
Total Special Studies, Services, and Projects	\$6,338,921
Total FY 2006 Funding Authority	\$322,822,452

**Funds Administered by the Maritime Administration  
Not appropriated to the Maritime Administration  
Summary FY 2005**

Total Vessel Operating Revolving Fund	\$289,043,342
Total Operations & Training	\$57,165,077
Total Gifts and Bequests	\$2,504,019
Total GMATS	\$7,600,205
Total Special Studies, Services, and Projects	\$6,511,725
Total FY 2003 Funding Authority	\$362,824,368

**Funds Administered by the Maritime Administration  
Not appropriated to the Maritime Administration  
Summary FY 2004**

Total Vessel Operating Revolving Fund	\$234,665,833
Total Operations & Training	\$52,634,157
Total Gifts and Bequests	\$1,749,479
Total GMATS	\$7,710,816
Total Special Studies, Services, and Projects	\$154,575
Total FY 2004 Funding Authority	\$296,914,860

**Funds Administered by the Maritime Administration  
Not appropriated to the Maritime Administration  
Summary FY 2003**

Total Vessel Operating Revolving Fund	\$313,325,353
Total Operations & Training	\$51,937,758
Total Gifts and Bequests	\$3,339,025
Total GMATS	\$6,093,740
Total Special Studies, Services, and Projects	\$70,604
Total FY 2003 Funding Authority	\$374,766,480

This is the total funding authority received/accepted through fiscal year 2003-2007, and cannot exceed the estimated offsetting collections apportioned by the Office of Management and Budget.

### STAFFING HISTORY

QUESTION: Please provide a table showing the following information by fiscal year 2004 through 2009 (request): FTE requested in the budget request; FTE enacted by Congress; and actual FTE on-board. Please provide this information by account and include a total.

RESPONSE:

STAFFING HISTORY

Program	FY 2004			FY 2005			FY 2006			FY 2007			FY 2008			FY 2009		
	Req.	Enact.	Actual															
Direct Funded																		
Operations and Training	483	476	455	481	455	453	455	455	431	455	424	446	424	438				446
Ship Disposal	5	9	7	9	7	7	7	7	0	7	7	7	7	7				7
Alternation of Bridges	0	0	0	0	0	0	0	0	0	0	0	0	23	0				0
Subtotal, Direct Funded	488	485	462	490	462	460	462	462	431	462	431	453	454	445				453
Reimbursements/Allocations/Other																		
O&T	470	405	362	413	365	366	365	365	354	358	354	303	354	303				303
Subtotal, Reimbursements	470	405	362	413	365	366	365	365	354	358	354	303	354	303				303
TOTAL FTE	958	890	824	903	827	826	827	827	785	820	785	756	808	748				756

### FTE REQUEST, FTE ON-BOARD, AND VACANCIES

QUESTION: Please provide a table showing the current number of FTE on-board, vacant FTE, and "new" FTE (additional FTE MARAD is requesting over that provided in FY08) by account and total.

RESPONSE: See below

Program	FY 2008		NEW	FY 2009
	On-Board FTE	Vacancies	FTE IN FY 2009	Requested FTE
Operations and Training:	436	2	8	446
Ship Disposal	7		0	7
Subtotal, Direct Funded	443	2	8	453
Reimbursements/Allocations/Other				
Operations and Training	303	0	0	303
Subtotal, Reimbursements	303	0	0	303
TOTAL FTE	746	2	8	756

### RETIREMENT PROJECTIONS

QUESTION: Please update the tables on page 458 of the FY08 hearing record that shows the percentage of the MARAD's employees that will be eligible for retirement over the next 10 years.

RESPONSE:

Future Year Retire Eligible	# of Employees	% Year	Cum. %
2009	225	29.0%	29.0%
2010	43	5.5%	34.5%
2011	48	6.2%	40.7%
2012	41	5.3%	45.9%
2013	35	4.5%	50.5%
2014	29	3.7%	54.2%
2015	31	4.0%	58.2%
2016	28	3.6%	61.8%
2017	35	4.5%	66.3%
2018	33	4.2%	70.5%
2018+	229	29.5%	100.0%
Grand Total	777	100.0%	

### NUMBER OF VESSELS ON SHIP DISPOSAL LIST

QUESTION: How many inactive, obsolete National Defense Reserve Fleet vessels are on the ship disposal list?

RESPONSE: As of April 1, 2008, there were 129 non-retention vessels on the National Defense Reserve Fleet ship inventory list. The inventory includes ships under recycling fee-for-service contracts. Those ships remain on the inventory list until the disposal action is completed. Of the 129 non-retention ships in the inventory 17 are in the process of being recycled and nine (9) ships are under contract award awaiting removal from the fleet sites. Non-retention vessels sold for disposal, or disposed of via donation and artificial reefing, are removed from the inventory list upon transfer of the vessel to the new owner.

QUESTION: How many NDRF vessels are available for disposal? How does this number differ from the total number of the ship disposal list?

**RESPONSE:** As of April 1, 2008, there were 103 vessels at the Maritime Administration's three fleet sites that are not yet under contract and, as such, are available for disposal. The difference between the 129 non-retention vessels on the inventory list and the 103 ships available for disposal at the fleet sites is that there are 26 ships that are currently in the disposal process or are under contract and awaiting removal from the fleet sites.

**QUESTION:** Please provide a table showing the beginning year balance of vessels on the ship disposal list, the number added, the number removed, and end of year balance by year for 1997 through 2009 (estimate).

**RESPONSE:** The table below reflects the beginning and ending year balance of vessels on the ship disposal list for the years 1997 through 2008 (estimate). The beginning and ending year balance only includes vessels physically located at the fleet sites for the given time periods.

OBSOLETE VESSELS IN MARAD'S CUSTODY BY FISCAL YEAR, FY 1997 - 2009													
	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008*	FY 2009*
On Hand, Start of Year	67	74	77	111	115	132	133	132	138	143	152	138	125
Transfers In	9	6	42	7	19	7	2	16	17	33	1	3	3
Transfers Out	2	3	8	3	2	6	3	10	12	24	15	16	14
On the books end of year	74	77	111	115	132	133	132	138	143	152	138	125	114
Removed from the Fleets	2	3	5	3	6	6	2	15	18	25	20	16	14
Definitions: "Transfers In" refers to vessels from all sources that have changed in status from retention to non retention. "Transfers Out" refers to vessels that have been taken "off the books" because of a completed disposal, title transfer through vessel sale, donation or other transfer action. "Removed from the fleet" refers to vessels that have been physically removed from the fleet sites. Except for vessel sales and donations, vessels removed from the fleet are not counted as "Transfers Out" until the disposal action is completed. *FY 2008 consists of actual and projected figures, FY 2009 figures are projections.													

**QUESTION:** What is the Department of Defense's (DoD's) projection for the size of the fleet of inactive, obsolete vessels for the next five years? What is MARAD's projection of the number of MARAD-owned, NDRF vessels to be reclassified as non-retention, obsolete, over the next five years?

**RESPONSE:** For planning purposes U.S. Navy staff has indicated that no DoD-owned merchant type vessels will be designated obsolete and transferred to the Maritime Administration (as the Government's disposal agent) over the next five years. MARAD's projection for the number of Maritime Administration-owned, NDRF vessels to be reclassified as non-retention, obsolete, over the next five years is approximately 3-5 vessels per year.

**RISK LEVEL AND LOCATION OF VESSELS ON SHIP DISPOSAL LIST**

**QUESTION:** How many and what percentage of ships on the list are rated as high risk? How many and what percentage are rated as moderate risk?

**RESPONSE:** A vessel condition rating system, using multiple factors, is used to evaluate the material condition of each obsolete vessel. The condition rating system and distribution of the 103 vessels awaiting disposal is shown in the following table. The number of ships in the chart below applies to the obsolete vessels currently located at the Maritime Administration's reserve fleet sites and not yet under contract for disposal. Non-retention vessels are disposed of on a "worst first" basis, which is a material condition-based priority that includes several assessment factors in addition to hull condition. Actual assessment of the vessel condition factors are converted to a numerical score. Vessels with a condition score of 70 or greater are considered a "high" disposal priority; a score of 35 to 69 is a "moderate" disposal priority; and, scores less than 35 are a "low" disposal priority.

Vessel Condition Score	Disposal Priority/Risk	Number Of Ships	Percentage Of Total
≥ 70	High	7	6.8%
35-69	Moderate	21	20.4%
< 35	Low	75	72.8%

**QUESTION:** Please list the distribution of the obsolete vessels by number and location relative to their risk/priority designation. What is the percentage of ships that are considered seaworthy to the extent that they could withstand an international voyage for overseas disposal?

**RESPONSE:** The distribution of 103 obsolete vessels awaiting disposal by number and location relative to their priority is shown in the following table.

Number Of Ships	Disposal Priority/Risk	Location
0	High	Beaumont, TX
0	Moderate	Beaumont, TX

16	Low	Beaumont, TX
0	High	James River, VA
5	Moderate	James River, VA
25	Low	James River, VA
7	High	Suisun Bay, CA
16	Moderate	Suisun Bay, CA
34	Low	Suisun Bay, CA

One hundred percent (100%) of the Maritime Administration's obsolete vessels awaiting removal from the fleets are considered seaworthy to withstand an international tow for overseas disposal. No vessels are currently designated for or restricted to domestic disposal because of the vessels' material condition. All vessels, whether destined for domestic or foreign recycling, undergo a trip and tow survey by an independent marine surveyor prior to the start of tow preparations to ascertain vessel condition prior to the commencement of a tow and to identify specific tow preparations that are needed. All vessels considered seaworthy for an open ocean tow are issued a load-line certificate by the U.S. Coast Guard. The Maritime Administration has removed 103 ships from three fleet's sites for disposal since FY 2001. All 103 ships received load-line certificates from the U.S. Coast Guard.

#### **OIL DISCHARGES FROM OBSOLETE VESSELS**

**QUESTION:** Please update the chart on page 465 of the FY08 hearing record on oil discharges from obsolete vessels.

**RESPONSE:** The following discharges of oil from obsolete vessels have occurred since 1995. The incidents have occurred at the James River Reserve Fleet, and were addressed without significant adverse environmental impacts.

##### James River Reserve Fleet:

- An unknown quantity of oil was released from the EXPORT CHALLENGER (July 1998)
- An unknown quantity of oil was released from the EXPORT CHALLENGER (September 1998)
- Twenty-five (25) gallons of oil were released from the EXPORT CHALLENGER (July 1999)

- Twenty-five (25) gallons of oil were released from the BUILDER (July 1999)
- One Thousand (1,000) gallons of oil were released from the DONNER (August 2000)
- An oil sheen was released from the DONNER (September 2000)
- Ten (10) gallons of oil were released from the MORMACWAVE (October 2000)
- Two (2) gallons of oil were spilled from the MIRFAK (March 2003)
- Ten (10) gallons of oil were released from the MORMACWAVE (May 2003)
- Five (5) gallons of oil were released from the COMPASS ISLAND (August 2003)
- Six (6) gallons of oil were released from the WACCAMAW (January 2005)
- Twenty (20) gallons of diesel fuel were released from the SOUTHERN CROSS (June 2005)
- One (1) gallon of preservation oil was released from the GEN. HOYT S. VANDENBERG (August of 2006)

Beaumont Reserve Fleet:

- 10 Gallons of diesel/water mix was released from the TEXAS CLIPPER I (May 2006)
- 1 gallon of oily water was released from the DEL VIENTO (August 2007)
- 1 gallon of hydraulic fluid was released from the CAPE FLORIDA (September 2007)

Suisun Bay Reserve Fleet:

No measurable oil spills in the last 5 years.

Further, in 2007, the James River instituted an Environmental Management System (EMS) as part of the Maritime Administration's commitment to environmental stewardship. One objective of the EMS is to reduce the risk of the release of oil and other hazardous materials. The Maritime Administration's goal is to expand the EMS to each of its fleet sites and to the U.S. Merchant Marine Academy. At the same time, the Maritime Administration is undertaking a more detailed evaluation of the conditions in

its fleets in an effort to identify additional measures and best management practices that could further enhance our stewardship of the environment.

### SHIP DISPOSAL APPROPRIATIONS AND DISTRIBUTION OF FUNDS

QUESTION: Please update the table on page 466 of the FY08 hearing record listing and explaining the actual distribution of all funds appropriated for ship disposal over the last ten years. Please include the subdivided line items that constitute the enacted, annual appropriation designated for the purpose of ship disposal over this time period.

RESPONSE:

Fiscal Year	Appropriation Level/Source	Distribution of Funds (\$000)	
		Vessel Disposals & Support Actions	Amounts
FY 93-00	\$0	N/A <i>48 ships sold for foreign recycling 13 ships sold for domestic recycling 4 domestic legislative donations</i>	N/A
FY 01	\$10M DOD	EXPORT BUILDER EXPORT CHALLENGER LYNCH GEN. ALEXANDER M. PATCH WAYNE VICTORY WOOD COUNTY General Agent Services Contracting Expenses <i>1 ship domestically reefed</i>	\$1,613 \$2,474 \$544 \$2,034 \$902 \$790 \$1,407 \$236
FY 02	\$0	N/A	N/A
FY 03	\$20M DOD \$11.088M DOT	LORAIN COUNTY MIRFAK PRP/Able UK 15 Ships CATAWBA VICTORY SANTA ELENA MORMACDAWN ALBERT. E. WATTS MARINE FIDDLER OPPORTUNE	\$180 \$415 \$14,846 \$1,136 \$1,349 \$1,314 \$3,966 \$1,245 \$135

		PETREL	\$167
		ROBERT C. CONRAD	\$100
		GAGE	\$490
		Salaries	\$231
		Contract Support	\$146
		Fleet Support	\$305
		Travel/Misc	\$56
FY 04	\$16.115M DOT	AMERICAN BANKER	\$1,290
		SANTA CRUZ	\$1,010
		AMERICAN RANGER	\$796
		SANTA ISABEL	\$971
		MORMACWAVE	\$1,375
		DONNER	\$560
		PROTECTOR	\$533
		GEN. WILLIAM O. DARBY	\$1,093
		GEN. NELSON M. WALKER	\$1,336
		MORMACMOON	\$1,285
		LAUDERDALE	\$957
		DOT Overhead/Rent	\$195
		Salaries	\$519
		Environmental Assessments	\$217
		Environmental, Safety & Health Support	\$111
		Travel/Misc	\$85
		<i>2 vessels sold for domestic recycling</i>	
FY 05	\$21.443M DOT	SHIRLEY LYKES	\$850
	\$19.549M Ship Disposal	NEOSHO	\$0
	\$1.984M Savannah	WABASH (EX AOG 4)	\$1,367
		WAHKIAKUM COUNTY	\$1,103
		TIOGA COUNTY	\$1,123
		SUNBIRD	\$86
		MIZAR	\$239
		NEPTUNE	\$399
		ALBERT J. MEYER	\$396
		SANTA LUCIA	\$566
		NEMASKET	\$1,224
		MARSHFIELD VICTORY	\$335
		PRESERVER	\$108
		CONNECTICUT	\$1,299
		WACCAMAW	\$496
		PAWCATUCK	\$515
		PYRO	\$748
		MAUNA KEA	\$755
		MONTICELLO	\$890

		MISSISSINEWA	\$0
		DOT Overhead/Rent	\$233
		Salaries	\$858
		Environmental, Safety & Health Support	\$164
		Travel/Misc	\$64
		Historic Artifact Removals	\$22
		<i>1 vessel sold for domestic recycling</i>	
FY 06	\$20.790M	POINT LOMA	\$898
	DOT	FLORENCE	\$997
	\$17.820M	HOWARD W. GILMORE	\$743
	Ship Disposal	BEAUJOLAIS	\$1,047
	\$2.970M	PRIDE II	\$592
	Savannah	BRINTON LYKES	\$555
		ORION	\$734
		SAUGATUCK	\$550
		OCCIDENTAL VICTORY	\$1,297
		HANNIBAL VICTORY	\$1,237
		SIOUX FALLS VICTORY	\$979
		BARNARD VICTORY	\$1,377
		RECLAIMER	\$363
		CLAMP	\$363
		FLORIKAN	\$396
		DOT Overhead/Rent	\$233
		DHS Overhead	\$75
		Salaries	\$794
		Environmental Expenses	\$984
		Environmental, Safety & Health Support	\$447
		Travel/Misc	\$102
		Historic Vessel Assessments	\$88
		<i>5 vessels sold for domestic recycling</i>	
FY 07	\$20.790M	TEXAS CLIPPER I ( <i>Reefing</i> )	\$1,500
	DOT	MARYLAND (TEXACO)	\$400
	\$12.520M*	MAUMEE	\$406
	Ship Disposal	VULCAN	\$494
	\$8.270M*	QUEENS VICTORY	\$1,180
	Savannah	JASON	\$1,426
	*Post reprogramming	GEN VANDENBERG ( <i>Reefing</i> )	\$1,250
		CAPE CLEAR	\$538
		STATE	\$851
		LAKE	\$455
		DUTTON	\$997
		SAVANNAH (Reprogramming)	\$5,300

		DOT Overhead/Rent	\$250
		Salaries	\$790
		Environmental Expenses	\$1,767
		Environmental, Safety & Health Support	\$403
		Travel/Misc	\$138
		Historic Vessel Assessments	\$143
		<i>3 vessels sold for domestic recycling</i>	
		<i>3 vessels sold for foreign reuse</i>	
		<i>2 vessels domestically reefed</i>	
FY08*	\$17M	HOIST	\$95
	DOT	SPHINX	\$695
	\$12.300M	PRIDE	\$469
	Ship Disposal	CAPE CHARLES	\$470
	\$4.700M	SOUTHERN CROSS	\$618
	Savannah	SCAN	\$480
		BANNER	\$533
		CAPE CARTHAGE	\$401
		CAPE CATHOCHE	\$455
		DEL VIENTO	\$281
		DOT Overhead/Rent	\$250
		Salaries	\$1,100
		Environmental Expenses	\$3,350
		Environmental, Safety & Health Support	\$286
		Travel/Misc	\$153
		Historic Vessel Assessments	\$125
		<i>8 vessels sold for domestic recycling</i>	
Notes:			
1) * FY 08 Figures for Disposal Actions are for contracts awarded through April 24, 2008. Figures for Non Vessel Expenses are projections.			
2) Contract amount figures are final amounts where applicable. Final contract amounts are subject to requests for equitable adjustment, contract dispute resolution or litigation.			

**SHIP DISPOSAL DEADLINE**

**QUESTION:** How many ships downgraded to non-retention status and are currently in the Maritime Administration's ships disposal queue?

**RESPONSE:** As of April 1, 2008, there were 103 vessels at the Maritime Administration's three fleet sites that are not yet under contract and, as such,

are available for disposal. The difference between the 129 non-retention vessels on the inventory list and the 103 ships available for disposal at the fleet sites is that there are 26 ships that are currently in the disposal process or are under contract and awaiting removal from the fleet sites.

**QUESTION:** What is the total number of ships MARAD expect to have in its queue by the end of FY09?

**RESPONSE:** By the end of FY09 it is anticipated there will be approximately 87 non-retention ships not yet under contract in the disposal queue.

**QUESTION:** California determined that MARAD must comply with environmental laws regarding ship cleaning. How is this affecting MARAD's ship disposal program currently? What future impact will it have on the program?

**RESPONSE:** Prior to 2006, the Maritime Administration removed obsolete ships to recycling facilities without cleaning the underwater hulls of aquatic growth. In December 2005, a Portland, Oregon newspaper (The Oregonian) raised concerns about invasive species on Maritime Administration vessels in response to efforts by a recycling contractor to explore opening a West Coast recycling facility. In December 2005, the Maritime Administration was contacted by the U.S. Coast Guard (USCG) regarding The Oregonian article and was notified of the legal requirement to regularly clean aquatic organism growth from the hulls of Maritime Administration obsolete ships being transferred from fleet sites to recycling facilities in other biogeographic areas of the U.S. The USCG interprets their implementing regulations (33 CFR, Part 151, Subpart D) related to the National Invasive Species Act of 1996 as an amendment to the Non-indigenous Aquatic Nuisance Prevention and Control Act of 1990 (16 U.S.C. 1701 et seq.) as authority to require hull cleaning of Maritime Administration non-operational obsolete ships.

The first week of January 2006, the Maritime Administration was notified by the USCG that no ships would be allowed to depart the Suisun Bay Reserve Fleet (SBRF) because of potential invasive species transfer. Meetings between the Maritime Administration and the USCG in early 2006 led to an agreement to sample and test the aquatic hull growth of a few ships allowing them to depart from the fleet without being cleaned. Subsequent

meetings in the spring of 2006 resulted in an agreement to partially clean (scamp) the hulls of soft aquatic growth prior to towing to mitigate the potential threat of transferring invasive species from fleet sites to the locations of recycling facilities. This partial in-water cleaning process was put into effect on vessels departing the summer of 2006. The scamping process was developed to remove soft growth using methods and equipment designed to remove only soft aquatic growth and not to disturb hard growth, hull coatings, rust or scale. The Maritime Administration included the hull cleaning requirements in its recycling contracts.

At the same time, the Maritime Administration also developed a risk assessment process of sampling hull growth before and after scamping, and pre and post towing. In August of 2006, the Maritime Administration's hull cleaning activities for SBRF ships, which were in compliance with USCG regulations, were challenged by the San Francisco Bay Regional Water Quality Control Board (WQCB). The WQCB is concerned that the Maritime Administration's in-water hull cleaning process, which is designed to remove only the soft growth organisms from the hull, may release toxins (contained in some hull coatings) into Bay waters. Numerous meetings with the WQCB have not yet resolved their concerns or definitively identified state requirements related to hull cleaning activities or permits. The Maritime Administration is still engaged in discussions with the WQCB to determine whether the in-water hull cleaning activities are subject to additional regulatory requirements at the State or local level. In the meantime, no vessels have been removed from the Suisan Bay Reserve Fleet (SBRF) since January 2007.

The situation has resulted in a confusing and conflicting set of laws and regulations with which the Maritime Administration must comply, and which has placed the Maritime Administration in the position of negotiating with each state and local jurisdiction in order to transport vessels for recycling. As a result, significant costs and delays have been added to the ship recycling program mandated by Congress.

In order to avoid a violation of the many federal, state, and local laws that have been raised by the Coast Guard, on February 21, 2007, the Administrator of the Maritime Administration issued a suspension of all disposal activities of non-retention vessels from the NDRF.

The suspension was to remain in place until a comprehensive agreement has been attained, with USCG, EPA and state officials, which sufficiently addresses the known and reasonably foreseeable issues that are currently impeding the movement and disposal of the Maritime Administration's obsolete ships. Since the suspension, the Maritime Administration has consulted with the Department of Justice, USCG, the Navy, Office of Management and Budget, and the affected States, to determine which laws are applicable and identify potential legal jeopardy when the program resumes.

States affected include California, Texas, and Virginia where the Maritime Administration's reserve fleets reside and pre-tow hull cleaning activities occur, and the States of Texas, Virginia, Maryland, and Louisiana where qualified recycling facilities are located. Since the suspension, the Maritime Administration has reached agreement with Texas and Virginia with regard to in-water hull cleaning, and agreement with Maryland, Virginia, Louisiana, and Texas to allow vessels that have been cleaned in other geographic locations into their State waters for disposal. The qualified facility in Maryland has since ceased operations.

Status as of the date of this report:

- Virginia has agreed to allow ships to be scamped in the James River Reserve Fleet (JRRF), which is located in Virginia.
- Maryland has agreed to allow ships into its waters for recycling from the State of Virginia if the ship's hulls are cleaned before movement into State waters.
- The State of Texas has agreed to allow ships from the Beaumont Reserve Fleet (BRF) to be towed to Brownsville without scamping; however, in order to further reduce potential risk, the Maritime Administration is scamping those vessels. Texas has also agreed to allow scamping in its waters at the BRF and has agreed to allow ships into state waters for recycling from all sources, if the ship's hulls are cleaned prior to arriving in State waters.
- Louisiana has agreed to allow Maritime Administration vessels that originate in Texas into its waters after hull cleaning, but has not yet agreed to allow ships from Virginia or California into their waters.
- California has not agreed that the ships can be cleaned in its waters and has indicated such cleaning may constitute a violation of the CWA. The

State's current position is that total containment of the solid and liquid scamping discharge is required.

Because of the agreements reached with the States of Virginia, Maryland, Louisiana, and Texas, the Maritime Administrator has partially lifted the disposal suspension to allow the disposal of JRRF and BRF ships at qualified facilities in those States only. Lifting the suspension to allow scamping and disposal of SBRF vessels will come only after additional discussions with California, to resolve concerns about scamping discharge containment.

The Maritime Administration has continued discussions with California, however, those discussions have yet to result in an agreement to allow in-water hull cleaning. The issues involved in the impasse include the potential discharge of hazardous substances from hull coatings during the scamping process and concern for exfoliating paint falling from non-retention ships at the SBRF while awaiting disposal. The State of California originally asked the Maritime Administration to contain some of the particulate discharge during scamping but now wants to require containment of all liquids and solids. There is no known operational in-water hull cleaning technology that can totally contain all liquid and solid discharges.

While drydocking is one of the alternatives the Maritime Administration is exploring, this alternative is limited by several factors. These include: the risk and liability issues associated with drydocking older SBRF ships that are in poorer material condition; the existence of just two operating drydocks in the San Francisco Bay area and the availability and cost of those drydocks to accomplish hull cleaning of lower priority ships that have an acceptable level of risk when drydocking. The Maritime Administration needs the option to use all feasible alternatives, including in-water hull cleaning. California has resisted efforts to consider a proposed demonstration project to test the effectiveness of a solid discharge containment system developed and successfully tested earlier in 2007 by a Maritime Administration contractor.

Complicating the resolution of issues in California is the recent filing of a lawsuit against the Maritime Administration by the Natural Resources Defense Council (NRDC) in California related to the scamping and exfoliating paint issues of the SBRF vessels and the involvement of other

agencies in addition to the WQCB, such as the California State Lands Commission from which the Maritime Administration leases the SBRF site.

The Maritime Administration is in the process of developing a new programmatic Environmental Assessment (EA) to supplement and update a programmatic EA prepared in 1997. The Maritime Administration has also engaged a contractor to develop best management practices (BMPs) for reserve fleet operations which is a part of the Administrator's Environmental Excellence Initiative (EEI). While diligently pursuing a resolution in California, the Maritime Administration is continuing with recycling awards to dispose of the lower priority vessels in the JRRF and BRF. In October, 2007, a qualified East Coast recycler located in Baltimore ceased operations due to financial difficulties. The Maritime Administration successfully re-procured recycling services for the six ships awarded to that facility; however, the closure of that facility decreases overall domestic recycling capacity and reduces the number of qualified East Coast facilities to one. Despite the closure of the Baltimore facility and the impasse in California, it is anticipated that the non-retention ship award, removal and disposal goals for FY 2008 will be met.

While the Maritime Administration's interest is to resolve the issues with California as soon as possible in order to resume the removal of its obsolete ships, it is also committed to protecting and defending the marine environment which dictates a resolution to the conflicting laws and regulations prior to a resumption of ship disposal activities.

Compliance with the regulations since early FY 2006 has resulted in the Maritime Administration incurring significant additional costs associated with the use of mechanical hull cleaning methods. This interim mitigation action, which was developed into hull cleaning best management practices by the Maritime Administration, was agreed to by the USCG while the Maritime Administration developed a programmatic plan for defining and taking appropriate steps to reduce the potential risk of transferring non-native aquatic species. Because there is little science that defines the risks of transferring aquatic species by hull fouling from one specific geographic location to another, the Maritime Administration has been involved in research to identify potential invasive species on its vessels, risks related to various disposal alternatives, and possible mitigation measures appropriate to identified risks.

Compliance with hull cleaning regulation has also delayed the removal of ships from Maritime Administration fleet sites and has added significantly to ship disposal costs since 2006. Mitigation and testing costs to date involving 32 ships have averaged approximately \$108,791 per ship for a total cost of \$3.48 million. The potential exists for even greater costs and disposal delays if future hull cleaning requirements exceed the current interim hull cleaning measures that are accepted by the U.S. Coast Guard and the States of Virginia and Texas the location of two of the maritime Administration's three reserve fleet sites.

### SAVANNAH DISPOSAL

**QUESTION:** Please provide the most recent cost and schedule estimates to dispose of the Nuclear Ship Savannah.

**RESPONSE:** MARAD is pursuing a phased approach towards disposal of the N.S. *Savannah*, based on the decision in late 2006 to defer full radiological decommissioning. The final phase, vessel disposal, cannot occur before the NRC license for the ship's nuclear facilities is terminated. NRC regulations allow for termination of the *Savannah's* license as late as November 2031, which is the current planning date that forms the basis for MARAD's 2009 budget request. To meet this date, MARAD must commence the decommissioning industrial effort no later than January 2025, for which funding will be requested beginning in FY 2023. Based on our current cost estimates, the outyear decommissioning cost could exceed \$100 million, and would be dependent upon future decommissioning capacity in the commercial nuclear industry; and the availability of licensed disposal sites for the *Savannah's* radioactive waste. The FY 2009 request describes the current phase of operations, which include license compliance and remediation activities necessary to prepare the *Savannah* for extended nuclear SAFSTOR retention until the restart of full decommissioning in 2025. This current phase is described as an incremental decommissioning approach, and envisions completing the SAFSTOR activities in a most economical manner over a period of years, on a level-funding basis. Once SAFSTOR compliance is completed, the ship will be moved to a retention site until 2025. During this retention phase MARAD must maintain its license organization and activities, albeit at a workload commensurate with retention activities. It is estimated that the annual cost to maintain the license in a compliant manner will range from \$250,000 to \$500,000 per year. In addition, an intermediate drydocking will be required in January

2018, for which funding will be requested in FY 2018. Based on the recent 2008 drydocking, approximately \$7.0M will be required in 2018 for a similar scope of work. The final disposition of the ship may take one of three forms, based on current statutory authorities available to MARAD for Ship Disposal; these include donation, dismantlement/recycling or artificial reefing. As a National Historic Landmark, the agency prefers the development of a donation program for the ultimate disposal of the *Savannah*. In recap, the disposal phases are: a) SAFSTOR preparation and license compliance; b) SAFSTOR retention with intermediate drydocking; c) industrial decommissioning and license termination; and d) vessel disposal.

QUESTION: Please provide a table showing the amount by year provided to SAVANNAH disposal (include FY08 requested level).

RESPONSE:

N.S. SAVANNAH Decommissioning Funding Approximate (\$ in 000)					
	FY 05	FY 06	FY 07	FY 08	FY 09
Request	\$2.000	\$3.000	\$9.970	\$4.704	\$3.000
Appropriation	\$1.900	\$2.970	\$8.270*	\$4.704	-
Difference	(\$0.100)	(\$0.030)	(\$1.700)	-	-

\*Includes reprogramming of \$5.3 million in addition to the \$2.97 million initially provided.

**SHIP DISPOSAL FUNDING AND COSTS**

QUESTION: What is the average overhead cost to dispose of a vessel using a domestic facility? What is the median overhead cost using a domestic facility? Please provide the actual overhead costs for all vessels disposed of using domestic facilities since 2001, when MARAD was authorized to expend appropriated funds for purchase of ship disposal services.

RESPONSE: The average cost per vessel and cost per ton to dispose of vessels using domestic facilities from FY 2001 through April 30, 2008 was \$878,070 per vessel and \$156 per ton. This data does not include vessels sold for domestic recycling. This data includes initial contract costs for projects that are not completed, so final cost figures will be greater.

Annual Ship Disposal Program Cost Per Ton and Cost Per Vessel								
Based on Vessels Awarded in Fiscal Years (\$000)								
Annual Avg Amounts	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08*
Cost/Ton	\$287	\$126	\$178	\$126	\$175	\$171	\$120	\$64
Cost/Vessel	\$1,632	\$485	\$1,258	\$1,019	\$625	\$809	\$780	\$417
Median								
Cost/Ton	\$223	\$126	\$145	\$115	\$94	\$141	\$85	\$73
Cost/Vessel	\$1,567	\$485	\$1,214	\$1,010	\$541	\$743	\$486	\$428
* Through April 2008								
Figures are for service type contracts only								

The acquisition vehicle for the award of vessel disposal contracts is a commercial services contract. Under the guidelines of this type of contract only the single total bid amount is used for evaluation purposes therefore no labor, material or overhead figures are collected. The information is not available.

#### **MARITIME GUARANTEED LOAN PROGRAM (TITLE XI)**

**QUESTION:** What is the current composition of the MARAD's Title XI Program in terms of outstanding loan guarantees and commitments?

**RESPONSE:** As of March 31, 2008 the Title XI portfolio was over \$2.54 billion.

**QUESTION:** What is the current, unobligated balance of this account?

**RESPONSE:** As of March 31, 2008, there is \$12.3 million of unobligated subsidy authority available for new Title XI financing.

**QUESTION:** Of the funds provided for title XI in the FY06 appropriations bill under the FHWA's surface transportation program account, how much has been obligated, and for what purposes. How much remains unobligated?

**RESPONSE:** The full \$4,950,000 in subsidy appropriations for the Title XI program received in FY 2006 through FHWA's surface transportation program account remains unobligated and is still available to MARAD to approve new Title XI loan guarantees.

**QUESTION:** Over the last five years, how many loans have defaulted and what is the associated total value of these defaulted loans?

**RESPONSE:** Since FY 2003 the Title XI program has experienced no defaults.

**QUESTION:** Please list the loans awarded (approved applications) over the last ten years. Please include the status of each loan.

**RESPONSE:** Since FY 1998, the Title XI program has approved 61 loans (not including loans approved and subsequently terminated) with a total amount of approximately \$4.1 billion. The following table provides a list of approved applications and the status of each project.

10-Year Title XI Portfolio History (\$000)			
Cohort	Company	Original Loan	Status
1998	Tugz International, LLC (2)	\$14,004	Active
1998	Canal Barge Company (4)	\$11,654	Active
1998	Marine Cranes	\$4,083	Paid Off
1998	Maybank Navigation Co.	\$4,000	Paid Off
1998	Vessel Management Services	\$72,000	Active
1998	ENSCO Coronado (Chiles Coronado)	\$70,528	Paid Off
1998	Astro Offshore Corp.	\$16,135	Paid Off
1998	Rowan Companies, Inc. (2)	\$171,007	Active
1998	Lightship Tankers III	\$46,248	Active
1998	Lightship Tankers IV	\$46,331	Active
1998	Lightship Tankers V	\$46,444	Active
1999	Empressa Energetica Corinto	\$50,000	Active
1999	Cashman Equipment Corp. (2)	\$7,887	Active
1999	Bender Shipbuilding & Repair Co.	\$14,598	Paid Off
1999	Petrodrill Offshore Four	\$171,271	Active
1999	Petrodrill Offshore Five	\$170,527	Active
1999	Trico Marine International (2)	\$18,867	Active
1999	Project America Ship #1, Inc.	\$539,763	Defaulted
1999	Ensco Offshore Co.	\$194,855	Active
1999	Secunda Marine Atlantic	\$23,963	Paid Off
1999	Canal Barge Company (5)	\$26,004	Active

1999	Eastern Shipbuilding Group	\$6,638	Active
2000	Rowan Companies, Inc. (3)	\$185,398	Active
2000	Global Industries, Ltd (3)	\$99,000	Active
2000	Manson Construction Co. (2)	\$8,690	Active
2000	Cape Cod Light LLC	\$38,500	Defaulted
2000	Cape May Light LLC	\$37,900	Defaulted
2000	Port Imperial Ferry Corp. (2)/Billybey Ferry LLC	\$5,398	Active
2000	Penn Tug & Barge, Inc.	\$20,918	Active
2000	Pasha Hawaii Transport Lines	\$70,442	Active
2000	Cal Dive I – Title XI, Inc.	\$160,182	Active
2000	Maybank Navigation Co. (2)	\$5,000	Paid Off
2000	Vessel Management Services (2)	\$35,750	Active
2000	Puerto Quetzal Power	\$73,000	Paid Off
2000	ENSCO Barbados (Chiles Galileo)	\$81,000	Active
2001	Vessel Leasing LLC	\$43,513	Paid Off
2001	Rowan Companies, Inc. (4)	\$187,295	Active
2001	Great Pacific NW Cruise Line	\$35,471	Defaulted
2001	Vessel Management Services (3)	\$58,207	Active
2001	Totem Ocean Trailer Express	\$172,500	Active
2001	Alter Barge Line, Inc	\$20,327	Paid Off
2001	Sterling Equipment	\$8,879	Active
2001	Reinauer Maritime Co.	\$52,131	Active
2001	Penn Transport, Inc	\$38,409	Active
2001	Canal Barge Company (6)	\$13,128	Active
2001	Vessel Management Services (4)	\$60,909	Active
2002	America West Steamboat Co	\$45,137	Active
2002	Superior Energy Liftboats	\$20,241	Active
2002	Perforadora Central S.A. de C.V.	\$87,933	Active
2002	K-Sea Transportation LLC	\$40,441	Paid Off
2002	Port Imperial Ferry Corp. (3)/ Billybey Ferry LLC	\$7,959	Active
2002	Guam Industrial Services	\$4,244	Active
2002	Vane Line Bunkering, Inc.	\$11,444	Active
2002	Port Imperial Ferry Corp. (4)/ Billybey Ferry LLC	\$7,954	Active
2003	Matson Navigation Company, Inc.	\$150,000	Active
2003	Rowan Companies, Inc. (5)	\$180,856	Active
2003	Lake Express, LLC	\$14,500	Active

2004	Totem Ocean Trailer Express (2)	\$140,000	Active
2004	Vane Line Bunkering, Inc. (2)	\$11,969	Active
2004	Petrodrill Four & Five Increase	\$21,869	Active
2005	Hawaii Superferry, Inc.	\$139,731	Active
Total		\$4,123,032	

**QUESTION:** Please summarize any rescissions in this program in table format by year for the last 10 years. Please provide an explanation of the rescission in the table.

**RESPONSE:**

<b>Federal Ship Financing Program (Title XI)</b>											
<b>Rescission by Fiscal Year (\$000)</b>											
	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Subsidy											
Funds	\$0	\$0	\$23	\$7,710	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0

Over the last ten years there have been three occasions when Title XI subsidy funds have been specifically rescinded. The first rescission occurred in FY 2000 when \$22,800 in subsidy appropriation was rescinded from the unobligated subsidy balance. The second rescission occurred in FY 2001 when \$7,710,000 in subsidy appropriation was rescinded from 1997 appropriated funds. The third rescission occurred in FY 2002 when \$5,000,000 in subsidy appropriation was rescinded from the unobligated subsidy balance. In addition, over the last five fiscal years (FY 2002 through FY 2007) a total of \$96,469 in administrative appropriation was rescinded.

**QUESTION:** Please delineate the line item costs that constitute administrative expenses for this program.

**RESPONSE:** The FY 2009 spending projection for administrative expenses includes the following: Salary and benefits \$2.914 million, Allocated Overhead and Other Support Costs \$0.617 million. The total projection is \$3.531 million.

### TITLE XI OVERSIGHT

**QUESTION:** The FY05 Appropriations Act allowed MARAD to use up to \$2 million of the \$25 million provided for title XI loans in P.L. 108-11 for development of a comprehensive computer based financial monitoring system. Has all the funding been expended? Is the system operational and in-use?

**RESPONSE:** The full \$2 million in appropriations from P.L. 108-11 has been obligated (of which \$643K is currently unexpended) for the development of a computer based portfolio monitoring system for all DOT credit programs. Version 1 of the system became operational in December, 2007, but Version 2, with full functionality, is still under development and it is anticipated that the system will be available for use in late 2008.

### SHIP CONSTRUCTION ACCOUNT

**QUESTION:** What is the unobligated balance in the dormant ship construction account?

**RESPONSE:** As of March 31, 2008, the unobligated balance is \$814K under the Ship Construction Fund.

### STATE MARITIME SCHOOLS

**QUESTION:** If the Student Incentive Payment program payment level is increased from \$4,000 to \$8,000 per student, which MARAD has requested, and even if the number of SIP students stays exactly the same, won't the \$800,000 requested for SIP in FY09 be inadequate?

**RESPONSE:** For 2007, the level of SIP reimbursements per student was not sufficient to fully utilize funding provided for the program. Further, 2007 obligations were below what Congress appropriated for 2008. Under the projected enrollment trend, MARAD anticipates that the FY 2009 request should be sufficient.

**QUESTION:** Covering each of the last 5 years, please provide a table showing total enrollment for state maritime schools, the total number enrolled in the student incentive payment program and the percentage of enrolled students that are SIP participants

RESPONSE: See Tables 2-1 through 2-7 below.

<b>TOTAL ENROLLMENT AT THE STATE MARITIME ACADEMIES</b>			
<b>Table 2-1</b>			
Class Year	Total State Maritime Academy Enrollment	Total State Maritime SIP Enrollment	Percentage of SIP Enrollment to Total Enrollment
2003	3,419	160	4.7%
2004	3,564	151	4.2%
2005	3,794	138	3.6%
2006	4,049	141	3.5%
2007	4,672	151	3.2%
<b>5 Year Total</b>	<b>19,498</b>	<b>741</b>	<b>3.8%</b>

<b>GREAT LAKES MARITIME ACADEMY</b>			
<b>Table 2-2</b>			
Year	Total Enrollment	Total SIP Enrollment	Percentage of SIP Enrollment to Total Enrollment
2003	96	5	5.2%
2004	96	5	5.2%
2005	106	5	4.7%
2006	129	5	3.9%
2007	132	5	3.8%
<b>Total</b>	<b>559</b>	<b>25</b>	<b>4.5%</b>

<b>TEXAS MARITIME ACADEMY</b>			
<b>Table 2-3</b>			
Year	Total Enrollment	Total SIP Enrollment	Percentage of SIP Enrollment to Total Enrollment
2003	273	6	2.2%
2004	206	4	1.9%
2005	221	2	1.0%
2006	282	9	3.2%
2007	246	9	3.6%
<b>Total</b>	<b>1,228</b>	<b>30</b>	<b>2.5%</b>

<b>CALIFORNIA MARITIME ACADEMY</b>			
<b>Table 2-4</b>			
Year	Total Enrollment	Total SIP Enrollment	Percentage of SIP Enrollment to Total Enrollment
2003	540	30	5.6%
2004	649	30	4.6%
2005	686	21	3.1%
2006	726	21	2.9%
2007	850	44	5.2%
<b>Total</b>	<b>3,451</b>	<b>146</b>	<b>4.2%</b>

<b>MASSACHUSETTS MARITIME ACADEMY</b>			<b>Table 2-5</b>
<b>Year</b>	<b>Total Enrollment</b>	<b>Total SIP Enrollment</b>	<b>Percentage of SIP Enrollment to Total Enrollment</b>
2003	815	64	7.9%
2004	827	47	5.7%
2005	806	54	6.7%
2006	890	55	6.2%
2007	1107	45	4.1%
<b>Total</b>	<b>4,445</b>	<b>265</b>	<b>6.0%</b>

<b>STATE UNIVERSITY OF NEW YORK MARITIME COLLEGE</b>			<b>Table 2-6</b>
<b>Year</b>	<b>Total Enrollment</b>	<b>Total SIP Enrollment</b>	<b>Percentage of SIP Enrollment to Total Enrollment</b>
2003	946	32	3.0%
2004	975	33	3.0%
2005	1150	34	3.0%
2006	1181	42	4.0%
2007	1434	43	2.9%
<b>Total</b>	<b>5,686</b>	<b>184</b>	<b>3.2%</b>

<b>MAINE MARITIME ACADEMY</b>			<b>Table 2-7</b>
<b>Year</b>	<b>Total Enrollment</b>	<b>Total SIP Enrollment</b>	<b>Percentage of SIP Enrollment to Total Enrollment</b>
2003	749	23	3.1%
2004	811	32	3.9%
2005	825	22	2.7%
2006	841	9	1.1%
2007	903	5	.5%
<b>Total</b>	<b>4,129</b>	<b>91</b>	<b>2.2%</b>

**QUESTION:** Covering each of the last 5 years, please provide a table showing total graduates from the state maritime schools, the total number of graduates in the SIP program and the percentage of graduating students that are SIP participants.

RESPONSE: See Tables 3-1 through 3-7 below.

<b>TOTAL GRADUATES OF THE STATE MARITIME ACADEMIES</b>			
<b>Table 3-1</b>			
Class Year	Total Graduates	Total SIP Graduates	Percentage of SIP Grads to Total Graduates
2003	569	49	8.6%
2004	628	47	7.5%
2005	607	35	5.8%
2006	683	40	5.8%
2007	845	48	5.6%
<b>5 Year Total</b>	<b>3,332</b>	<b>219</b>	<b>6.6%</b>

<b>GREAT LAKES MARITIME ACADEMY</b>			
<b>Table 3-2</b>			
Year	Total Graduates	Total SIP Graduates	Percentage of SIP Graduates to Total Graduates
2003	5	1	20%
2004	11	1	9.1%
2005	13	1	7.7%
2006	7	1	14.3%
2007	10	3	30%
<b>Total</b>	<b>46</b>	<b>7</b>	<b>15%</b>

<b>TEXAS MARITIME ACADEMY</b>			
<b>Table 3-3</b>			
Year	Total Graduates	Total SIP Graduates	Percentage of SIP Graduates to Total Graduates
2003	32	2	6.3%
2004	47	2	4.3%
2005	35	1	2.9%
2006	42	0	0%
2007	40	2	5%
<b>Total</b>	<b>196</b>	<b>7</b>	<b>3.6%</b>

<b>CALIFORNIA MARITIME ACADEMY</b>			
<b>Table 3-4</b>			
Year	Total Graduates	Total SIP Graduates	Percentage of SIP Graduates to Total Graduates
2003	97	7	7.2%
2004	127	11	8.6%
2005	114	7	6.1%
2006	131	6	4.5%
2007	127	5	3.9%
<b>Total</b>	<b>596</b>	<b>36</b>	<b>6%</b>

<b>MASSACHUSETTS MARITIME ACADEMY</b>			
			Table 3-5
Year	Total Graduates	Total SIP Graduates	Percentage of SIP Graduates to Total Graduates
2003	158	21	13.3%
2004	180	14	7.8%
2005	176	13	7.4%
2006	160	11	6.9%
2007	190	14	7.4%
<b>Total</b>	<b>864</b>	<b>73</b>	<b>8.4%</b>

<b>STATE UNIVERSITY OF NEW YORK MARITIME COLLEGE</b>			
			Table 3-6
Year	Total Graduates	Total SIP Graduates	Percentage of SIP Graduates to Total Graduates
2003	103	12	12%
2004	118	12	10%
2005	113	4	4%
2006	158	8	5%
2007	299	20	6.7%
<b>Total</b>	<b>791</b>	<b>56</b>	<b>7%</b>

<b>MAINE MARITIME ACADEMY</b>			
			Table 3-7
Year	Total Graduates	Total SIP Graduates	Percentage of SIP Graduates to Total Graduates
2003	174	6	3.4%
2004	145	7	4.8%
2005	156	9	5.7%
2006	185	14	7.6%
2007	179	4	2.2%
<b>Total</b>	<b>839</b>	<b>40</b>	<b>4.7%</b>

**QUESTION:** How much would it cost in FY09 to ensure that all six training ships are in a state of good repair, consistent with statute?

**RESPONSE:** The Maritime Administration is mandated by law to maintain each ship in a state of "good repair", i.e. all regulatory requirements are fully met, and ensuring that the ship is structurally and mechanically sound, well preserved and equipped, and operates reliably. The requested level of \$8.3 million is adequate to meet this requirement.

**QUESTION:** Please provide a table with the total dollar amount obligated on maintenance for each of these ships for the past five years.

**RESPONSE:**

<b>SCHOOLSHIPS MAINTENANCE AND REPAIR OBLIGATIONS</b>					
<b>(\$000)</b>					
	<b>FY-04</b>	<b>FY-05</b>	<b>FY-06</b>	<b>FY-07</b>	<b>FY-08 Est</b>
MAINE	1,215	1,166	964	3,898	1,616
EMPIRE STATE	1,702	1,727	657	2,103	1,170
ENTERPRISE	1,763	1,935	1,499	2,417	1,951
TEXAS	1,099	866	132	430	780
GOLDEN BEAR	1,327	1,553	1,242	1,358	5,406
STATE OF MICHIGAN	14	520	68	92	780
<b>TOTAL</b>	<b>7,119</b>	<b>7,768</b>	<b>4,563</b>	<b>10,297</b>	<b>11,703</b>
Notes: Carryover funds from one fiscal year to the next fiscal year balance annual work requirements, address 1st quarter funding requirements and maintain reserve funds for unanticipated requirements					
\$1.2 million was carried over from FY07 to FY08					
\$3.7 million was carried over from FY06 to FY07, in order to fund 3 major drydockings in FY07					

**QUESTION:** In table format, please provide an estimate of the total dollar amount that will be needed for on each ship to keep them in good repair for the next five years.

**RESPONSE:** See the Schoolship M&R for School Ship Outyear Work Plan & Budget table.

**QUESTION:** Please explain any cost increases for each year's projection (relative to that of the prior year) for each ship from the previous question.

**RESPONSE:** The Maritime Administration has maintained the six school ships in a state of good repair, in full compliance with the American Bureau of Shipping and United States Coast Guard rules and regulations and consistent with all statutes. The School Ship Maintenance and Repair

budgets for the past 20 years have remained the same at approximately \$7-8 million/year, resulting in deferred major equipment replacements and upgrades. It is uncertain how long these replacements and upgrades can be deferred. In addition, the School Ship program grew from five ships to six ships in 2005.

Half of the school ship fleet is over 40 years old (the EMPIRE STATE turned 46 years old last February, while the ENTERPRISE and the TEXAS CLIPPER are only a few years younger at 41 years and 42 years respectively). The remaining ships are STATE OF MAINE, 18 years old; GOLDEN BEAR, 19 years old; and STATE OF MICHIGAN, 23 years old. Ship classification and drydocking requirements required by ABS and the USCG become much more stringent and demanding as these vessels age, as do regulatory body and international convention requirements. These ships must also meet local, state, federal and international statutory mandates regarding oil pollution prevention, air emission prevention, sewage treatment systems, zero discharge (overboard) mandates, ballast water treatment mandates, etc.

Vital system upgrades, to the ships main machinery, auxiliary machinery, automation and control systems, navigation systems, communication systems, hotel, berthing and accommodation systems, fire fighting and lifesaving systems, etc., will need to be upgraded at some point in the future.

Furthermore, over the past four years there has been a sharp escalation in commercial ship repair costs nationwide. The hurricanes of 2004 and 2005 and the recent booming offshore oil industry are some of the inflationary factors which have driven up shipyard labor rates and costs. In addition, the free-falling US dollar has had a dramatic impact in the cost of major machinery spare parts for some of the school ships (like the STATE of MAINE), which have significant European and Asian made machinery.

In sum, the school ship maintenance and repair budgets must accommodate requirements for deferred machinery replacements and upgrades, for the increasing age of the ships, for regulatory and statutory mandates and for market inflation – in order to ensure that all six training ships remain in a state of good repair, consistent with all statutes.

QUESTION: For the last five years, what is the average cost of fuel for each training ship?

RESPONSE: See below

SCHOOL SHIP FUEL COSTS EACH YEAR: FY04-FY08  
(\$000)

	STATE OF MAINE	ENTERPRISE	EMPIRE STATE	TEXAS CLIPPER	GOLDEN BEAR	STATE OF MICHIGAN
FY04	\$258	\$377	\$541	NA	\$700	NA
FY05	\$428	\$387	\$778	NA	\$1,000	NA
FY06	\$480	\$566	\$078	NA	\$1,200	\$40
FY07	\$676	\$415	\$823	NA	\$1,400	\$60
FY08	\$1,000	\$655	\$1,398	NA	\$2,000	\$65
Average Cost/5 years:	\$568	\$524	\$903		\$1,260	\$52

Notes: GOLDEN BEAR conducts two training cruises every summer  
TEXAS CLIPPER has no USCG COI and is awaiting funding from congress to convert the vessel into a training ship  
STATE of MI AN converted and delivered to GLMA in late 2005

**SCHOOLSHIP M&R**

QUESTION: Please provide a tabular summary of the FY08 State Maritime Academy School Ship M&R program including all related and antecedent costs per School Ship.

RESPONSE: See table next page

SCHOOL SHIP OUTYEAR WORK PLANS AND BUDGETS  
(\$000)

ITEMS	STATE OF MAINE	ENTERPRISE	EMPIRE STATE	TEXAS CLIPPER	GOLDEN BEAR	STATE OF MICHIGAN	TOTALS
Drydock					\$2,563		\$2,563
Major Upgrades	\$446				\$1,338	\$446	\$2,230
Regulatory Items	\$279	\$279	\$279	\$56	\$279	\$111	\$1,283
M & R	\$891	\$1,672	\$891	\$724	\$1,226	\$223	\$5,627
	\$1,616	\$1,951	\$1,170	\$780	\$5,406	\$780	\$11,700
Drydock						\$2,000	\$2,000
Major Upgrades					\$306		\$306
Regulatory Items	\$250	\$250	\$250	\$50	\$250	\$100	\$1,150
M & R	\$1,000	\$1,000	\$1,000	\$650	\$1,000	\$200	\$4,850
	\$1,250	\$1,250	\$1,250	\$700	\$1,556	\$2,300	\$8,396
Drydock		\$3,200					\$3,200
Major Upgrades	\$555	\$500			\$1,000	\$500	\$2,555
Regulatory Items	\$250	\$250	\$250	\$50	\$250	\$100	\$1,150
M & R	\$1,000	\$1,000	\$1,000	\$650	\$1,000	\$200	\$4,850
	\$1,805	\$4,950	\$1,250	\$700	\$2,250	\$800	\$11,755
Drydock		\$3,200					\$3,200
Major Upgrades	\$500	\$550	\$400		\$300	\$300	\$2,050
Regulatory Items	\$300	\$300	\$300	\$300	\$300	\$120	\$1,620
M & R	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$200	\$5,200
	\$1,800	\$1,850	\$4,900	\$1,300	\$1,600	\$620	\$12,070
Drydock	\$3,000	\$1,630					\$4,630
Major Upgrades		\$200			\$200	\$285	\$685
Regulatory Items	\$300	\$300	\$300	\$300	\$300	\$120	\$1,620
M & R	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$250	\$5,250
	\$4,300	\$3,330	\$1,900	\$1,300	\$1,500	\$655	\$12,385
Drydock			\$1,880		\$3,000		\$4,880
Major Upgrades	\$200	\$100			\$250	\$300	\$850
Regulatory Items	\$300	\$300	\$300	\$300	\$300	\$120	\$1,620
M & R	\$1,000	\$1,000	\$1,000	\$1,100	\$1,000	\$250	\$5,350
	\$1,500	\$1,400	\$3,180	\$1,400	\$4,550	\$670	\$12,700

FY08: current year budget  
 FY09: FY 2009 Budget Request Total  
 FY10-13: projected annual cost increases are due to an annual 3% inflation factor, plus an annual \$625,000 mark-up due to work/upgrades deferred and unfunded in FY 09

**ENROLLMENT IN UNITED STATES MERCHANT MARINE  
ACADEMY/STATE MARITIME SCHOOLS**

QUESTION: How does enrollment at State Maritime Schools compare to enrollment at the USMMA? Please provide a 5 year historical trend on enrollment at all schools.

RESPONSE: State Maritime Academy enrollments per Maritime Academy are in tables 2-1 through 2-7 under question 2 above (pages 7-9), and the USMMA and total State Maritime Academy enrollment is in chart 4-1 below.

<b>CLASS YEAR</b>	<b>USMMA ENROLLMENT TOTAL</b>	<b>State Maritime Academy ENROLLMENT TOTAL</b>
2003	919	3,419
2004	951	3,564
2005	979	3,794
2006	953	4,049
2007	988	4,672
<b>5 Year Total</b>	<b>4,790</b>	<b>19,498</b>

Chart 4-1

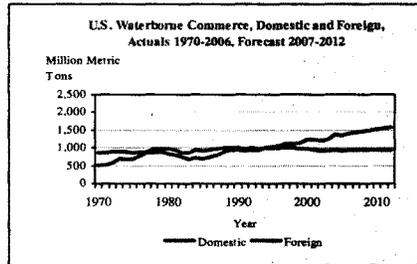
### MARINE TRADE

**QUESTION:** Please present the data pertaining to the total volume of domestic and international marine trade over the last ten years and projected for the next five years. Please distinguish between domestic and international statistics.

**RESPONSE:** See next page

U.S. Waterborne Commerce, Domestic and Foreign

Year	Domestic	Foreign
1970	862	527
1971	859	513
1972	895	572
1973	902	696
1974	892	693
1975	859	679
1976	888	777
1977	883	848
1978	976	858
1979	980	901
1980	977	836
1981	957	805
1982	868	744
1983	868	681
1984	937	729
1985	920	702
1986	941	760
1987	977	808
1988	1,009	886
1989	1,000	942
1990	1,018	945
1991	978	919
1992	993	941
1993	969	962
1994	997	1,012
1995	992	1,041
1996	999	1,074
1997	1,009	1,107
1998	993	1,130
1999	963	1,144
2000	971	1,229
2001	946	1,225
2002	926	1,197
2003	922	1,250
2004	950	1,365
2005	933	1,360
2006	928	1,420
2007	935	1,448
2008	937	1,476
2009	939	1,504
2010	938	1,532
2011	937	1,560
2012	936	1,589



Source: 1970-2006 Data - U.S. Army Corps of Engineers, Waterborne Commerce of the United States; Projections - Maritime Administration.

### INFORMATION TECHNOLOGY

QUESTION: How much is MARAD requesting for IT in FY09? Please delineate the composition of this request.

RESPONSE:

<b>Maritime Administration FY09 IT Request</b>	
<b>Cost Area</b>	<b>Amount (\$000)</b>
Information Technology Baseline	\$ 2,872
IT Infrastructure Enhancements	\$ 148
Set-aside for E-Gov. Costs	\$ 98
IT Services/Efforts	\$ 1,894
IT Consolidation	\$ 3,200
<b>Total</b>	<b>\$ 8,212</b>

### ASSISTANCE TO SMALL SHIPYARDS

QUESTION: Please describe the implementation of this program.

RESPONSE: On January 10, 2008, a notice was placed in the Federal Register announcing the Small Shipyards Grant Program and requesting that applications be received by February 25, 2008. The Office of Shipyards and Marine Financing received and reviewed forty-nine timely submitted applications and based upon their review of the applications recommended that 19 applicants be awarded grants.

QUESTION: How many grants have been awarded at this time? How many are slated to be awarded before the end of FY08?

RESPONSE: On April 22, 2008, 19 grants were awarded, for a total award of approximately \$9.8 million. This represents the total number that will be awarded in FY08.

QUESTION: What is the range of the dollar amounts for these grants?

RESPONSE: The grants range from \$66,067 to \$869,977.

## BALLAST WATER

**QUESTION:** What efforts has MARAD made in regards to preventing invasive species transmitted via ballast water discharge?

**RESPONSE:**

**1. East Coast Activity.** Since 2002, the Maritime Administration partnered with the US Fish and Wildlife Service (FWS), and the National Oceanic and Atmospheric Administration (NOAA) in the Ballast Water Technology Demonstration Program. As a result, the Agency vessels are made available for ballast water treatment technology research. To date several tests have been conducted aboard ships and on the pier alongside.

In 2006, two Baltimore-based Maritime Administration roll-on/roll-off vessels (CAPE WASHINGTON and CAPE WRATH) were modified to facilitate future tests by allowing skid-mounted technologies to be trucked aboard the vessel via cargo ramps and plugged into the ships' ballast water system (including tanks/pumps) without disturbing the engineering spaces.

In early 2008, the Agency became a partner in the Maritime Environmental Resource Center (MERC) with Maryland Port Administration (MPA), Chesapeake Biological Laboratory/ University of Maryland Center for Environmental Science (CBL/UMCES), Smithsonian Environmental Research Center (SERC) and University of Maryland (UM) to provide independent performance testing and to help facilitate the transition of new treatments to operations. The immediate goal is to conduct a ballast water technology test aboard the CAPE WASHINGTON, and a longer term goal includes using both ships and a "spare" Agency barge as a smaller mobile test platform. In-house marine engineers and naval architects will develop a design for modifying the barge based on scientific needs. At this time final preparations are being made to the vessel for International Maritime Organization (IMO) G8-based testing of a filtration/UV technology scheduled to commence in May 2008.

**2. Great Lakes Activity.** In 2006 the Maritime Administration designed and provided funding for the development of a shore-based ballast water technology test platform in the Port of Superior, Wisconsin. This facility is an essential part of the Great Ships Initiative, whose goal is resolving the problem of ship-mediated introductions of aquatic invasive species in the Great Lakes Region and to serve as a model for research efforts in other

regions of the US and internationally. The Agency serves as a member of the Executive Committee at this time and provides a liaison capability to foster a collaborative effort among other facilities that are emerging.

**3. West Coast Activity.** The Maritime Administration, through its association with the state maritime colleges, proposes to assist with ballast water research by making the California state school ship GOLDEN BEAR available for testing during the regular school year and summer sea-term. Preliminary design modifications have been completed for the ship and funds are being sought from various sources. This West Coast-based research platform would facilitate ballast water technology research in a region highly populated with aquatic invasive species.

**4. Ad Hoc/International Activity.** The Agency provides support to private industry and academia by responding to requests related to ships structures and systems, especially as they relate to ballast water and aquatic invasive species. For example, researchers have requested attending dry dockings to learn more about the underwater structures and appendages. The Agency serves as a member of the U.S. Delegation to the IMO and participates in the Ballast Water Review/Working Group. The Agency currently serves as Chair of Subcommittee 3 (piping and machinery) of Technical Committee 8 (Ships and marine technology) of the International Organization for Standardization (ISO) which is developing an international standard for shipboard sampling devices for treated ballast water.

QUESTION: What plans does MARAD have in the future to assist in this effort?

RESPONSE:

**1. East Coast:** Complete barge modification designs, provide cost estimates and provide on-site support during the conversion. Make vessels available for ballast water technology testing as part of the partnership with NOAA and FWS, and as part of MERC.

**2. West Coast:** Continue support of the GOLDEN BEAR effort by working with researchers as well as ports. The Agency maintains ships at various West Coast ports; these vessels will be available for technology testing.

**3. Great Lakes:** Continue to provide support toward research at the Great Ships Initiative facility and serve on the Executive Committee.

**4. Ad Hoc:** Provide continued support to research interests. Serve as liaison between vendors and scientific community. Make ships available as needed for testing and research. Continue participation in the development of guidelines, regulations, and standards at the International Maritime Organization and International Organization for Standardization.

Fiscal Year 2009 Questions for the Record  
 Surface Transportation Board  
 Chairman John W. Olver  
 Subcommittee on Transportation, and Housing and Urban Development, and Related Agencies  
 House Committee on Appropriations

**User Fee Collections**

- 1. Please list the total dollar amount collected in user filling fees, broken down by fiscal years 2003, 2004, 2005, 2006, and 2007, and major fee categories.**

**Answer:** Please see attachment #1.

**Budget "Object" Classifications**

- 2. Per the Surface Transportation Board's fiscal year 2009 budget request, please describe what constitutes object class 25.20 "Other".**

**Answer:** Other services (object class 25.20) includes maintenance of operating equipment, furniture, and IT/computer equipment; IT contract support for the Board's servers and databases; miscellaneous repairs and services; and employee training (outside source).

- 3. Per the Surface Transportation Board's fiscal year 2009 budget request, please describe the differences between object class 26.00 "Supplies and Materials" and object class 31.00 "Equipment."**

**Answer:** Supplies and materials (object class 26.00) includes subscriptions to trade periodicals, newspapers, and legal and transportation-related publications; office supplies; copier supplies; and paper and toner for the computer printers. Equipment (object class 31.00) includes computer software and annual licenses, expensed furniture, operating equipment, and IT/computer equipment. The STB has no capitalized assets over \$25,000 which require depreciation.

- 4. Per the Surface Transportation Board's fiscal year 2009 budget request, please describe what constitutes object class 25.30 "Purchases of Goods from Government Accounts."**

**Answer:** The purchase of goods from Government accounts (object class 25.30) includes employee occupational health services, employee background investigations, the STB's share of the guard service for its office building, reimbursement to the DOT Working Capital Fund for pro-rata assessments of DOT programs, employee training (federal source), the STB's share of the cost of the railroad "waybill sample," and interagency agreements for: accounting services; human resources/payroll services; OPM staffing support; Small Agency Council and e-Government pro-rata assessments; Federal Records Center storage of case filings and supporting documentation; and the STB's share of DOT's internal control and financial statement audit support.

## Staffing

5. For fiscal years 2005, 2006, and 2007, please provide a table showing the full time equivalents (FTE) the Surface Transportation Board requested, the number authorized by Congress and the number on-board.

Answer: The following table provides the requested information.

	FY 2005	FY 2006	FY 2007
Full-Time Equivalents (FTE) Requested	150	150	150
FTE Authorized	150	150	150
Staffing On-Board as of September 30th	141	140	141

6. Please provide a table that delineates how many Surface Transportation Board employees will be eligible to retire within five years, and at which grade levels.

Answer: The following table shows the numbers of employees who are currently eligible for retirement and the number who are not currently eligible but who will become retirement-eligible within 5 years.

Grade Levels	Currently Eligible to Retire	Retirement Eligible in 5 Years
SES	6	
GS 14/15	26	8
GS 11/13	12	6
GS 5/9	6	
Total	50	14

## Case Completion Timeframes

7. For fiscal years 2005, 2006, and 2007, please list the average time of completion for regulatory matters broken down by major workload categories.

Answer: The time it takes to resolve a case before the Board has depended very much on the type of case, the time needed to develop the record (including time for discovery where parties to a dispute need or wish to pursue discovery), and the time needed to render a decision (or, as in some cases, a series of decisions). The Board does its best to respond to emergency needs or requests for expedited action, and many of these types of cases, as well as many non-complex cases, are resolved in days or weeks.

More complex cases, involving, for example, challenges to railroad rates or proposed railroad mergers, take more time. In particular, railroad merger proceedings, until passage of the ICC Termination Act of 1995 (ICCTA), had a statutory limit of 31 months from the time an application was filed until the final decision was issued. The ICCTA reduced the statutory limit for major mergers to 16 months. The Board had no major rail mergers during FY 2005, 2006 or 2007, and has none so far in FY 2008 (although the Board currently has pending one "significant" rail merger proposal and one "minor" rail merger proposal).

In the rail rate reasonableness area, the Board revised its rules and procedures several years ago to encourage parties to develop the records in these cases in a timely fashion and has acted to facilitate the record development through agency decisions and agency staff discovery conferences and technical conferences with the parties. Early in FY 2007, the Board further revised its procedures for handling these cases and also made substantive changes designed to improve decision making on the merits of rail rate reasonableness complaints.

With particular respect to how the Board has handled its workload, during fiscal years 2005, 2006 and 2007, the Board issued 872, 844 and 797 decisions, respectively, on a variety of procedural and substantive matters.

The ICCTA requires minor mergers to be completed within 180 days. The Board issued final decisions on three minor merger applications during fiscal years 2005, 2006 and 2007 (one in each of those years). In FY 2005, the Board decided STB Finance Docket No. 34738, Paducah & Louisville Railway, Inc. -- Acquisition -- CSX Transportation, Inc., 107 days after the application was filed. In FY 2006, the Board decided STB Finance Docket No. 34783, The Indiana Railroad Company -- Acquisition -- Soo Line Railroad Company, 117 days after the application was filed. And in FY 2007, the Board decided STB Finance Docket No. 35031, Fortress Investment Group LLC, et al. -- Control -- Florida East Coast Railway, LLC, 129 days after the application was filed. Average processing time was therefore 118 days, or just under 4 months.

During FY 2005, the Board issued a final decision in a rail rate reasonableness case initiated by the filing of a complaint about 4 years and 2 and a half months after the filing of the complaint (Arizona Electric Power Cooperative, Inc. v. The Burlington Northern and Santa Fe Railway Company and Union Pacific Railroad Company, STB Docket No. 42058). During FY 2006, the Board issued a final decision in a rail rate reasonableness case initiated by the filing of a complaint 4 years after the filing of the complaint (Otter Tail Power Company v. BNSF Railway Company, STB Docket No. 42071). During FY 2007, the Board issued final decisions in two rail rate reasonableness cases initiated by the filing of a complaint on average within 3 and a half years of the filing of the complaints (AEP Texas North Company v. BNSF Railway Company, STB Docket No. 41191 (Sub-No. 1) and Western Fuels Association, Inc., and Basin Electric Power Cooperative v. BNSF Railway Company, STB Docket No. 42088), and issued a decision in another rail rate reasonableness case that had been remanded by a court about 2 years and 4 months after the court remand (West Texas Utilities Company v. The Burlington Northern and Santa Fe Railway Company and Union Pacific Railroad Company, STB Docket No. 41191). The three cases in which final decisions were reached during FY 2007 would have been decided sooner, but they were held in abeyance for 8 months while the Board adopted new procedural and substantive rules for addressing these cases.

In the railroad abandonment area, abandonment proposals are filed in one of three ways: formal application, petition for exemption and notice of exemption (for cases that are not expected to be controversial). Substantive decisions are issued in application and petition for exemption cases within 4 months of the filing of the application or petition. And notices are processed within 20 days, with the related exemptions becoming effective 50 days after

the notice was filed unless effectiveness is delayed by an offer to purchase or subsidize the line proposed for abandonment. While formal applications filed by railroads for abandonment authority are decided within 4 months, applications filed by third parties seeking a Board ruling that a rail line may be abandoned (so-called “adverse” abandonments, as they are usually over the objection of an owning or serving railroad) sometimes take longer to resolve. Decisions related to post abandonment issues, such as offers of financial assistance (OFA) or requests to engage in trail use or public use negotiations, are handled as they arise, with OFAs governed by strict statutory deadlines, with which the Board complies.

In the area of railroad line sales, virtually all proposed transactions are processed as notices of exemption. Before early FY 2007, these transactions were to take effect within 7 days, but to improve public participation in this process, the Board revised its rules at that time. Now, within 16 days of the filing, the Board will serve and publish (in the Federal Register) notices of each such exemption, and exemptions processed in this manner will become effective 30 days after the filing of the notice.

Like abandonment proposals, rail construction proposals can be filed as applications, petitions for exemption or, in limited circumstances for short segments of connecting track, notices of exemption. Most proposals are made in the form of petitions for exemption. Because all construction proposals for which Board approval is required must undergo environmental review, the often extensive environmental review process must be completed before a construction proposal may receive final Board authorization. During FY 2005, there were no final Board decisions approving rail construction. In FY 2006, the Board gave final approval to two rail construction proposals—one 2 years after approval was sought (Ameren) and one 8 years after approval was sought (DME). In the latter case, the Board had approved the construction in 2002 but needed to consider the proposal again following a partial remand by the court of appeals based on environmental challenges. In FY 2007, there were no final Board decisions approving rail construction.

While the Board has little control over the number of new cases filed with it, the Board continues to have a full docket of railroad cases. The Board is determined to resolve all cases as expeditiously as possible, meeting statutory deadlines as applicable, and its record of resolving matters in a timely manner since its establishment on January 1, 1996, reflects that commitment.

- 8. During fiscal years 2005, 2006, and 2007, has the Surface Transportation Board failed to adhere to any statutory deadlines for the resolution of matters pending before the Board?**

**Answer:** Board staff has searched for any instance in which the Board has failed to resolve a matter within an applicable statutory deadline during the fiscal years and has found none.

#### Accessibility Issues

9. Pursuant to the STB Ex. Parte No. 646 (Sub-No. 1) *Simplified Standards for Rail Rate Cases* ruling please provide examples of how this ruling has improved accessibility for shippers. What actions has the Surface Transportation Board taken to further ensure processes are open and transparent to the public?

**Answer:** The Board took three interrelated steps in Simplified Standards to improve accessibility to the agency for shippers with rail rate disputes. First, the Board undertook to simplify the rate review process to reduce the litigation expense to shippers in a variety of ways. An example of these efforts was the decision to rely on the Uniform Rail Costing System (URCS) to determine the “variable costs” of the movements at issue. The decision to rely on URCS (without any so-called “movement-specific adjustments”) is expected to reduce the litigation expense to a complainant by as much as \$1 million. Furthermore, the Board required carriers to participate in Board-sponsored mediation of the disputes at the beginning of the case to provide an opportunity for quick and inexpensive resolution of the dispute.

Second, the Board set tight procedural schedules so that shippers would receive a prompt resolution of smaller disputes. Under Simplified Standards, a shipper can expect a final resolution of its rate dispute in as little as 240 days, a time period that includes mandatory mediation, the necessary discovery of information from the railroads, submission of three rounds of expedited testimony, and a final Board decision.

Finally, and most significantly, the Board removed significant barriers to the use of these simplified standards. Under the prior procedures in place since 1996, a shipper was required to prove that its case was well suited for simplified treatment and that the shipper should not use the more expensive stand-alone cost (SAC) procedures instead. In Simplified Standards, the Board removed this requirement. Now, shippers may use either of the simplified procedures set forth in Simplified Standards. By using a simplified procedure, the shipper agrees to a limit on the relief available (of either \$1 million over 5 years for the simplest type of case, known as “3 Benchmark,” or \$5 million over 5 years for a case under the more involved “simplified-SAC” methodology. The Board imposes these limits on relief to encourage shippers with large rail disputes to use the rate procedure best suited for the amount in dispute. But any captive shipper may now pursue relief under the simplified procedures of its choice, with a minimal filing fee of \$150.

Over the past several years, the Board has made a continuing effort to render its procedures and processes more open and transparent to the public. Examples of those efforts include:

- requiring railroads to begin fuel surcharge reporting on a quarterly basis (the reports are posted to the Board’s website);
- requiring carriers seeking Board authorization for the sale of regional lines to disclose for public comment any interchange agreements (sometimes referred to as “paper barriers”);

- providing shippers access to the confidential Waybill sample so they can understand and monitor how the agency calculates two key benchmarks used in small rate cases;
- requiring parties to use publicly available data in calculating the railroad industry cost of capital to promote transparency of that annual determination;
- posting on the Board's website summaries of railroad contracts entered into for the transportation of agricultural products that carriers are required to file with the agency;
- requiring all parties to submit public versions of all pleadings instead of denoting entire pleadings as confidential; and
- holding information hearings on topics of interest to the public or the agency.

In addition, the Board recently announced the merger of its Office of Compliance and Consumer Assistance and Office of Governmental and Public Affairs. The new office is called the Office of Public Assistance, Governmental Affairs, and Compliance. One of the main goals of the reorganization is to expand the Board's Rail Consumer Assistance program, which will now seek to reach a much broader audience. This new, merged program will address both operational and service issues among all Board stakeholders, as well as assist members of the public who have questions about Board procedures.

#### **Rail Energy Transportation Advisory Committee**

**10. Please list by name and title the current members of the Rail Energy Transportation Advisory Committee (RETAC).**

**Answer:**

Alan Shaw (Co-Chair)  
Senior Director, Coal Transportation Services  
Norfolk Southern Railway Company

Jeff Wallace (Co-Chair)  
VP Fuels  
Southern Company

David Rohal (Secretary-Treasurer)  
Vice President  
RailAmerica

William Berg  
Chief Executive Officer  
Dairyland Power Cooperative

Stevan Bobb  
Group VP—Coal  
BNSF Ry. Co.

James Brunkenhoefer

National Legislative Director  
United Transportation Union

John Eaves  
President and COO  
Arch Coal

Daryl Haack  
Individual corn and soybean producer

Paul Hammes  
VP & General Manager, Agricultural Products  
Union Pacific Railroad

Clarence J. (Joe) Hopf, Jr.  
President  
PPL EnergyPlus, LLC

Robert Hulick  
VP Business Development  
TrinityRail

Mark Huston  
Director, North American Transportation  
Louis Dreyfus Corp

Richard C. Kelly  
Chairman, President, CEO  
XCEL Energy

Dan Kuehn  
Executive Manager, Wholesale Power Services  
Lower Colorado River Authority

Edward McKechnie  
Chief Commercial Officer  
WATCO Companies

Betsy B. Monseu  
VP Transportation  
Foundation Energy Sales, Inc.

Michael Rayphole  
VP Sales and Western Transportation  
Peabody COAL SALES LLC

James M. Redding  
Vice President – External Relations

Aventine Renewable Energy, Inc

Henry Rupert  
Asst. VP-Utility North  
CSX Transportation, Inc.

Daniel R. Sabin  
President  
Iowa Northern Ry. Co.

Darin Selby  
Asst. VP-Coal Sales and Marketing  
Kansas City Southern Railway

Darrell R. Wallace  
Vice President Transportation Commodities Group  
Bunge North America, Inc

Jay Wileman  
President and CEO  
GE Equipment Services, Rail Services

Under the RETAC Charter, the three members of the STB are nonvoting, ex officio members of the Committee. Additionally, the charter provides that representatives of the Federal Energy Regulatory Commission and the U.S. Department of Transportation, U.S. Department of Energy, and U.S. Department of Agriculture may be invited to participate as non-voting, ex officio members. To date, Government participants have included the following:

Federal Energy Regulatory Commission  
The Honorable Marc Spitzer  
Commissioner

U.S. Department of Agriculture  
The Honorable Bruce Blanton  
Associate Deputy Administrator for Transportation Services

U.S. Department of Energy  
The Honorable Kevin Kolevar  
Assistant Secretary for Electricity Delivery and Energy Reliability

**Outreach****11. In fiscal year 2007, please describe the types of outreach activities between railroads and their customers that the Surface Transportation Board facilitated.**

**Answer:** The Rail Consumer Assistance Program is the Board's permanent outreach endeavor between railroads and their customers. The program provides the public with free, informal access to agency staff and expertise in the private-sector resolution of rail service-related issues. The program helps the public by immediately bringing shipper concerns to the involved railroad, a practice facilitating prompt response and encouraging parties to reach mutually acceptable solutions to complaints. Alternatively, rail customers have the option of seeking guidance by Board staff without the involved railroad being contacted. Whichever option a customer chooses, all communications with Board staff are kept confidential until the customer gives approval to contact a railroad on the customer's behalf. Board staff cannot always resolve issues informally, but they are often successful at bringing the shipper and rail line closer together without resorting to litigation or formal Board adjudication. As the goal of the program is to facilitate communication between the parties, program staff does not order a specific resolution to disputes. Railroads and shippers seeking assistance through the program do so voluntarily, and all outcomes are at the discretion of the railroad and shipper. In FY 2007, the program handled 101 rail consumer requests for assistance. Since the program's inception in 2000, it has handled more than 750 rail consumer matters.

As mentioned in response to question 9, the Rail Consumer Assistance Program is now administered in the Board's newly organized Office of Public Assistance, Governmental Affairs, and Compliance. The program is expanding to serve not only rail customers with operational and service issues, but also any member of the public with questions about Board procedures, regulations or proceedings.

The Board also administers three advisory committees that provide opportunities for shipper and railroad representatives to engage in discussions on relevant issues concerning rail transportation. These committees are the Rail Energy Transportation Advisory Committee, the Railroad-Shipper Transportation Advisory Council (RSTAC), and the National Grain Car Council.

The Rail Energy Transportation Advisory Committee, mentioned in question 10, is comprised of 23 voting members, representing a balance of stakeholders with an interest in energy transportation by rail, including large and small railroads, coal producers, electric utilities, the biofuels industry, and the private railcar industry. The three members of the Board serve as ex officio members, along with representatives of the Departments of Agriculture, Energy, Transportation and the Federal Energy Regulatory Commission. Meetings are held at least twice a year and are open to the public. The first two meetings of RETAC were held on October 24, 2007 and March 6, 2008. RETAC is scheduled to meet next on June 12, 2008 in Washington, DC.

The Railroad-Shipper Transportation Advisory Counsel was established pursuant to the ICC Termination Act of 1995 (P.L. 104-88, 109 Stat. 803) to advise the Congress, Secretary of Transportation and the Board with respect to matters affecting small shippers and small

railroads. Its 15 members are senior officials from large and small shippers and railroads. In addition, the Secretary of Transportation and the three Board members serve as ex officio members. RSTAC met in FY 2007 on November 7-8, 2006; January 31 – February 1, 2007; May 2 - 3, 2007; and July 25 – 26, 2007. There will be a meeting on July 22-23, 2008.

The National Grain Car Council is made up of a balanced representation of executives knowledgeable in the transportation of grain. These executives include members from the Class I railroads representing marketing and management; representatives from the Class II and III railroads; members representing grain shippers and receivers; and members representing private rail car owners and rail car manufacturers. The Council met in FY 2007 in July in Kansas City, Missouri. They are scheduled to meet again on June 25, 2008 in Washington, DC.

**12. In fiscal years 2008, and 2009, how will the Surface Transportation Board continue to promote private-sector resolutions of disputes? How will the Surface Transportation Board work towards streamlining the regulatory process?**

**Answer:** The Board will continue to promote private-sector resolutions of disputes through informal facilitation of communications between rail carriers and their customers where possible, by granting requests to hold formal proceedings in abeyance at the request of parties expressing a desire to pursue private-sector negotiations, and by requiring or offering mediation as a mechanism to be used to attempt to reach a resolution. The Board has been successful in employing all of these tools in the past and expects them to continue to bear fruit where circumstances make that possible.

In the past the Board has worked to streamline its regulatory processes so that there is an efficient process for handling each type of case. Where proposed transactions or sought authorizations seldom have opposition or controversy, the Board has employed the use of class exemptions to provide advance authorization for qualified proposals and exercised regulatory authority where necessary by exception. For matters that are contested or are expected to be contested, the Board endeavors to have in place procedures that allow for prompt development of the record so that a Board decision can be issued as expeditiously as possible. To that end the Board has consistently sought ways to improve upon the existing processes, as demonstrated by the recent revisions to the procedures and methodology for addressing the large rail rate cases and small rate cases, and the revisions early in FY 2007 to the class exemption process for railroad line sales and other financial transactions to provide greater opportunities for public participation before a proposed transaction goes forward. The Board is committed to seeking ways to further improve the record-building and decision making processes where past experience reflects a need for a new or improved process.

### Surface Transportation Board Calculations and Methodologies

**13. At present, where does the Surface Transportation Board stand on refining the cost-of-capital calculation?**

**Answer:** In January 2008, the Board refined the cost-of-capital calculation by replacing the single-stage discounted cash flow (DCF) model used since 1981 to estimate the railroad industry cost of equity with a more modern Capital Asset Pricing Model (CAPM). At the same time, the Board began a second proceeding to explore whether to supplement CAPM with a multi-stage DCF model to further improve the precision and reliability of its cost-of-capital calculations. The railroad industry has offered a multi-stage DCF model for consideration by the Board and the matter is ongoing. A petition for rulemaking on replacement cost, which could affect the Board's Cost of Capital calculation, is also pending before the Board.

**14. Please describe in detail the Surface Transportation Board's constrained market pricing methodology.**

**Answer:** The Board's general standards for judging the reasonableness of rail freight rates, which are applied to large rail rate disputes, are set forth in Coal Rate Guidelines, Nationwide, 1 I.C.C.2d 520 (1985) (Guidelines), aff'd sub nom. Consolidated Rail Corp. v. United States, 812 F.2d 1444 (3d Cir. 1987), as modified in Major Issues in Rail Rate Cases, STB Ex Parte No. 657 (Sub-No. 1) (STB served Oct. 30, 2006) (Major Issues), aff'd sub nom. BNSF Railway Company, et al. v. STB, No. 06-1374, et al. (D.C. Cir. May 20, 2008).

Guidelines adopted a set of pricing principles known as "constrained market pricing" (CMP). CMP contains three main constraints on the extent to which a railroad may charge differentially higher rates on captive traffic. The revenue adequacy constraint ensures that a captive shipper will "not be required to continue to pay differentially higher rates than other shippers when some or all of that differential is no longer necessary to ensure a financially sound carrier capable of meeting its current and future service needs." Guidelines, 1 I.C.C.2d at 535-36. The management efficiency constraint protects captive shippers from paying for avoidable inefficiencies (whether short-run or long-run) that are shown to increase a railroad's revenue need to a point where the shipper's rate is affected. Id. at 537-42. The stand-alone cost (SAC) constraint protects a captive shipper from bearing costs of inefficiencies or from cross-subsidizing other traffic by paying more than the revenue needed to replicate rail service to a select subset of the carrier's traffic base. Id. at 542-46.

The revenue adequacy and management efficiency constraints employ a "top-down" approach, examining the incumbent carrier's existing operations. If the carrier is revenue adequate (earning sufficient funds to cover its costs and provide a fair return on its investment), or would be revenue adequate after eliminating unnecessary costs from specifically identified inefficiencies in its operations, a complaining shipper may be entitled to rate relief. The SAC constraint uses a "bottom-up" approach, calculating what a hypothetical new, optimally efficient carrier would need to charge for providing rail service only over those lines and facilities that are needed to serve the complaining shipper (and other traffic using the same lines and facilities, to the extent the complainant wishes to take

advantage of cost-sharing). The complainant, who has the ultimate burden of persuasion, may choose which approaches to use.

**15. Please describe in detail the Surface Transportation Board's "Three Benchmark" test regarding guidelines for small rate disputes.**

**Answer:** Congress has directed the Board to “establish a simplified and expedited method for determining the reasonableness of challenged rail rates in those cases in which a full stand-alone cost presentation is too costly, given the value of the case.” 49 U.S.C. 10701(d)(3). To comport with this directive, the Board adopted the guidelines set forth in Simplified Standards For Rail Rate Cases, STB Ex Parte No. 646 (Sub-No. 1) (STB served Sept. 5, 2007), pet. for review docketed, No. 07-1369, et al. (D.C. Cir. Sept. 18, 2007) (Simplified Standards). These guidelines overhauled the procedures adopted in 1996. The new standards offer two alternative simplified approaches that complainants may choose from: a “Simplified-SAC” method for medium-size rail rate disputes and a refined “Three-Benchmark” method for smaller rail rate disputes.

Under the refined Three-Benchmark method, the reasonableness of a challenged rate will be determined by examining the challenged rate in relation to three benchmark figures, each of which is expressed as a revenue to variable cost (R/VC) ratio. The idea of the Three-Benchmark approach is to provide a simple way of gauging when carriers are recovering too much of their costs from a particular captive shipper.

The first benchmark, the Revenue Shortfall Allocation Method (RSAM), measures the average markup over variable cost that the defendant railroad would need to charge all of its “potentially captive” traffic (traffic priced above the 180% R/VC level) in order for the railroad to earn adequate revenues as measured by the Board under 49 U.S.C. 10704(a)(2).

The second benchmark, the  $R/VC_{>180}$  benchmark, measures the average markup over variable cost currently earned by the defendant railroad on all of its potentially captive traffic. The RSAM and  $R/VC_{180}$  benchmarks are published annually by the Board. See, e.g., Rate Guidelines—Non-Coal Proceedings, STB Ex Parte No. 347 (Sub-No. 2) (STB served Apr. 25, 2006).

The third benchmark, the  $R/VC_{COMP}$  benchmark, is used to compare the markup being paid by the challenged traffic to the average markup assessed on other comparable potentially captive traffic. The purpose of the  $R/VC_{COMP}$  benchmark is to use the R/VC ratios of other “potentially captive traffic” (i.e., traffic priced above the 180% R/VC level) as evidence of the reasonable R/VC levels for traffic of that sort. Comparability is determined by reviewing a variety of factors, such as length of movement, commodity type, traffic densities of the likely routes involved, and demand elasticity (although the comparison group need not have movements with identical demand).

Once the Board has selected which comparison group to use for the  $R/VC_{COMP}$  benchmark, each movement in the comparison group is adjusted by the ratio of  $RSAM \div R/VC_{>180}$ . The Board then calculates the mean and standard deviation of the resulting R/VC ratios. If the challenged rate is above a reasonable confidence interval around the estimate of the mean

for the adjusted comparison group, it is presumed unreasonable and, absent any "other relevant factors," the maximum lawful rate is prescribed at that boundary level.

**16. Please describe in detail the Surface Transportation Board's stand alone cost (SAC) test application in rail rate cases.**

**Answer:** A SAC analysis seeks to determine whether a complainant is bearing the cost of any inefficiencies or the cost of any facilities or services from which it derives no benefit; it does this by simulating the competitive rate that would exist in a "contestable market." A contestable market is defined as one that is free from barriers to entry. The economic theory of contestable markets does not depend on a large number of competing firms in the marketplace to assure a competitive outcome. Guidelines, 1 I.C.C.2d at 528. In a contestable market, even a monopolist must offer competitive rates or lose its customers to a new entrant. Id. In other words, contestable markets have competitive characteristics which preclude monopoly pricing.

It is not easy to start a new railroad from scratch. Therefore, to simulate the competitive price that would result if the market for rail service were contestable, the costs and other limitations associated with entry barriers must be omitted from the SAC analysis. Id. at 529. This removes any advantages which the existing railroad would have over a new entrant that create the existing railroad's monopoly power. A stand-alone railroad (SARR) is therefore hypothesized that could serve the traffic at issue if the rail industry were free of entry barriers. Under the SAC constraint, the rate at issue cannot be higher than what the SARR would need to charge to serve the complaining shipper while fully covering all of its costs, including a reasonable return on investment. This analysis produces a simulated competitive rate against which we judge the challenged rate. Id. at 542.

To make a SAC presentation, a shipper designs a SARR specifically tailored to serve an identified traffic group, using the optimum physical plant or rail system needed for that traffic. Using information on the types and amounts of traffic moving over the defendant's rail system, the complainant selects a subset of that traffic (including its own traffic to which the challenged rate applies) that the SARR would serve.

Based on the traffic group to be served, the level of services to be provided, and the terrain to be traversed, a detailed operating plan must be developed for the SARR. Once an operating plan is developed that would accommodate the traffic group selected by the complainant, the system-wide investment requirements and operating expense requirements (including such expenses as locomotive and car leasing, personnel, material and supplies, and administrative and overhead costs) must be estimated. The parties must provide appropriate documentation to support their estimates.

It is assumed that investments normally would be made prior to the start of service, that the SARR would continue to operate into the indefinite future, and that recovery of the investment costs would occur over the economic life of the assets. The Board's SAC analyses are limited to a finite period of time and examine the revenue requirements for the SARR based on the operating expenses that would be incurred over that period and the portion of capital costs that would need to be recovered during that period. A computerized

discounted cash flow (DCF) model simulates how the SARR would likely recover its capital investments, taking into account inflation, Federal and state tax liabilities, and a reasonable rate of return. The annual revenues required to recover the SARR's capital costs (and taxes) are combined with the annual operating costs to calculate the SARR's total annual revenue requirements.

The Board then compares the revenue requirements of the SARR against the total revenues to be generated by the traffic group over the SAC analysis period. A present value analysis is used that takes into account the time value of money, netting annual over-recovery and under-recovery as of a common point in time. If the present value of the revenues that would be generated by the traffic group are less than the present value of the SARR's revenue requirements, then the complainant has failed to demonstrate that the challenged rate levels violated the SAC constraint. If the present value of the revenues from the traffic group exceeds the present value of the revenue requirements of the SARR, then the Board must decide what relief to provide to the complainant by allocating the revenue requirements of the SARR among the traffic group and over time.

The Board now uses an approach called the "Maximum Markup Methodology" (MMM) to allocate the revenue requirements of the SARR ("SAC costs") among the traffic group. MMM is based on the maximum R/VC ratio at which – if applied as a cap for all traffic in the group – total revenues generated by the traffic group would equal the total SAC costs for that year. The amount of rate relief to the complainant would be determined by the amount by which the R/VC ratio for the traffic at issue exceeds that R/VC cap.

Finally, in 2007, the Board created a "Simplified-SAC" process that complainants may use for disputes where the value of the case cannot justify the expense of a Full-SAC analysis. Simplified Standards For Rail Rate Cases, STB Ex Parte No. 646 (Sub-No. 1) (STB served Sept. 5, 2007), pet. for review docketed, No. 07-1369, et al. (D.C. Cir. Sept. 18, 2007). To hold down the cost of a Simplified-SAC presentation, the following simplifying assumptions and standardization measures were imposed:

- Route: The analysis examines the predominant route of the issue movements during the prior 12 months for the traffic at issue.
- Configuration: The facilities of the SARR will consist of the existing facilities along the analyzed route (including all track, sidings, and yards). If a shipper presents compelling evidence that some facilities along the route have fallen into disuse by the railroad, and thus need not be replicated, those facilities will be excluded from the SAC analysis.
- Test Year: The Simplified-SAC analysis examines the reasonableness of the challenged rates based on a 1-year analysis. The Test Year will be the most recently completed 4 quarters preceding the filing of the complaint.
- Traffic Group: The traffic group will consist of all movements that traveled over the selected route in the Test Year. No rerouting of traffic will be permitted.
- Cross-Over Traffic: The revenue from cross-over traffic (traffic that uses both on-SARR and off-SARR facilities) will be apportioned between the on-SARR and off-SARR portions of the movement based on the revenue allocation methodology used in Full-SAC proceedings.

- Road Property Investment: The Board's findings in prior Full-SAC cases will be used to simplify parts of the road property investment analysis.
- Operating Expenses: The total operating and equipment expenses of the SARR will be estimated using the Board's Uniform Rail Costing System (URCS).

#### Common Carrier Obligation

**17. Please explain in general the factors that the Surface Transportation Board uses when determining a "reasonable request" as related to a railroad's common carrier obligation?**

**Answer:** All railroads subject to the jurisdiction of the STB have a common carrier obligation to provide service upon reasonable request. 49 U.S.C. 11101(a). The statute does not define the term "reasonable request," and the Board does not employ a single test to determine whether a request is reasonable. Rather, the Board conducts a case-by-case fact-specific inquiry into both the request for service and the carrier's response.

A reasonable request must be specific as to volume, commodity, and time of shipment. Thus, for example, the Board has held that a request by a shipper that a railroad make expensive repairs to its line without a corresponding request for rail service was not reasonable. Additionally, as carriers must address multiple requests for service from numerous shippers, the common carrier obligation does not entitle a particular shipper to the precise level of service it might prefer. Thus, for example, when there is strong demand, it is not necessarily unlawful if a carrier's service is less prompt than a particular shipper would like. Whether a shipper's request for service during particular time windows or with particular frequency is reasonable turns on the facts of each case.

A reasonable request triggers the railroad's common carrier obligation, after which it may not refuse to provide service merely because to do so would be inconvenient or unprofitable. Nor may a railroad precondition service upon the shipper's advance funding of repairs to the line over which service is to be provided. And the agency has held that a railroad may not refuse to carry a particular commodity when federal safety regulations governing the transport of the commodity were met.

However, a carrier can be excused temporarily from its common carrier obligation during a lawful "embargo" when the carrier is incapable of providing service and issues an embargo on the line. Temporary incapacity to serve may be the result of physical conditions, such as weather damage or reasonable operating restrictions due to congestion. A rail carrier can become liable for failing to meet its common carrier obligation if an embargo is unreasonable at the outset or is prolonged unduly, in which case the failure to provide service may be construed as an unauthorized abandonment of the line.

On April 24 and 25, the Board held a public hearing to discuss various important topics related to the common carrier obligation. The Board is now in the process of considering whether further proceedings relating to the obligation are warranted.

- a. Additionally, what mechanisms does the Surface Transportation Board have in place to gather facts and evaluate the possible substitution of rail transportation for transportation by truck?

Answer: It is individual shippers who determine whether to ship commodities via rail or truck. These decisions are made based upon many factors, including the type of commodity being shipped, the distance of the movement, and rates for truck and rail service. The STB does not regulate these shipper choices and, outside of the types of proceedings described in response to question 17b below, does not gather facts to evaluate the possible substitution of rail transportation for transportation by truck.

- b. Does the Surface Transportation Board have the jurisdiction and mechanisms to consider if substitution by truck is less safe or less fuel efficient and if so, take these facts into consideration?

Answer: In general, a railroad must fulfill its common carrier obligation regardless of whether a shipper has other transportation alternatives available to it. Moreover, the Federal Railroad Administration (FRA) has primary jurisdiction over issues of rail safety, and railroads must comply with all applicable FRA safety regulations when conducting rail operations.

The Board does consider safety and fuel efficiency issues in certain contexts. For example, when a railroad seeks authority to abandon a line (or to discontinue service over it) rather than continuing to offer common carrier service on that line, the Board considers, among other factors, the effect the cessation of rail service would have on shippers and the community. In some cases, that includes examining the impacts of relying on other transportation modes, such as additional costs (including fuel costs) and safety implications (regarding the handling of hazardous materials for example). Safety, energy impact, and the potential effects of substituting truck for rail transportation may also be part of the Board's NEPA review of the environmental impacts of proposals for new rail construction and rail mergers.

#### Other

- 18. Please explain the process by sequential steps with a timeline, indicating where we are today on the merger of Canadian National and the Elgin, Joliet, and Eastern Railway Co.**

**Answer:** As explained in the attached timeline, in November 2007, the Board accepted for consideration the application filed by Canadian National Railway Corporation and Grand Trunk Corporation ("Applicants") seeking authority under 49 U.S.C. 11321-26 to acquire control of the Elgin, Joliet & Eastern Railway. In its decision, the Board announced that a full Environmental Impact Statement (EIS) will be prepared to assess the potential environmental impacts that may result from the proposed acquisition, and it set a procedural schedule giving interested parties time to submit comments, requests for conditions, and other evidence regarding the transportation-related issues. The record on the transportation-related issues closed in March 2008, when the parties filed their replies and rebuttal.

However, the Board is required to accommodate the National Environmental Policy Act (NEPA) in its decision making, and must complete the ongoing EIS process before making a final decision.

With respect to the EIS process, in December 2007, the Board's environmental staff, the Section of Environmental Analysis (SEA), issued a Notice of Intent to prepare an EIS and a Draft Scope of the issues to be studied in the EIS for public review and comment. In January 2008, SEA held 14 open-house meetings concerning the scope of the EIS, including meetings in Barrington, Chicago, Joliet, Matteson, Mundelein and West Chicago, Illinois and Gary, Indiana. SEA also received written comments on the Draft Scope; established a toll-free information line for public comments (with a Spanish-language option); and announced that an electronic filing system was available on the Board's website to receive comments. SEA has received 1,347 comments from individuals attending the open house meetings; another 1,268 comment letters; 219 oral comments on SEA's information line; and 858 individual comments filed electronically on the Board's website.

In April 2008, SEA issued a Final Scope of work for the EIS, based on further analysis and the comments received. SEA also consulted and coordinated with appropriate federal, state, and local agencies and other government entities during the scoping process and has continued the coordination after issuance of the Final Scope.

In late summer 2008, SEA expects to issue a Draft EIS that will analyze in detail the potential environmental impacts of the proposed acquisition and make recommendations for environmental mitigation. The public will have at least 45 days to comment on the Draft EIS, and public meetings will be held in Illinois and Indiana. A Final EIS will then be issued that will respond to the public comments, present the results of any further environmental analysis, and present final environmental mitigation recommendations. The Board will then consider the entire environmental record, as well as the record on the transportation-related issues, in deciding whether to authorize the transaction as proposed, deny the proposal, or grant it with conditions, including environmental mitigation conditions.

Applicants have asked the Board to set a specific time schedule for completion of the environmental review. That petition is pending before the Board.

#### TIMELINE

#### CANADIAN NAT'L. RY. CO. AND GRAND TRUNK CORP.—CONTROL—EJ&E WEST CO., STB DOCKET NO. FD 35087

<b>October 30, 2007</b>	Primary application, related filings, and motion to establish procedural schedule filed.
<b>November 29, 2007</b>	Notice of acceptance of application by the Board published in the <u>Federal Register</u> . Board gives notice that it will prepare an Environmental Impact Statement (EIS).

<b>December 13, 2007</b>	Notices of intent to participate in this proceeding were due.
<b>December 21, 2007</b>	Notice of initiation of the scoping process, including notice of availability of Draft Scope of Study for the EIS; request for comments on the Draft Scope; and notice of open-house meetings.
<b>January 8, 2008 – January 22, 2008</b>	Section of Environmental Analysis (SEA) held 14 public meetings concerning the scope of the EIS, in Barrington, IL, Chicago, IL, Gary, IN, Joliet, IL, Matteson, IL, Mundelein, IL and West Chicago, IL. Approximately 2,600 individuals participated.
<b>January 28, 2008</b>	All comments, protests, requests for conditions, and any other evidence and argument in opposition to the primary application or related filings, including filings of DOJ and DOT, were due.
<b>February 15, 2008</b>	Comments on Draft Scope of Study were due. Board received 1,347 comments from individuals who attended the public meetings; another 1,268 comment letters; 219 oral comments on the SEA's information line; and 858 individual comments filed electronically on the Board's website.
<b>March 13, 2008</b>	Responses to comments, protests, requests for conditions, and other opposition, as well as rebuttal in support of the primary application or related filings were due.
<b>April 28, 2008</b>	Notice of availability of the Final Scope of Study for the EIS issued by SEA.
<b>Current Status:</b>	All evidence and argument on transportation/non-environmental issues have been filed. SEA has announced the scope of study for the EIS and is preparing the Draft EIS.
<b>Late Summer 2008</b>	Draft EIS to be published and made available for comments.
<b>TBD</b>	Public comment period on Draft EIS for at least 45 days. Public meetings will be held in Illinois and Indiana.

TBD	Final EIS to be published.
TBD	A public hearing or oral argument on transportation (non-environmental) issues may be held.
TBD <sup>1</sup>	Date by which a final decision will be served.
TBD <sup>2</sup>	Date by which a final decision will become effective.

**19. Please explain the Surface Transportation Board's role in any complaint brought under 49 U.S.C. 24308(c).**

**Answer:** 49 U.S.C. 24308(c) states that “[e]xcept in an emergency, intercity and commuter rail passenger transportation provided by or for Amtrak has preference over freight transportation in using a rail line, junction, or crossing unless the Secretary of Transportation orders otherwise . . . .” The section specifically provides that “a rail carrier affected by this subsection may apply to the Secretary for relief.” Thus, it appears it is the Secretary of Transportation, not the Board, that would have jurisdiction to hear a complaint under 49 U.S.C. 24308(c). No complaints under this section have been brought to the Board to date.

---

<sup>1</sup> Under 49 U.S.C. 11325(d)(2), a final decision would have been due by April 25, 2008; however, the Board also is required to accommodate NEPA in its decisionmaking process. Therefore, a final decision here will be issued as soon as possible after completion of the EIS process.

<sup>2</sup> The final decision is ordinarily scheduled to become effective 30 days after it is served.

Attachment #1

	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>
	<u>Collections</u>	<u>Collections</u>	<u>Collections</u>	<u>Collections</u>	<u>Collections</u>
	\$ 59,800	\$ 46,200	\$ 68,800	\$ 66,000	\$ 52,800
Notice/petition involving rail acquisition or operation	36,400	60,900	92,600	24,900	64,700
Notice/petition of railroad to acquire/extend additional line	288,100	390,400	324,400	280,000	373,700
Notice/petition involving abandonment or discontinue rail service	36,950	7,000	45,700	25,500	15,400
Petition for non-carrier control	3,150	4,200	25,650	18,050	17,200
Request for extension for trails use condition	47,900	16,800	34,800	55,900	0
Set terms and conditions for sale of abandoned rail line	21,500	31,350	51,950	45,000	39,000
Notice of exemption to acquire trackage rights	165,000	166,800	0	184,500	63,800
Application/petition involving the construction of a rail line	61,400	61,400	128,700	204,000	0
Complaint filed under coal rate guidelines	18,000	24,400	6,750	27,800	600
All other formal complaints	68,040	67,920	112,665	94,769	98,840
Filing of document for recordation of rail asset	196,686	181,725	146,062	172,232	147,595
Miscellaneous fee collections					
<b>Total Offsetting Collections</b>	<b>\$1,002,926</b>	<b>\$1,059,095</b>	<b>\$1,038,077</b>	<b>\$1,198,651</b>	<b>\$873,635</b>

THURSDAY, MARCH 6, 2008.

**FEDERAL AVIATION ADMINISTRATION**

**WITNESS**

**HON. ROBERT STURGELL, ACTING ADMINISTRATOR**

Mr. OLVER. The hearing will come to order. I would like to welcome the acting FAA Administrator, Bobby Sturgell, to the subcommittee.

Mr. Sturgell, I understand that you are wearing multiple hats, that of the deputy administrator as well, and I am glad you could come before the subcommittee to testify on the FAA's fiscal year 2009 budget request.

The FAA is requesting a \$14.6 billion appropriation, a reduction of \$272 million from the fiscal year 2008 enacted level. Like last year, the budget proposes a new account structure, eliminating two existing accounts and replacing them with two new ones. As you know, our Nation faces a number of aviation challenges, explosive passenger growth, increasingly congested airspace, an antiquated Air Traffic Control System in desperate need of modernization, and an aging and changing workforce. Over the last dozen years, air traffic grew from 545 million passengers a year to over 750 million. It is expected to reach a billion by the year 2015. And further forecasts indicate that passenger travel could double or even triple by 2025.

General aviation is also growing. The number of general aviation aircraft in use is currently 230,000, expected to grow to 275,000 by the year 2020, as very light jets begin to occupy the Nation's airspace. As passengers and air traffic increase, so do delays. Last year, delays and consumer complaints reached an all-time high, with nearly one in four flights experiencing 15 minutes or more delay. Delays cause more than just passenger headaches. DOT's own estimates indicate that aviation delays cost the Nation as much as \$15 billion a year.

To mitigate the effects of congestion, the FAA is employing a number of mechanisms, redesigning airspace, instituting caps on operations, and embarking on a multiyear, multibillion dollar effort to modernize the national air system. To address the limitations of the antiquated air traffic technology, the FAA is requesting \$688 million for Next Generation air traffic control programs, which will transform the National Airspace System. FAA estimates that NextGen will cost \$4.6 billion over the next 5 years and require billions more beyond 2012. The IG, however, has cautioned that the software development effort to bridge the gap between the current system and future NextGen architectures could cost as much as \$50 billion. Clearly, this is an extremely complex and expensive endeavor.

We must also invest in the people who ensure the day-to-day safety of the air traffic system. Since 2005, the FAA has had to significantly increase its hiring effort to offset the increase in controller retirements over projections. As a result, composition of the workforce has undergone a fundamental transformation, and this could have serious safety implications. The Washington Post recently reported that the ratio of certified controllers to trainees has plummeted from five to one in 2002 down to three to one today. As more than half of the world's air traffic is managed by FAA controllers, we must ensure that an adequate number are well trained.

Finally, the lack of mutual agreement between FAA and the controllers concerns me deeply, and I urge you to continue discussions with them and others in the FAA workforce.

Before we have the opportunity to hear from you and Ranking Member Knollenberg, I would like to take a moment to acknowledge Cheryle Tucker, who is sitting beside me here, has worked on the subcommittee for the last 7 years for both Mr. Knollenberg and me. This will be Cheryle's last hearing before she heads to the committee's surveys and investigations staff. I think that is why she is smiling. Cheryle has handled just about every account within DOT at one time or another and has worked tirelessly to ensure limited Federal resources are directed toward programs that benefit the greater good. Cheryle has also been a strong mentor to the staff, and I know they have appreciated her leadership on the subcommittee's staff. After the hearing, I hope you will all take a moment to wish Cheryle well in her new position.

With that, let me recognize my ranking member, Mr. Knollenberg from Michigan, for any comments he would like to make.

Mr. KNOLLENBERG. Thank you, Mr. Chairman.

I, too, want to salute Cheryle. She has been extraordinary in so many, many ways. We are sorry you are leaving, but we can see a smile on your face. As the Chairman has said, maybe that is a reason for you to be excited about where you are going. So, hopefully, that will be the case.

Let me add my welcome, obviously, to Acting Administrator Sturgell and to his staff who are here this afternoon. We do appreciate your coming to update us on the major changes facing the airline industry and, in particular, the FAA as reflected in the 2009 budget request. Mr. Chairman, I cannot think of any greater set of issues facing us today than the future of air traffic in this country. A recent study entitled, "The Economic Impact of Civil Aviation on the U.S. Economy," which was released last July, estimated that aviation accounted for over \$1 trillion in economic activity in 2005. This represents about 6 percent of the Nation's gross domestic product. It created over 10 million jobs and flew over 30 billion tons of revenue-ton miles of cargo.

And needless to say, a safe, efficient, and growing air traffic system is essential to the Nation's sustained economic growth. In fact, the annual rate of growth of air travel demand has matched the rate of growth of the economy almost precisely each year over the last 25 years. In spite of how critical to the economy the National Airspace Program or System is, we find ourselves bogged down and mired in the status quo. We still do not have a reauthorization of the program. Instead, we have yet another extension, only 9

months in duration, and no real prospect for a reformed or modernized program. This extension takes us to June 30th, about the time the summer holiday season moves into full swing.

In fact, the chances of real reform and modernization seem to be less likely today than they have been to this date. I hope I am wrong about that, and perhaps the acting administrator can shed some hope or light on the status of negotiations with the authorizing committees. I think we would all welcome a breakthrough. At the moment, however, the chances for real reform and modernization or even a multiyear reauthorization seem to be less likely today than they have been right along. But simple extensions often bring with them both short- and long-term downside risks, and this extension is no different.

The most recent extension, for example, required a 25 percent reduction to stay within the allotted contract authority, and that reduction will cause many airports to lose a substantial portion of their protected or saved funding that has been appropriated in prior years. Unintended or not, this is the kind of outcome that is realized by not having a long-term reauthorization in place in a timely manner. I intend to ask the acting administrator to elaborate on just which airports are going to lose funds and how significant a problem this is going to be this year. The long-term consequences are just as disheartening. According to the budget information provided so far, the current trust fund mechanism would actually be adequate to cover the costs of putting in place the Next Generation equipment and facilities in a timely manner. The administration thinks the makeup of those revenues should be changed. I do not know if the administration's proposal is a better idea or a fairer solution, but we all know that the airport congestion problem gets larger each and every day. To the extent that NextGen is part of the solution, we had better again on with implementing the program, in my opinion.

Before I leave that topic, however, I also want to raise some concerns about the budget request for NextGen that is before us today. There is in total I believe some \$680 million for Next Generation activities all combined, and about \$630 million in equipment and facilities. At the same time, the funding for the current system and equipment upgrades is reduced by some \$235 million compared to the current year. I want to be sure that what is given up in current upgrades is in fact less important than the new addition of Next Generation technology. I do not want to see NextGen implementation take on a life of its own and end up superseding other activities that should be considered a higher priority. I will follow up on that during the questioning period.

The Department has just issued its National Airspace System Capital Investment Plan. One of the more interesting features of the plan is its discussion of how rapidly the nature of aviation is changing: Smaller, regional jets flying point to point, and very light jets flying to smaller airports. Consider, for example, the regional jets now are 34 percent of the traffic handled at the 35 busiest airports. All of this suggests that the workload will increase. And where it increases may well be away from the large hubs. The FAA has a new contract with air traffic controllers. And I would like to explore where the administrator believes that the FAA has suffi-

cient flexibility to make rapid changes in skill mixes and staffing levels at airports and TRACONS to keep pace with the changing operations and demands of the aviation industry.

Finally, we have all heard the Department describe its 2009 budget, and I endorse and congratulate the department for that emphasis. Certainly the rapid increase in predicted air traffic demands that we provide all the controllers the equipment and technology that we can afford. I am somewhat disturbed by the fact, however, that in spite of a new increase in new entrants, new aircraft needing operational standards, new unmanned aircraft, and very light jets, that the size of the Aviation Safety, the AVS program, remains flat from 2008 until 2013. I would like to get a better understanding of the rationale behind that and how the FAA intends to fill that gap and workload.

Now, Mr. Chairman, our subcommittee has some very difficult choices to make. We find ourselves, all of us on the subcommittee, faced with rapidly rising costs for programs throughout the bill, and not just the FAA, but across the bill. It seems that at every hearing we hear about the shortfall in funding or the essential increase needed to keep pace with the economy. We have to meet infrastructure requirements in the transportation sector, and we have to continue our support for housing and services for nearly 5 million low-income individuals and their families.

I hope to delve into some of these issues, assuming there is time, that I have raised here today, and I look forward to working with you to sort out how we meet all these priorities for the committee as we move forward in the weeks ahead. I yield back now, Mr. Chairman. Thank you very much.

Mr. OLVER. Mr. Sturgell, your complete written statement will be included in the record. And I would urge you to, in your informal remarks, to make them fit somewhere within the time frame that we have taken here, each of us. Thank you.

Mr. STURGELL. Fair enough. Good afternoon, Chairman Olver, Congressman Knollenberg, it is a pleasure to testify before you and the committee to discuss the Federal Aviation Administration's budget request for fiscal year 2009. As the operators and regulators of the world's safest aviation system, we believe the 2009 budget request of \$14.6 billion will provide adequate funding to support all our critical priorities, priorities on which the flying public and the taxpayer depend.

Mr. Chairman, you maintained many times that safety must be the FAA's primary concern. That concern has been evident in your unwavering support of our critical safety initiatives, especially on the staffing front. Funding provided by this committee in fiscal years 2007 and 2008 will allow us to increase our controller workforce by over 500, and over the last several years, as has been pointed out, our safety staff by over 400. Our budget request continues that emphasis, with more than two-thirds of the funding dedicated to the safety mission.

The subcommittee has been very clear that our industry's remarkable safety record must not be just maintained but improved in the future, and I certainly concur with that. We do have to avoid complacency, despite having the best safety record over the last 5 years here that we have ever had. We should always be striving

for continuous improvement in that record. I think we are being particularly aggressive in ratcheting up the level of safety on our runways in particular. Last year we had eight runway incursions—only eight—that involved commercial aircraft. That is out of 61 million total operations. So a very small number, but a number that we need to continue to drive down smaller and smaller.

We have taken several actions over the last year with the industry and the airport community. I want to particularly thank our controllers and flight standards inspectors unions, who have been involved in this Call to Action effort to improve runway safety. Everybody on every front has stepped up, the airports, the air carriers. As a former airline pilot, I would like to thank particularly the chief pilots and the safety officers from the carriers who have been involved in meetings with our senior flight standards people. They have been getting the word out to the pilots individually about the importance of this area and the need to continue to improve it.

On the technology front, we are looking at further deployment of ASDE-X. Runway status lights will be our next major safety program in this area, and the budget has \$26 million for that program in 2009. It is this kind of push on technology and focus on people that I think the NextGen program represents. We made sure everybody has had a seat at the table. And for those who say we do not have plans for it, the plans are there, and they are being continuously developed with everyone involved: all the stakeholders, the industry, the labor unions. NATCA, for example, participates in four committees that are shaping the Next Generation Air Transportation System. The Institute Management Council, where they are one of 16 members, this was a congressionally formed council to ensure industry stakeholder involvement in it. A couple of committees that we have: Air Traffic Management Advisory Committee and Air Traffic Procedures Advisory Committee, as well as the Operational Evolution Partnership.

You did mention the staffing effort with the workforce. We hired over 1,800 controllers last year. We are going to hire 1,800 again this year. And the 2009 budget has another net increase of over 300 controllers. So we are moving forward in that effort.

Again, I just want to echo some of the comments from Mr. Knollenberg about the need for, in the long run, finance reform, a reliable revenue stream. If we do not have predictable funding, then we end up in a series of extensions—six this year, I believe—with kind of a state of flux. And it is a problem for an operating agency like the FAA.

Finally, I will throw in my sentiments and recognition of Cheryle. She has been great to work with, both personally with me and with our staff. I will do my best to keep her involved with us as long as possible and as much as we can.

So thanks very much Cheryle, Mr. Chairman, Mr. Knollenberg.  
[The justification follows:]

**STATEMENT OF  
ROBERT A. STURGELL, ACTING ADMINISTRATOR  
FEDERAL AVIATION ADMINISTRATION**

**BEFORE THE COMMITTEE ON APPROPRIATIONS, SUBCOMMITTEE ON  
TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED  
AGENCIES**

**MARCH 6, 2008**

Good morning, Chairman Olver, Congressman Knollenberg, and Members of the Subcommittee. Thank you for the opportunity to appear here today to discuss the Administration's Fiscal Year (FY) 2009 budget request for the Federal Aviation Administration (FAA).

**FY 2009 Budget**

Our FY 2009 budget request of \$14.6 billion provides funding to support all critical priorities of the FAA. As always, safety is FAA's primary concern, with 67 percent of our budget request dedicated to our safety mission. (See attached chart showing our budget request in terms of agency goals). This request includes \$688 million for key research and technologies to enable the transition to the Next Generation Air Transportation System (NextGen), as well as funding to meet our hiring goals for our air traffic controller and safety inspection workforces.

The 2009 budget request assumes adoption of the President's reauthorization proposal for FAA programs and revenue streams, with user fees implemented in 2010. We firmly believe that comprehensive reform of FAA's funding mechanism is necessary, and we will continue working with Congress and our stakeholders toward a successful reauthorization that is consistent with our key principles for a comprehensive cost-based financing structure. That structure must ensure that costs and revenues are better aligned, that all stakeholders are treated fairly, and that our aviation system is ready for the congestion and environmental challenges of the future. With a more efficient revenue structure, we will be able to build on our exemplary safety record while expanding the number of aircraft that the nation's airspace can safely handle at any given time. Our proposal provides the tools we need to implement NextGen and the modern technology required to handle increased demand for aviation.

For FY 2009, we have proposed a new account structure that aligns FAA's budget accounts with its lines of business. We believe an account structure based upon agency functions makes sense both in terms of how we operate now as well as under our proposed financing reforms. For ease of understanding this approach, we have attached a "crosswalk" chart showing a comparison of our request with the current account structure.

**Safety and Operations**

The FY 2009 request is \$2 billion for Safety and Operations, including \$1.2 billion for Aviation Safety (AVS), \$14 million for Commercial Space Transportation, and \$851 million for Staff Offices. Most of the funds requested support the agency's activities to maintain and increase aviation safety and efficiency. The request will allow AVS to meet its mission of promoting aviation safety in the interest of the American public by regulating and overseeing the civil aviation industry. AVS consists of eight distinct organizational elements employing approximately 7,000 personnel. These employees are responsible for the oversight of the Air Traffic Organization (ATO); certification, production approval, and continued airworthiness of aircraft; and certification of pilots, mechanics and other safety related positions. The agency recognizes that this Subcommittee is particularly interested in our efforts regarding aviation safety inspector staffing. The FY 2009 request maintains recent staffing gains to our aviation safety workforce, providing for 4,110 safety inspectors, and requests an additional 30 safety staff positions for air traffic oversight. I should also note that the \$14 million Commercial Space Transportation request includes \$270,000 for four additional safety personnel needed to assess the human space flight aspects of the safety evaluations of commercial space license and permit applications.

**Air Traffic Organization**

The FY 2009 request for FAA's Air Traffic Organization (ATO) is \$9.7 billion, of which \$7.1 billion is for ATO operating expenses. We recognize that this Subcommittee is also very interested in our efforts regarding controller staffing. As with the safety inspector workforce, FAA is aggressively hiring and training controllers to ensure the right number of controllers are in place at the right time to address the well-documented retirement "bubble." FAA began anticipating today's air traffic controller retirement wave five years ago, issuing a comprehensive staffing plan that we update annually. Our 2008 plan will be published later this month.

The remaining \$2.6 billion will support ATO capital projects, formerly in the Facilities & Equipment (F&E) account. This funding will continue to maintain and upgrade the current system, improving the aging infrastructure of our facilities, while laying the foundation for NextGen. This funding will also support important safety and capacity enhancing technology, such as Airport Surface Detection Equipment - Model X (ASDE-X), runway status lights (RWSL), and Automatic Dependence Surveillance Broadcast (ADS-B).

The ATO continues to see cost savings from the Flight Service Station (FSS) contract, which was initiated two years ago. We anticipate savings and cost avoidance of approximately \$2.2 billion over the 13 year period of the program, with \$1.7 billion of these savings achieved over the ten years of the Lockheed Martin contract. Our network of automated flight service stations,

which provide weather guidance and other assistance to the pilots of small airplanes, has been reduced from 58 to 18 — 15 previously existing facilities and three new ones built by Lockheed Martin. The contract not only saves money, it also commits the vendor to modernize and improve the flight services we provide to general aviation pilots.

**Grants in Aid for Airports (AIP)**

The FAA's reforms for the Airport Improvement Program contained in our reauthorization proposal are designed to target federal dollars strategically to the airports where they will have the most impact. While large and medium hub airports have a greater ability to finance their own capital requirements with revenue from passenger facility charges and their own rates and charges, small primary and general aviation airports rely more heavily on AIP funding to help meet their capital needs and complete critical projects. We have proposed changes to the Federal funding program which will stabilize and enhance these funding sources for airports. With the proposed programmatic changes, including the increase in the passenger facility charges, the \$2.75 billion requested in our budget will be sufficient to finance airports' capital needs and meet national system safety and capacity objectives. Our request also includes \$19 million for airport technology research and \$15 million for the Airport Cooperative Research program, \$5 million of which is for environmental studies.

**Research, Engineering, and Development (RE&D)**

The FY 2009 request for RE&D is \$171 million. The request includes \$91 million for continued research on aviation safety issues. The remaining research funding is to address congestion and environmental issues, including \$42 million for new NextGen projects such as Self Separation, Weather Technology in the Cockpit, Air-Ground Integration, and the Environmental Research – Aircraft Technology, Fuels and Metrics. The RE&D budget also provides \$14.5 million for the Joint Planning and Development Office (JPDO) to continue defining and facilitating the transition to NextGen, bringing this account's total FY 2009 contribution to the NextGen effort to \$56.5 million.

**Controller Workforce**

Our highly trained air traffic controllers play a critical role in achieving the outstanding level of aviation safety we enjoy in the U.S. Looking forward, I am dedicated to maintaining and improving the levels of safety we have achieved thus far while continuing to improve working conditions and expand the diversity of this workforce.

With more than 60 percent of the controller workforce eligible to retire over the next 10 years, FAA plans to hire more than 16,000 controllers over that period. Last year we hired 1,815 controllers, a third of them with previous air traffic control experience from the military, and we

are in the process of hiring a similar number this year. We ended FY 2007 with 14,874 controllers on board — 67 more controllers than our workforce plan target. Our FY 2009 budget includes funding to hire a net increase of 306 new controllers, a level consistent with the targets being developed for our updated staffing plan. The last public sector announcement for an air traffic controller position closed on February 15 and generated 4,515 applications. The agency is also working aggressively to build up staffing by offering a variety of incentives to recruit and retain controllers, including recruitment and relocation bonuses and repayment of student loans.

Over the next few years, most facilities will be in a period of transition and will be staffed with a combination of certified professional controllers (CPCs), CPCs-In-Training, and developmental controllers. I must stress that developmentals are proficient, or checked-out, in specific sectors or positions, and that handling live traffic is a requirement to maintain proficiency as they progress toward CPC status. While not yet certified on all positions needed to achieve CPC status, these newer controllers are highly skilled, trained, and capable of carrying out the safety mission of FAA.

To accelerate the hiring process for qualified individuals, we have implemented Pre-Employment Processing Centers (PEPCs). Individuals chosen by FAA selection panels are invited to come to the PEPCs, where they are interviewed and undergo pre-hire screenings such as medical examinations, psychological and drug testing, fingerprinting and security clearance application processes. Some recruits may now receive final offer letters from FAA in as little as one month after their interview – a process that could otherwise take up to six months. Our last PEPC was held in Jacksonville and had 73 participants. The next will take place in Miami in about two weeks.

The Air Traffic Collegiate Training Initiative (AT-CTI) is becoming a more significant source for hiring, providing controller candidates who have college degrees. CTI schools do not receive federal funding but are an important pipeline of recruitment for our agency. The number of AT-CTI graduates hired into controller positions has rapidly increased from 38 percent of new hires in FY 2005 to 56 percent in FY 2007. To attract qualified new employees, we are expanding the program again in 2008 to allow new schools to apply. Currently, we have 23 schools in the program – 14 original schools and nine new schools added as a result of our FY 2007 expansion, the first expansion in more than a decade. Our goal is to have up to 35 AT-CTI schools in the program graduating 2,000-2,500 students per year by FY 2010.

Veterans' programs are also a valuable source of new controllers. In August of last year, FAA implemented the Veterans Training Program (VTP) for air traffic control specialist (ATCS) and airway transportation system specialist (ATSS) positions. Just this week, a veteran from

Louisville, KY became a new participant in the program and began training at the Academy. The Department of Veterans Affairs has also recently certified our on-the-job training program for developmentals. This certification allows developmentals with appropriate veteran entitlements under the Montgomery GI Bill to receive monetary education benefits for the training they are receiving.

Furthermore, I am focused on improving our facilities and the physical conditions under which our controllers work. Our improvement projects include modernization, sustainment, seismic upgrades, and facility condition lifecycle assessments. Projects are prioritized based on the impact of known problems in the facility, the importance of the facility to the National Airspace System, and the urgency of the sustainment need. For this year and next we will allocate slightly more than \$300 million per year for the repair, modernization, and replacement of our air traffic control facilities. These projects will include replacement of obsolete infrastructure, asbestos and mold abatement, repair of roof leaks, and plumbing improvements.

#### **Increased Safety**

Due to the combined efforts of government and the aviation community, we are fortunate to be living in the safest period in aviation history and the FAA is committed to making it safer still. In the past 10 years, the commercial fatal accident rate has dropped 57 percent, to a rolling three-year average of 0.022 fatal accidents per 100,000 departures as of the end of FY 2007. In the past three years, the United States averaged approximately two fatal accidents per year and 28 deaths per year; while any loss of life is tragic, this statistic is remarkable, given that there are roughly 12 million commercial aircraft flights per year. General aviation accidents are down. Air traffic control errors are occurring at a rate lower than in the previous two years.

Approximately 67 percent of our budget request, or \$9.9 billion, supports the FAA's safety mission to operate and maintain the air traffic control system, inspect aircraft, certify new equipment, ensure the safety of flight procedures, oversee the safety of commercial space transportation, and develop a replacement air traffic data and telecommunications system. For FY 2009, we have adopted a new safety goal: to reduce U.S. commercial airline fatalities per 100 million people (including crew) on board to fewer than 8.31 (an improvement of over 6 percent from our FY 2008 goal) and to reduce the rate of general aviation fatal accidents. Under the old metric, all accidents were counted equally, regardless of how many fatalities occurred. This new metric is more relevant to the flying public, as it better measures the individual risk – as low as it is – to fly.

The request includes an increase of \$11.3 million to hire and train sufficient air traffic controllers to achieve our hiring targets noted earlier in my statement. It also includes \$800,000 for 30 new

positions to support continued development of the Air Traffic Oversight office, which was formed in FY 2004 to ensure continued operational safety throughout the ATO. The FY 2009 budget maintains the staffing gains to our aviation safety workforce during FY 2007-2008, with total aviation safety staffing reaching 7,069 by the end of FY 2009.

The FAA has made runway safety a focus since 1999, and the aviation community has made great progress over the years in improving runway safety. In FY 2007, we met our performance target of 0.530 per million operations for the most serious runway incursions, Category A and B, and ATO's goal is 0.450 per million operations by 2010. Over the past 6 years alone, we have reduced the number of serious runway incursions by more than 50 percent.

Last August, more than 40 representatives from a cross-section of the aviation industry agreed to an ambitious plan focused on solutions in improving cockpit procedures, airport signage and markings, air traffic procedures, and technology. The "call to action" plan committed the group to a list of five short-term actions that could be completed within 60 days. These actions included upgrading runway entrance markings, improved training programs, development of an Air Traffic Controller Aviation Safety Action Program (ASAP) to encourage voluntary reporting, and reviews of surface operations and cockpit procedures. Since then, all of these actions have either been implemented or are on schedule, and the operational reviews have resulted in more than 100 short-term and numerous mid- and long-term initiatives.

The FAA has spent more than \$404 million to date to acquire and deploy the next generation of ground surveillance technology, known as Airport Surface Detection Equipment — Model X (ASDE-X). The FY 2009 request for ASDE-X reflects FAA's commitment to accelerate the entire deployment schedule for completion in 2010 instead of 2011. Twelve airports now have ASDE-X in operation, and all remaining 23 ASDE-X systems are in various phases of the implementation process. Funding for each of the six phases of the ASDE-X implementation process is usually required prior to beginning a new phase. Funding has already been obligated for the system hardware for all 35 sites, all planned software development and system enhancements, and the current activities at the remaining 23 airports.

Runway status lights (RWSL) are another system being deployed to reduce the potential for runway incursions. The RWSL system, which was developed as a result of the NTSB's "Most Wanted" list of safety improvements, integrates airport lighting equipment with approach and surface surveillance systems to provide a visual signal to pilots indicating that it is unsafe to enter, cross, or begin takeoff on a runway. Airport surveillance sensor inputs are processed and command in-pavement lights to illuminate red when there is traffic on or approaching the runway.

The system is currently in operation at Dallas/Fort Worth (DFW) and San Diego airports, and Los Angeles International Airport will pay the full \$6 million cost to have the technology installed early next year. Further RWSL test installations are under consideration. A few weeks ago, at DFW, a plane was cleared for take-off, while at the same time air traffic control cleared another aircraft to cross that same runway on a taxiway. The first plane did not initiate its takeoff roll, because the pilot “saw the red lights” of the RWSL System. In all, DFW has seen a 70 percent reduction in runway incursions since the technology was installed on one of the airport’s seven runways. The FAA has already spent nearly \$25.8 million on this initiative and will spend another \$8.7 million in FY 2008. Our current plan includes \$27 million for FY 2009, in line with the Administrator’s “Call to Action” goal of program completion by FY 2011.

To further increase runway safety, we are helping airports build end-around taxiways, which allow aircraft to avoid crossing an active runway. The first opened at Atlanta last year and has eliminated 612 runway crossings per day. We anticipate the opening of another taxiway at Dallas/Fort Worth in December. We are also making progress improving Runway Safety Areas (RSAs). RSAs enhance safety in the event of an undershoot, overrun, or excursion from the side of the runway. In FY 2000, FAA started an ambitious program to accelerate RSA improvements for commercial service runways that do not meet standards. We developed a long-term completion plan that will ensure that all practicable improvements are completed by 2015. Significant progress has been made and 63 percent of the RSA improvements have been completed. By the end of 2010, 88 percent of RSA improvements will be complete.

#### **Increasing Capacity**

The aviation industry is critical to our nation’s economy. Over two million people a day travel on our nation’s airlines and more than one-third of the value of all goods is moved by air. Passenger traffic now exceeds pre-9/11 levels at most of the nation’s top airports, and is expected to grow to over a billion passengers by the middle of the next decade. By 2014, without any changes to the system, we expect to see delays 62 percent higher than they are today.

To achieve an on-time arrival rate of more than 88 percent of flights in FY 2009 and to increase average daily capacity at major airports, FAA requests \$3.7 billion. This includes funding to replace obsolete radars and to continue automating terminal control facilities, as well as \$21 million for oceanic automation to improve flight route flexibility. Programs that will form the core of NextGen are also part of this request, including \$41 million to develop an internet-like System-Wide Information Management network and \$300 million to continue implementing the Automatic Dependent Surveillance Broadcast (ADS-B) system. \$1.3 billion of the Airport Improvement Program request is aimed at reducing congestion, largely through the construction and maintenance of runways.

In the last seven years, 13 new runways (more than 20 miles of new runway pavement) have opened at some of the nation's most capacity-constrained airports. These runways provide the potential to accommodate 1.6 million more annual operations and decreased average delay per operation at these airports by about 5 minutes. Approximately one-third of the \$5.3 billion cost of these runways has been covered by Airport Improvement Program funding. Three more runways will open later this year, at Seattle-Tacoma, Washington Dulles, and Chicago O'Hare. In addition, there are five other airfield projects (two airfield reconfigurations, one runway extension, one end-around taxiway, and one centerfield taxiway) under construction. These projects will be commissioned by 2012 and will provide these airports with the potential to accommodate an additional 400,000 annual operations.

Aviation delays escalated in 2007, particularly in the New York area. Demand for air carrier access at LaGuardia and John F. Kennedy airports has historically been managed by the High Density Rule (HDR), which limited the number of operations during peak demand hours. The rule expired at both airports on January 1, 2007. A temporary order is in place to restrict the number of hourly operations at LaGuardia while the FAA works on a final congestion management rule for the airport. LaGuardia, JFK, and Newark airports consistently rank as the nation's three most delayed airports.

In response to the growing delays in the New York metro area, the President, Secretary Peters, and I met to discuss the unacceptable impact these delays were having on the Nation's airspace. We formed a New York Aviation Rulemaking Committee (ARC) to work with industry and community stakeholders to come up with a list of potential solutions. On December 19, the Secretary announced a number of steps being taken in New York as a result. These steps include a cap on flights at JFK, planned caps at Newark, a list of 77 operational improvements to reduce congestion in the region, and establishment of a New York airspace czar. Many of these solutions can be implemented in the short-term, but longer-term efforts such as airspace redesign and NextGen will also be required in order to provide additional capacity. To date, we have completed eight of the 77 identified operational improvements, and we expect to complete an additional nine by this summer. We are working closely with the Port Authority and our customers to prioritize the remaining 60 items, which are either long-term projects or items that are under review for feasibility, and expect to finalize the priority list this summer.

Beginning March 30, as a short-term solution, hourly operations at JFK will be capped at either 82 or 83 per hour. These caps will be in place through 2009 and follow the conclusion of a schedule reduction meeting we held with the air carriers and airport. Hourly limits are also planned for Newark and will be in place as soon as we have completed our negotiations with the air carriers. In addition, implementation of the latest air traffic control technology at airports in

the Philadelphia and New York region is being expedited and an interim aviation “czar” has been appointed to serve as director of the newly-created New York Integration Office while we conduct a national search for the permanent appointment.

Our preference is to expand capacity in order to meet demand. As I have noted, the aviation industry is a major economic engine, providing support and jobs both for the country as a whole and for local communities. We need to find a way to address congestion and allocate limited space efficiently and fairly. We believe that a market-based approach provides the best outcome because it sets the right incentives for efficient use of the system. That is why we are also looking at market-based measures for longer-term solutions to congestion, particularly in New York.

#### **NextGen**

Key to achieving higher levels of safety, efficiency, and environmental performance is the move to a 21<sup>st</sup> century National Airspace System. For the flying public, this investment is critical if we are to deploy state-of-the-art NextGen capabilities to safely and efficiently handle dramatic increases in the number and type of aircraft using our skies without being overwhelmed by congestion. Our FY 2009 budget request will provide \$688 million — a nearly \$500 million increase from 2008 — in support of NextGen. In the past year, key NextGen defining documents have matured. Last summer, the Joint Planning and Development Office (JPDO) released public versions of the Enterprise Architecture and Concept of Operations. In July, the initial baseline of the NextGen Integrated Work Plan was completed. The work plan lays out the progression from the present to the future, with activities and responsible agencies identified. As envisioned, the work plan would guide the formulation of future budgets within partner agencies.

The FY 2009 NextGen budget represents strong collaboration between JPDO and the new OEP — formerly the Operational Evolution Plan, and now the Operational Evolution Partnership — to define and estimate the budgetary requirements for FY 2009. That collaboration will provide oversight and track progress to ensure that NextGen objectives are achieved. This NextGen investment portfolio includes programs and activities deemed “transformational,” i.e., those that will truly move toward the next generation system. The FY 2009 portfolio consists of \$631 million in ATO Capital Programs, \$57 million in Research, Engineering & Development, and \$704,000 in Safety & Operations, for a total of \$688 million. This funding level includes \$19.5 million to directly support the JPDO: \$5 million from ATO Capital and \$14.5 million from R,E&D. This represents a significant investment in NextGen programs and reflects the Administration’s commitment to comprehensively address capacity constraints in the aviation system.

ADS-B is a critical part of developing our initial capabilities in satellite-based control and surveillance. The system allows an aircraft to continuously transmit its location, speed, and altitude to other planes, pilots, and controllers, which provides much more accuracy than today's radar. ADS-B provides an essential capability for reduced separation and allows for greater predictability in departure and arrival times. ADS-B will also give real-time cockpit displays of traffic information, both on the ground and in the air, to equipped users throughout the system. We estimate that ADS-B applications in the terminal environment will save \$1.5 billion for commercial aviation through 2035. The United Parcel Service (UPS) is already using ADS-B technology in Louisville, Kentucky to enable the use of Continuous Descent Arrivals (CDA), with great success. UPS aims to cut noise and emissions by about 30 percent each and reduce fuel burn by 40-70 gallons for each arrival.

In August 2007, FAA approved a contract with ITT Corporation to provide ADS-B services. Under the contract, ITT will install, own, and maintain the ground infrastructure, while FAA pays for the surveillance and broadcast services. Since the contract award, the program is on track; we intend to deploy ADS-B at key sites by 2010 and will roll out the nationwide infrastructure in 2013. ADS-B is also being implemented in the Gulf of Mexico, where controllers currently operate without radar coverage and must track low-flying aircraft using a grid system based on reported – not actual – position. To ensure safety, a significant amount of separation must be maintained between aircraft, severely reducing capacity. ADS-B will allow us to dramatically reduce the amount of separation while maintaining safety, saving an estimated \$1.5 billion through 2013 and providing support for an additional 246,400 flights over the Gulf between 2017 and 2035.

We are also undertaking efforts that better take advantage of aircraft capability. The area navigation (RNAV) program uses onboard avionics that allow an aircraft to fly more direct and precise flight paths. Improved performance on departure has led to a more efficient traffic flow, reducing departure delays, decreasing taxi times, and reducing fuel burn and associated emissions. RNAV operations have saved operators \$8.5 million annually at Dallas/Fort Worth International Airport and a total estimated \$34 million at Hartsfield-Jackson Atlanta International Airport. Required Navigation Performance (RNP) builds upon RNAV and allows flights to land with lower minima. Using RNP, in 2006 Alaska Airlines was able to continue 980 approaches that otherwise would have been diverted, largely due to adverse weather conditions. NextGen plans call for continued deployment of RNAV and RNP procedures, and we will begin to couple them with other decision support tools to maximize their capabilities.

**Environmental Stewardship**

NextGen must be more efficient than the current system, but it must also be quieter and cleaner. Our goal for NextGen is to meet growing demand by tripling the capacity of the nation's airspace while reducing significant environmental impacts. Our FY 2009 budget request includes \$352 million, of which \$264 million is requested from the AIP program, to address the environmental impacts of aviation. We will ensure that the number of people in the United States who are exposed to significant aircraft noise levels continues to decline, and that we are reducing air and water quality impacts, addressing the impact of aviation's greenhouse gas emissions on the global climate, and supporting the development of alternative aviation fuels.

We will provide expertise and funding to assist in abating the impacts of aircraft noise in neighborhoods surrounding airports by purchasing land, relocating persons and businesses, soundproofing residential homes or buildings used for educational and medical purposes, purchasing noise barriers and monitors, and researching new noise prediction and abatement models and new technologies. We estimate that 20,000 people will see a reduction in aircraft noise from these AIP-supported mitigation efforts at airports. The FY 2009 request includes \$16 million in new RE&D funding for the Aircraft Technology, Fuels and Metrics program to accelerate the introduction of quieter and cleaner technology in commercial fleets and to initiate a NextGen Environmental Management System. The request also includes a \$5 million increase for the Airport Cooperative Research Program (ACRP) for environmental research to help mitigate aviation environmental impacts in the airport vicinity.

**International Leadership**

Our FY 2009 request includes \$63.1 million to expand FAA's international leadership role and to help improve safety. We will expand training and technical assistance programs that help civil aviation authorities meet international standards, as well as promoting seamless global operations. We will also continue to work with our international partners and the International Civil Aviation Authority (ICAO) to harmonize global technological standards, and to expand the use of global satellite navigation systems.

Our role as an international leader in the air transportation industry also requires us to meet the challenges of global environmental sustainability. Although aviation's overall contribution to global carbon emissions is relatively small, aviation is considered one of the few rapidly growing contributors. To meet this challenge, former Administrator Marion Blakey and the Vice President and Transport Minister of the European Commission (EC) announced the creation of the Atlantic Interoperability Initiative to Reduce Emissions (AIRE) Partnership last June. The partnership will strive to accelerate implementation of environmentally friendly, new air traffic control technology and procedures. Two weeks ago, I further expanded our international

environmental leadership role when I signed an agreement in Singapore with Airservices Australia and Airways New Zealand to establish the Asia and South Pacific Initiative to Reduce Emissions (ASPIRE).

We are also working closely with China to promote seamless NextGen operations around the globe. On February 20, FAA signed a memorandum with the Air Traffic Management Bureau (ATMB) of China's General Administration of Civil Aviation in Beijing. The JPDO worked with counterparts in China to outline the framework for achieving the harmonization and interoperability of NextGen and China's NextGen Air Traffic Management System (CNATS). The ATO will be assisting ATMB with key NextGen technologies, including RNAV, Global Positioning System (GPS) technology, and ADS-B.

#### **Security**

As you know, responsibility for the security of the aviation system now rests with the Department of Homeland Security. Most of the \$218.6 million requested in our budget focuses on enhancing the security of the FAA's own personnel, facilities, and communications. The FAA ensures the operability of the national airspace through the facilities, equipment and personnel of the air traffic control system, which is essential to the rapid recovery of transportation services in the event of a national crisis. Additionally, the budget request includes funding to continue upgrading and accrediting facilities, procure and implement additional security systems, and upgrade our command and control communications equipment.

#### **Organizational Excellence**

At FAA, "acting more like a business" is not just a slogan. We are actively engaging in a comprehensive pay-for-performance program, consolidating operations, improving internal financial management, and increasing benefits to our customers. Our bottom line is results for our stakeholders, including the taxpayer and traveling public.

We are continuing to make every effort to control our operating costs. Personnel reform for the agency, granted in 1998, is starting to bear fruit, with conversion from the traditional GS-Schedule pay system to pay for performance. This conversion is allowing the agency to flatten pay bands and tie performance incentives to pay increases. Accountability for results is systemic throughout our organization, with 90 percent of our employees on the pay-for-performance system, including our executives. *Flight Plan* performance targets must be achieved before annual pay raises are calculated. Executives and managers have a good deal of discretion in rewarding high-performing employees, and incentives are present to ensure quality work and innovation are rewarded. Executives are also eligible for short-term incentive increases when specific performance thresholds are met or exceeded.

We know that labor costs drive a significant share of our budget, and we have been working to slow the rate of growth in labor costs. We are also increasing workforce productivity through cutting multiple levels of management and improving oversight of our worker's compensation caseload.

I have already mentioned ATO's success with competitively sourcing its flight service station function. They have also successfully consolidated administrative and staff support functions from nine service areas to three, allowing for better service while saving an estimated \$360 to \$460 million over the next 10 years. The FAA has also taken steps to consolidate and improve our real property management and information technology (IT) investments.

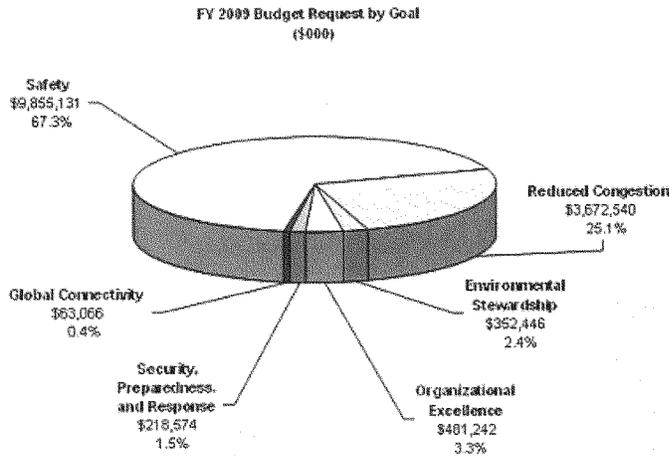
In a concerted effort to control costs and make smarter capital investment choices, several years ago FAA created a capital investment team to review financial and performance data. The team provides an early warning for potential problems as well as help to develop corrective actions. So far, these business case reviews have identified \$460 million in lifecycle savings by restructuring/terminating ten programs, six of them major. To date, over 165 projects were reviewed in various stages of acquisition, capital formulation, and business case development.

Finally, the Strategic Sourcing for the Acquisition of Various Equipment and Supplies (SAVES) initiative is an ambitious effort begun in FY 2006 to implement best practices from the private sector in the procurement of administrative supplies, equipment, and IT hardware. It is expected to achieve \$9 million in savings annually.

#### **Conclusion**

Our FY 2009 request provides strong support for our staff hiring goals, safety and capital programs and NextGen activities. However, to better enable a move to NextGen, we believe comprehensive reform of FAA's programs and revenue streams is necessary. We will continue working with Congress and our stakeholders toward a successful reauthorization that is consistent with our key principles for a comprehensive cost-based financing structure. Given the vital role aviation plays in the nation's economy and the need to prepare for the future, our funding request for FY 2009 is designed to support America's growing demand for aviation-related services.

###



**Comparison of Budgets - FYs 2007-2009 - Old Versus New Accounts**  
(\$ in millions)

Accounts	FY 2007 Enacted	FY 2008 Enacted	FY 2009 Request	2008-2009 Change
Operations	8,374	8,740	8,998	3.0%
Facilities and Equipment	2,518	2,514	2,724	8.4%
Research, Engineering & Development	130	147	171	16.3%
Airport Improvement Program (Ob Lim)	3,515	3,515	2,750	-21.8%
<b>FAA Total</b>	<b>14,537</b>	<b>14,915</b>	<b>14,643</b>	<b>-1.8%</b>

Accounts	FY 2007 Enacted	FY 2008 Enacted	FY 2009 Request	2008-2009 Change
Safety & Operations	1,769	1,893	2,052	8.4%
(Salaries & Expenses)	1,634	1,774	1,920	8.2%
(Capital Programs)	135	119	132	10.9%
ATO	9,123	9,361	9,670	3.3%
(Salaries & Expenses)	6,740	6,966	7,079	1.6%
(Capital Programs)	2,383	2,395	2,591	8.2%
Research, Engineering & Development	130	147	171	16.3%
Airport Improvement Program (Ob Lim)	3,515	3,515	2,750	-21.8%
<b>FAA Total</b>	<b>14,537</b>	<b>14,915</b>	<b>14,643</b>	<b>-1.8%</b>

Mr. OLVER. Thank you for your statement.

We will now turn to questions. And as usual, I and Mr. Knollenberg will each take 10 minutes. We do not seem to have much competition here. They are going to call votes any minute now. Maybe not any minute, but not too long. And let's see if we can get at least two rounds of 10 in here before we have to move on and go back to the other part of our job, voting.

I think it is truly remarkable that our controllers, we have at least half of the whole air traffic in the world, and it is covered by our controllers functioning. To have the safety record that we do have is, in fact, I think quite remarkable. And you are right, we have to maintain that and try to improve on what it is. It always is a big matter. But I have to say that the FAA has done a fine job in achieving what has been achieved. I started to talk about the ratios of the certified professional controllers, the CPCs. We are the only people who may do the training on sites after one is finished with the academies, and the number of trainees that are being done. And within a very short period of time, we have gone from a ratio of about five to one of the CPCs to the trainees now down to three to one. That is 83 percent down to 75 percent of the total being CPCs versus now only 75 percent in that system, which means that a lot of new people are coming in.

You mentioned the figures 1,800 for the last 2 years, and then some more people that this budget will provide for. But that is what is feeding that quick turnover. We are told that we still have turnover in terms of the number who may retire over the next few years, between now and 2012 or 2013, that a substantial majority of the workforce is in position to be able to retire. So the situation does continue. Am I using the figures correctly? I know the IG, I was basically using the IG's figures on the ratio of CPCs to trainees. Do you agree with those?

Mr. STURGELL. The three to one would match up with what I think the current ratio is, which is, we are just under 25 percent in terms of developmentals versus the entire workforce. And that has increased substantially.

Mr. OLVER. You agree it was five to one only a few years ago, a handful of years ago.

Mr. STURGELL. I cannot say without knowing the particular year, but I would say, I think that number has probably gone up 10 percent in the last 2, 3 years or so. You know, we were under a long period there where the hiring needs were not that great. So it was natural that the developmental ratios were fairly low. But look at what happened before the strike versus after the strike. Before the strike, we were at 44 percent or so in terms of developmentals. After the strike, I think the peak was in the low to mid-50s in terms of percentage. And of course, that slowly came down. So, you know, what we are seeing is a turnover in the workforce that is a natural result from the activity after the strike in terms of hiring a large number of people throughout that decade. And controllers can retire at age 50 with 20 years of service, or any age with 25 years of service. That is what we are seeing.

Mr. OLVER. Now, when you talk about the period after the strike, you are talking about back into the early to mid 1980s I take it,

when the ratio of trainers to trainees might have been close to 50 percent; the ratio might have been close to one to one.

Mr. STURGELL. Right. But that was almost a decade-long effort, replacing that workforce.

Mr. OLVER. Okay, but this clearly indicates a fairly substantial transformation in the composition of the controller workforce as that ratio of trainers to trainees comes down, as it seems to be doing and as it will if we are continuing to replace a fair number. What implications does that have for the safety of the system?

Mr. STURGELL. Well, just to go to the numbers themselves again. Our workforce plan, which we put out 3 years ago in anticipation of this hiring and retirement wave, sets it up such that we are planning on keeping the system percentages at below 35 percent in terms of developmentals. So we set this up to manage this transition, I think, fairly well. Right now, we are at 25 percent. So I expect the number will increase over the next couple of years.

Mr. OLVER. So you are not any worse under your training plan than two to one as a ratio of trainers to trainees.

Mr. STURGELL. That is correct.

Mr. OLVER. Essentially.

Mr. STURGELL. Essentially, right.

Mr. OLVER. Yeah. Okay. But, now, is it possible to sustain the reduction in training time if we are going to have an ever-reducing number of trainers to trainees? Is it possible to sustain that under those circumstances?

Mr. STURGELL. It is possible, and we are seeing those results.

Mr. OLVER. But you have not reached that point yet. You are headed downward further.

Mr. STURGELL. Well, prior to this effort, we saw full certification timeframes in the neighborhood of 3 to 5 years for en route and 2 years for the towers. Our latest information, based on the most recent people achieving CPC status, we have got the en route down to 2.4 years or 2.6 years, and the tower down to 1.4 years. So we are making gains. And we are making those gains by using advanced simulators. We are taking advantage of what the pilot community said, and we are buying en route simulators. We are buying tower simulators, and we are going to start buying TRACON simulators. So I think it is achievable.

Mr. OLVER. Do you see training time increasing at facilities where there is a high denominator in that ratio, a high proportion of controllers? Do you anticipate that?

Mr. STURGELL. Sir, the challenge at this point is drilling this farther down to the individual facility levels and making adjustments at those facilities where we do have higher amounts than we would otherwise like, and just, you know, a continual emphasis on training over the next several years.

Mr. OLVER. I hope I am not causing you a problem. I had data given to me in percentages, and I could not quite figure out what for a while, and I turned it into ratios. And you seem to be working in percentages and me in ratios.

Mr. STURGELL. Right.

Mr. OLVER. And so I am turning them back into, trying to return them into ratios. Okay.

Look, given that we are hiring heavily, has that led to any change in the caliber of the people who are coming into the controller ranks?

Mr. STURGELL. I think we have got a very high caliber new hire controller workforce. We have now got 23 colleges and universities that we are working with to bring in new hires. For example, last year, of those 1,800, over a thousand came from these colleges. The bulk of the rest came from the military, experienced controllers from the military.

Mr. OLVER. Do you see any change in the ratio of where those are coming from?

Mr. STURGELL. Of where—

Mr. OLVER. Whether they are coming out of the schools, the CTI schools, the universities, the military?

Mr. STURGELL. We are actually increasing the percentages of the CTI school students and the number of schools themselves. I expect that will further increase again this year. We are going to try to add some more schools to that program.

Mr. Chairman, I do want to go back to a couple of points real quick that you made. I want people to understand that not just do we train controllers with CPCs, but we also use contract trainers, many of whom are former controllers and sometimes former controllers at the facility where they are doing the training.

Mr. OLVER. You are using contractors.

Mr. STURGELL. We use an extensive number of contract support.

Mr. OLVER. Cheryle has assured me that I knew that.

Mr. STURGELL. And with respect to safety, we do not put people on these positions unless they are certified for that position unless they have gone through the training for that position and they have been checked out. The agency has always used developmental controllers to staff the positions for which they are certified. And it is important, for example, if you are certified on one, two, or several positions, that you get experience in those positions during your training cycle.

Mr. OLVER. Okay. Well, I have troubled you enough I think for the moment. Mr. Knollenberg? We are going to at least get his 10 minutes in this time clearly.

Mr. KNOLLENBERG. Well, I accept the time, whatever it is, Chairman.

I want to turn first, Mr. Sturgell, to the AIP, the Airport Improvement Program. I am trying to get a handle on what may be a serious, even if unintended, consequence of the most recent extension. Is it not the case that many of the smaller eligible airports will protect or save their allotment from one year to the next, and that airports can protect, they can protect their allotment for 3 years? Is that not true?

Mr. STURGELL. The nonprimaries can protect it for 3 years, yes.

Mr. KNOLLENBERG. Is it true also that the 25 percent reduction in AIP contract authority that was included in the most recent extension applies to the saved or protected portion of the funding as well as what might be called the current year allotment?

Mr. STURGELL. It does.

Mr. KNOLLENBERG. Both?

Mr. STURGELL. Yes.

Mr. KNOLLENBERG. Was this known to the authorizing committee members before the bill was passed?

Mr. STURGELL. My understanding is that they were aware of this, and that, I believe, one of the reasons for this was to help protect our important safety projects like runway safety areas. We have got a tremendous effort going on in runway safety areas with our discretionary funding. And the other piece was to protect the letters of intent which we have previously committed. So I think that is the reasoning behind it.

You know, whether this is a big problem or not, what we are trying to do to mitigate this is that we are using the oldest money first so that new money that may be reduced will actually still have other years left in its life.

Mr. KNOLLENBERG. I guess what I really was meaning by that question, did you or your department express that this outcome would occur to the Members or the staff?

Mr. STURGELL. Mr. Knollenberg, my understanding is that the Congress knew what it was doing here, and this was the language we got. That is my understanding of the situation.

Mr. KNOLLENBERG. Okay. Can you tell us how many airports had protected prior year funds and will lose a portion of their protected funds, and how much each will lose? That may be a tough question. But if you can get that information to me quickly if not via a response.

[The information follows:]

**QUESTION:** Please provide a table listing the title and grade of each political appointee position at FTA.

**RESPONSE:** A table listing the title and grade of each political appointee position is below (As of March 30, 2008).

**FEDERAL TRANSIT ADMINISTRATION  
Political Appointee Positions  
As of March 30, 2008**

Title	Grade
Administrator	EX
Deputy Administrator	ES
Chief Counsel	ES
Associate Administrator for Communications and Congressional Affairs	ES

**QUESTION:** Please provide a table listing the number of FTE to be hired in FY 2008 and FY 2009 and the cost per FTE.

**RESPONSE:** The table below provides the number of FTE in FY 2008 and FY 2009 and the cost per FTE.

**FEDERAL TRANSIT ADMINISTRATION  
Cost Per FTE**

Fiscal Year	FTE	Cost Per FTE
2008	517	\$121,932
2009	517	\$124,837

**QUESTION:** Please provide a detailed list of FTA contracts for FY 2007 and to date for FY 2008, as well as the dollar amount requested in FY 2009. Include the consultant name, contract value, contract term, and a description of the contract itself.

**RESPONSE:**  
[The information follows:]

Mr. STURGELL. I think we can get it to you probably in a week or so.

Yeah, as far as the overall number, it is somewhere around 550. Where we are in the process right now is we have got the allotments. We are dividing this up and figuring out the airports. This will go to the regions, and the regions will then contact the individual airports and try and work through these issues with them in terms of letting them know how much and all that. We will get you some detailed information though.

Mr. KNOLLENBERG. Great. Have you informed the impacted airports of the fact that the saved or the protected funds were cut by the 25 percent reduction as of this time?

Mr. STURGELL. Yes, I think they are aware of that. What I do not think at this point they are aware of is what specifically does that mean with respect to whatever specific project they had planned, or ongoing, or the actual dollar amount. That is still being flowed down to the regions and quickly to the airports themselves.

Mr. KNOLLENBERG. I know it is going to vary across airports, but can you give us an idea of how serious a problem this could be? In other words, do you have a recommendation for fixing the problem if you believe the problem is serious and needs to be fixed? Or do you believe perhaps that it is not a problem?

Mr. STURGELL. Again, Mr. Knollenberg, there may be individual airports that will have a substantial problem here. I think generally the way we are trying to address it in terms of using the older money first will prevent any kind of broad substantial or significant problem with this.

Mr. KNOLLENBERG. The FAA has requested \$2.7 billion for AIP for 2009, which is about the same, I believe, as was enacted in 2008. I am aware, however, that the needs estimate for the air side improvements alone ranges from \$7 billion to \$10 billion per year. I am interested in how you arrived at the 2009 estimate, given the needs estimate. But more importantly, given that the AIP program level is not likely to ever be \$7 billion to \$10 billion a year, what is your recommendation for closing that gap, or what are you assuming will happen to reduce the backlog over the long run?

Mr. STURGELL. Sir, we put out the needs estimate through the NPIAS, the National Plan of Integrated Airport Systems, every other year. And this fall we will have an updated version of that. We did see a drop off in needs after 9/11. That has come back over the last couple of years and there is a greater need now. AIP, though, was never intended to fully fund all of the airport needs as a Federal program generally.

Mr. KNOLLENBERG. Yeah.

Mr. STURGELL. The large airports these days and a lot of the medium-sized commercial airports are very complex financial entities. They do a lot of their funding from debt and bonds, through passenger facility charges, things like that. If you look at the AIP portion, for example, I think it generally runs 10 to 30 percent of an airport's funding, these types of big airports. They have other ways to do that. So when you look at our level, and I understand the concerns about the level, but I think it needs to be taken in context with the reauthorization proposal, which proposed a PFC increase that would bring in another \$1.5 billion in new money.

Mr. KNOLLENBERG. I would hope so.

Mr. STURGELL. So along with some other changes, I think that is the right way to look at that figure.

Mr. KNOLLENBERG. According to GAMA, the General Aviation Manufacturers Association, the number of revenue shipments increased by 13 percent, and the billings increased by 24 percent during 2005 and 2006. These are huge increases. Is that trend going to continue and will that increase significantly after the relative costs of general aviation compared to the total cost of operating the National Airspace System? So is it going to increase significantly? And just your comment on that huge trend it seems is in place.

Mr. STURGELL. They are enjoying a great period of economic growth, that part of our industry in particular.

Mr. KNOLLENBERG. So they are not hurting?

Mr. STURGELL. No, they are growing, which is good to see. It is an important part of the industry. I think it is going to continue to grow in the foreseeable future. And I believe, if you ask them, they are all saying, wow, when is it going to slow down? That is their big question, because it is not in the cards right now. It continues to grow.

Mr. KNOLLENBERG. It does not appear to be slowing down. Does there appear to be any reason why it should?

Mr. STURGELL. Not to my knowledge.

Mr. KNOLLENBERG. We all remember last summer was a particularly difficult time at airports in the northeast, especially JFK, LaGuardia and Newark. Are the operating measures that were put in place to ease delays last summer still in effect? And will they remain in effect this summer as well?

Mr. STURGELL. There are a couple of things we are doing on that line. The most prominent would be caps at these airports. LaGuardia has been under a cap in terms of number of flights per hour. We did reach a voluntary agreement at JFK on caps, which I think will reduce delays at that airport next summer. And we are currently in the process of doing the same thing at Newark airport. So we are trying to take the region as a whole. Lowering the number of operations per hour and spreading them throughout the day will help in decreasing delay.

We are also looking at other measures, like operational improvements. The aviation rulemaking group that got together last fall came up with a list of 77 items that they thought would improve it. We have agreed to focus, with the industry, on about 17 of those. We are about halfway through getting those done before the end of this summer. We have got eight done. We have got nine we are working on.

Mr. KNOLLENBERG. So you are making progress.

Mr. STURGELL. We are making progress on that front.

Mr. KNOLLENBERG. Looking a little further down the road, while the Administration's initiative to modernize the Nation's Air Traffic Control System, NextGen, will certainly help to reduce delays in the future, full implementation is not planned, they tell me now, until 2025. That may have been the ordained date from the beginning. But what initiatives are you planning to address delays in this interim? In that interim?

Mr. STURGELL. Operational improvements: we are always trying to improve upon our ability to deliver the airplanes safely and efficiently. We are implementing a large number of satellite-based procedures, both RNAV and RNP procedures, which are helping reduce delays and save fuel for the airlines as well. Airport construction should continue to remain in the forefront this year. We are going to open up Dulles, Seattle, and Chicago. We have had a great run over the last 7 or 8 years in terms of airport construction. When you look around the system, though, there may be areas where there is just not any room to build. And so you have to start doing things like taking a regional approach to the airport systems. For example, the Port Authority in New York has now purchased Stewart. And then, if there is truly no capacity, which I think should be first and foremost, you are going to have to start looking at the efficient use of the individual airport and how you want to maximize that airport. Whether the focus should be on passenger through-put or some other measure is a question we are all going to have to address in the future.

Mr. KNOLLENBERG. Well, I appreciate your responses. I guess my time has expired. So I will turn it back to the Chairman then for his role in the next level.

Mr. OLVER. We have the good news that we are not having any more votes today, so we now are free, to continue. Normally we turn to 5-minute sequences here. Okay. We will go to 5-minute sequences at this point, and I will take a 5-minute sequence. You have already mentioned the New York area situation. The New York area situation, which seems to be our most complicated system, had exceedingly heavy traffic. And the whole airspace was redesigned probably 30, 40 years or so ago. And, then, again, you had instituted a new redesign program there over the last few years. Is that now, that redesign program in full—I recognize that Mr. Knollenberg asked about measures that you had taken. Was that part of the measure that he was saying had been instituted a year ago or something like that? Give me a little bit further about that.

Mr. STURGELL. Sure. The airspace redesign project for the Philadelphia/New York/New Jersey metropolitan area began about a decade ago. Congress appropriated about \$53 million for this effort. And last September, we reached a record of decision to make some changes to that airspace. In December, about 3 months after the record of decision, we implemented, on a very limited basis, what we call dispersal headings at Newark and Philadelphia.

Mr. OLVER. Dispersal?

Mr. STURGELL. So Mr. Chairman, right now, or prior to this, airplanes would go off the end of the runway, and they would have a fixed route to fly for a certain number of miles before being turned on their course. So there are restrictions in terms of how long the controller has to wait to get enough separation between those two aircraft to send the next one off. Dispersal headings give the controller the ability to use more than one heading off the end of the runway. So if you start turning an aircraft away, now you can launch another aircraft sooner. And this project is all about reducing delay, which is the net effect of that kind of an operational change. We are seeing improvements in delay reduction.

Mr. OLVER. You have seen improvements?

Mr. STURGELL. At Philadelphia and at Newark, for the limited time that we have been using these headings. As you know, this has been very controversial. We are in 12 lawsuits now, I think, if I get the number right. But I think we took all the right steps here.

Mr. OLVER. Capped flights have been only associated with Kennedy, then, and LaGuardia, while the others have not capped either Newark or Philadelphia?

Mr. STURGELL. Well, Philadelphia is not capped in terms of total operations. We do not see the level of delay at Philadelphia that we saw at Kennedy. So there are several pieces to this. Caps are one piece of this congestion reduction activity. The operational improvements we talk about, the list of 77, that is another piece. A third piece is the airspace redesign. Other than these initial heading changes, we will not have any other operational changes with noise effects until the fall.

Mr. OLVER. My impression is that the delay system, some of the worst certainly have been in that New York system.

Mr. STURGELL. It is.

Mr. OLVER. And then it ripples into virtually every place else.

Mr. STURGELL. It does.

Mr. OLVER. And you are thinking we are now beyond that, that the redesign is managing to have some impact on that?

Mr. STURGELL. Well, this is a very, very small piece of the redesign. The redesign is going to take several years to—

Mr. OLVER. Redesign just in that area, just in that—

Mr. STURGELL. Just in that Philadelphia/New York/New Jersey area.

Mr. OLVER. Where else are you in the midst of—can you describe some of the other key places where you are doing redesign?

Mr. STURGELL. Sure. We have done a lot in Chicago that will be coming on line with the new runways. We are currently making some changes in the D.C. area with the airspace that the Potomac TRACON controls. We did some airspace redesign in south Florida when Fort Lauderdale became such a significant delay problem a couple of years ago. Improving the airspace is as important to delay reduction, safety, and efficiency as runway projects. It is a very important part of the system.

Mr. OLVER. This sounds like a lot of moving parts. I am wondering when we will begin to see people smiling and not complaining about the level of delays and that ripple effect that seems to have been coming out of that area.

Mr. STURGELL. Well, there will still be delays.

Mr. OLVER. Weather delays.

Mr. STURGELL. Weather delays and some level of delay with the operation itself. But we are predicting right now at Kennedy that we will see a 15 percent reduction over last year and a more significant reduction in chronic delays over an hour, which I think are the delays that really get to people.

Mr. OLVER. By next year.

Mr. STURGELL. By this summer, yes.

Mr. OLVER. By this summer?

Mr. STURGELL. Yes.

Mr. OLVER. You think you can begin to see some results that you are going to rely on?

Mr. STURGELL. Yes. We had a similar problem in Chicago several years ago, and we have caps at Chicago, which we intend to lift pending the development of their new runways that are coming on line in the fall. But it took us about three rounds of voluntary reductions to get to a level of delay reduction that we thought worked for the system. So this is our first cut at New York.

Mr. OLVER. You will get much better with time. Mr. Knollenberg.

Mr. KNOLLENBERG. Mr. Chairman, would Mr. Rodriguez like to precede me?

Mr. OLVER. Well, we were sort of starting that second round, and I was giving him time to gather his thoughts.

Mr. KNOLLENBERG. I can do it either way.

Mr. OLVER. Are you ready to go?

Mr. RODRIGUEZ. My problem is, I do not gather my thoughts, but that is okay. Thank you.

Thank you very much for yielding.

Mr. KNOLLENBERG. You are welcome.

Mr. RODRIGUEZ. Let me ask you, I know that we have been talking about going into a new system for the air controllers. Where are we at on that situation?

Mr. STURGELL. Well, we have the plans right here today. We have already begun implementing parts of the Next Generation air transportation system. The 2009 request has ramp up in research, engineering, and development dollars as well as a ramp up in capital program dollars; \$600-plus million of it is dedicated to the efforts surrounding the Next Generation system.

Mr. RODRIGUEZ. And I know the administration has requested a 22 percent cut on resources for, I think, is it for the renovations and those kind of things? Does that have an impact on that?

Mr. STURGELL. 22 percent cut in renovations. Sir, it was pointed out earlier there is a reduction in some of the legacy dollars.

Mr. RODRIGUEZ. Airport Improvement Programs.

Mr. STURGELL. Okay, Airport Improvement Programs. The level we proposed is not the level that was enacted in 2008. I think you need to look at the level we proposed in conjunction with our reauthorization proposal. It increased passenger facility charges, which would bring an additional \$1.5 billion to the airport community. So when you add up the \$1.5 billion and the \$2.7—

Mr. RODRIGUEZ. You are sure that is not fuzzy math? I saw that in the VA Committee for 8 years.

Mr. STURGELL. This is an increase.

Mr. RODRIGUEZ. This is actual dollars coming in. Okay. Now, does that have any impact on implementing this program as we look in terms of renovating and looking at the technology that is going to be utilized?

Mr. STURGELL. Well, we are certainly hoping airports continue to construct and build new runways, which will be important for the system.

Mr. RODRIGUEZ. As we go into the new system, you know, what is the proposal in terms of the requests and the training that is going to be needed, and also, in the retirement of the air control-

lers, in terms of the percentage dropping out and we are having to retrain?

Mr. STURGELL. This year and last year, we have increased the controller workforce by over 500. The 2009 request has another net increase of 306 controllers. So we are continuing to grow this workforce. As I see it, what we want is not fewer controllers, but controllers able to handle more traffic. With a much more automated system, they will be able to do that.

Mr. RODRIGUEZ. Okay. And now, the only thing I can tell you is the difficulty we are having with Border Patrol people as we try to train as much more we are having some problems with the quality and those kind of issues. And so you are saying you have got 500 in 1 year?

Mr. STURGELL. Over 2 years.

Mr. RODRIGUEZ. Over a 2-year period?

Mr. STURGELL. Over 2 years. And another 300. Training is going to be one of this agency's highest priorities over the foreseeable future. It is going to be extremely important that we execute on the training.

Mr. RODRIGUEZ. I know also Congresswoman Roybal-Allard and others have brought up the issue in terms of diversity in that area.

Mr. STURGELL. Right.

Mr. RODRIGUEZ. The only way I figure that you are going to get that diversity is where those schools are located. And I know there are some attempts out there for some to get certified in that area. Have you all looked at that at all?

Mr. STURGELL. We expect this spring to be adding additional schools to our Collegiate Training Initiative program, which is where we are getting over half of our new controllers.

Mr. RODRIGUEZ. Okay. Well, I would hope as you get those new schools that you look in terms of the locality of those schools to look at that diversity. Otherwise, it does not happen.

Mr. STURGELL. I think that is important, yes.

Mr. RODRIGUEZ. Internationally, as we look—do you have any, in terms of what occurs here internationally in our places abroad, do you have control over that?

Mr. STURGELL. We have a number of international offices at the FAA, and we do a large amount of work in the international arena.

Mr. RODRIGUEZ. How are we doing there? Do you feel comfortable where we are at?

Mr. STURGELL. I do. I think we are working very effectively with the Europeans to harmonize changes in air traffic, as well as making agreements with folks like China, which we see is a country rising in the aviation ranks.

Mr. RODRIGUEZ. Okay. Because as we look at that new proposal by the President for \$1.4 billion to Mexico, and I am wondering if there is any attempt there to try to work with that other committee as it deals with those resources, if some of that could be utilized in Mexico. And also, actually, I do not think we provide anything for Canada, but if we are allowing resources to go in there as a way of also safeguarding our situation there right across the border with Mexico and looking at those resources. Is there any attempt that you know right now?

Mr. STURGELL. We have a substantial amount of involvement with both Mexico and Canada at the FAA. In fact, once a year, I meet with the heads of my counterparts from Mexico and from Canada. And we are involved in a number of activities and air traffic oversight.

Mr. RODRIGUEZ. And one last question if I can, Mr. Chairman, and I will stop, I promise. That is, I just heard this morning when we talk about internationally, and also Mexico and other places, although it was in Spanish, the problem we have with language. I heard that on TV today. That seemed like a very serious situation there. At least what I heard over the TV, where the person was telling them, you know, do you have authorization? And I think it was Chinese, I am not sure, and did you hear that?

Mr. STURGELL. I did not.

Mr. RODRIGUEZ. On TV?

Mr. STURGELL. I did not.

Mr. RODRIGUEZ. Somebody in your department I am sure probably heard that. We have got a serious problem when they are told to stop and they do not have—and the person is assuming they are saying something else and was not getting it. And so have we had any problems with that?

Mr. STURGELL. Well, English is the language for the international aviation community. And all the nations are involved in English proficiency and training in the English language.

Mr. RODRIGUEZ. Then I am going to tell you what somebody would say when you say that, si. Give you another question, si. That is the way it sounded when the person was talking to him over the intercom as he had his plane coming in. He was reacting as if he understood, and he did not, at least initially.

Mr. STURGELL. Interesting. I will look forward to hearing about the story then.

Mr. RODRIGUEZ. You will hear about it.

Mr. OLVER. Mr. Knollenberg.

Mr. KNOLLENBERG. Thank you, Mr. Chairman.

Mr. Sturgell, last summer the FAA launched an ambitious runway safety initiative. It was called, or is called, Call to Action. What is the status of this program, and how has it helped reduce runway incursion?

Mr. STURGELL. We had 24 total runway incursions last year. We initiated that Call to Action because last year we started seeing a rise. We were having a very good year, and we started seeing a rise in the numbers, some human factors, and issues that were of concern to us. So we brought the community together—the airport community, the operators, the FAA, the unions involved—and we set some goals in a number of areas, things like lighting and markings for airports, simulator training for pilots, and air traffic procedures at individual airports. We went to 20 different airports. The fall has not gone as well as I would have liked, but the actions and the responses have been extremely good. And we are now at a point where I think we have seen a reduction; we are tracking with our performance goal for this year. We are going to continue to focus on this area and do more follow up. And again, we will be deploying more technology in the runway safety area as well.

Mr. KNOLLENBERG. So you see it as a positive kind of thing?

Mr. STURGELL. I do. I think it has had a very positive effort, and I commend everybody that has been involved in it.

Mr. KNOLLENBERG. I would like to turn just a moment to get a feel for how well the ASDE-X system is working as a near- and a mid-term safety improvement. I understand that there were two incursions last week, or perhaps it was the week before, but nonetheless, what happened was wings apparently got clipped on different planes. In your opinion, would the installation of ASDE-X have prevented those incidents? And I am relating back to the last couple weeks on these incidents.

Mr. STURGELL. Mr. Knollenberg, I think what you are referring to is a ramp incident. These are cases of planes taxiing and perhaps the pilot misjudging the distances between the wing tips, as opposed to a runway incursion. I think those events are still under investigation, so I am not sure what the final result is.

Mr. KNOLLENBERG. You do not know if that has an impact or not?

Mr. STURGELL. I do not think on these particular incidents.

Mr. KNOLLENBERG. In the eight commission places that ASDE-X has been installed has it eliminated the class A and class B incursions?

Mr. STURGELL. It has not eliminated them. And I do not know that we can ever eliminate this issue because of the human factors involved. Certainly technology would help, and certainly we are taking a layered defense approach. It has a lot of benefit to us in this area.

Mr. KNOLLENBERG. This is maybe a futile example, but is it like the automobiles perhaps, if they can do something about as you approach the vehicle, it starts to buzz in the cockpit or some such so they know they are a little closer than they should be? Maybe that does not apply as well to the aeronautical end of it. But it does work on automobiles. I know that.

Mr. STURGELL. The NTSB has been at us for years to get a direct warning into the cockpit. And we are working very hard to find that particular solution. This is an area you cannot let up on. You have to keep driving and driving the number down.

Mr. KNOLLENBERG. Based on what you know now, would you recommend that ASDE-X installation be accelerated despite these—

Mr. STURGELL. I have accelerated it the best that I can. We brought it to Chicago about 2 years ahead of time, and we are bringing it to Kennedy about a year ahead of time. So, at this point, we have done what we can. That may end up adjusting the cost of the program in the long run. But I think that is money that is well spent.

Mr. KNOLLENBERG. Yeah. I have an interest in this because I understand that Detroit is scheduled for—

Mr. STURGELL. This year.

Mr. KNOLLENBERG [continuing]. For August installation. So it does interest me. But it does continue, and it will continue for as long as you can see right now.

Mr. STURGELL. Yeah. We have got it going to 35 of our biggest and most complex airports. We are looking at a lower cost system to go at smaller airports.

Mr. KNOLLENBERG. Actually the damage that is done in these incursions typically is pretty minor, isn't it; or am I wrong.

Mr. STURGELL. Fortunately we haven't had one in many, many years. These can be very catastrophic collisions.

Mr. KNOLLENBERG. Obviously, I know, but it seems to me that you are winning to some extent by virtue of what has taken place thus far. So we should stay tuned is what you are saying?

Mr. STURGELL. We are working very hard on this particular area.

Mr. KNOLLENBERG. Thank you very much.

Mr. OLVER. I am going to continue a little bit on the ASDE-X here. I have a feeling my Ranking Member is working from my playbook here as well, but I will try to cover a little bit of additional ground, maybe not quite as specific.

You mentioned 35 places the ASDE-X system is sort of the platinum standard for at least cost. I mean platinum is fairly costly these days, passed \$200 an ounce more than a few days ago, and you have only installed—is it 11 or is it 8?

Mr. STURGELL. I think 11 is right.

Mr. OLVER. That is now installed. Are you still headed toward trying to do 35, is that the plan? My impression was the recognition of how expensive this was, that you were now looking at some lower-cost kinds of provisions in testing those out. So I would like to ask you something about how this testing on the lower-cost incursion prevention mechanisms that you are working out, how that is—when are we going to see results of that and how is that going to change what you think is the appropriate place that we use ASDE-X versus some of the lower-cost stuff.

Mr. STURGELL. The ASDE-X program is planned for 35 airports. I don't see it being any fewer than 35 airports.

Mr. OLVER. Is that supposed to be the busiest? When you speak of busiest, is it enplanements or is it operations or a combination of both, or what?

Mr. STURGELL. It is operations and a number of factors: operations, type of operations, complexity of the airport itself, past history at the airport. There are a number of things that go into the investment decision, and it is the gold standard right now. It is about \$14½ million per airport for that system.

Mr. OLVER. You never make it easier for me. I can't keep all of those different things in the right cubbyhole for the right ratio of the total scoring that goes into how you make that decision. I was looking for something that I could see a list of airports and go down it and find number 35 and say, well, that is where we are going.

Mr. STURGELL. I could give you that list, yeah.

Mr. OLVER. But it wouldn't relate to any one of the other lists, I suppose, is the problem.

Mr. STURGELL. The other technology that is coming behind this is runway status lights, which interact with ASDE-X, and which we now have at Dallas/Fort Worth and San Diego. And Los Angeles just put up their own money to allow us to bring this system there for further testing. Right now we are looking at an investment decision this summer and going forward in 2009 to some extent.

You talked about lower-cost systems. We are testing two systems in Spokane that are much, much lower cost than the ASDE-X system and do not have all the bells and whistles of ASDE-X. But it

is another tool, additional information that we can give to the controller workforce to help in this area.

Mr. OLVER. Are you hoping then to do this group of other mechanisms that are lower cost than our platinum system up to the point of 35, or is—do you have any idea where it is going to be appropriate, how far up the list of complexity business, enplanements, whatever that factor is, how far up—are you really planning to do only 35, or is that still very much up in the air and all the others on the lesser mechanisms?

Mr. STURGELL. Right now we are only planning ASDE-X at the 35 airports under the current program. We have not made any concrete decisions about what to do with numbers 36 and beyond. Part of it does go to the investment case, the business case, the cost of technology, and the problems at the particular airports in terms of runway incursions or traffic management or other safety issues.

Mr. OLVER. Okay.

Mr. STURGELL. That is just part of our acquisition management process and our investment analysis of these technologies.

Mr. OLVER. I want to—let's see where we are here. I am still green—well, I am about to go yellow or red.

You can have another round here.

Mr. KNOLLENBERG. Me?

Mr. OLVER. Yes, Mr. Knollenberg.

Mr. KNOLLENBERG. Thank you, Mr. Chairman.

I am going to move into another question on the next generation. According to your NAS capital investment plan, between 2009 and 2013 the Nation will invest over 3 billion in new technology and over 300 million in research to implement the next-generation technology for aviation travel. I have been told that the total funding by 2025 will be between 15 and 20 billion by your own estimate; is that right?

Mr. STURGELL. That is correct.

Mr. KNOLLENBERG. Annual funding request will steadily rise over the next 5 years to reach a staggering 900 million in 2012 and 2013. Needless to say, those of us in the business of appropriating funds need to be cautious before we jump into that ocean.

As a matter of process and to get a better handle on who needs what, is it possible for JPDO to submit a consolidated, unified cross-agency budget request showing all the partners and how each is part of or impacted by the request? If you do that now just for internal purposes, could you share that with this committee if you were in that process at the present time?

[The information follows.]

**Question:**

As a matter of process and to get a better handle on who needs what, is it possible for JPDO to submit a consolidated, unified cross-agency budget request showing all the partners and how each is part of or impacted by the request? If you do that now just for internal purposes, could you share that with this committee if you were in the process at the present time?

**Response:**

We can provide 5-year projections for FAA, NASA, and DOC, consistent with the FY 2009 President's Budget. We are still working with DHS and DOD to accurately show their NextGen investment portfolios.

Please see Attachments A and B.

## Attachment A

Investment Baseline—NextGen Portfolio

The following represents the NextGen federal investment portfolio for fiscal years 2008 through 2013, as of submission of the FY 2009 President's Budget. Fiscal years 2010 through 2013 are estimates and will be refined as the FY 2010 budget process progresses.

The Department of Defense is not included in this table. One of the goals for FY 2010 is to better represent DOD in the NextGen portfolio.

<b>NextGen Portfolio-- Capital Investment Programs (\$ in millions)</b>	<b>FY08</b>	<b>FY09</b>	<b>FY10</b>	<b>FY11</b>	<b>FY12</b>	<b>FY13</b>	<b>Total (FY08-FY13)</b>
<b>Federal Aviation Administration</b>							
ADS-B	95.0	300.0	200.4	175.2	284.2	270.7	1325.5
SWIM	23.4	41.0	54.3	38.2	22.5	8.0	187.4
Data Communications for Trajectory Based Operations	7.4	28.8	28.6	36.7	38.1	25.0	164.6
NextGen Network Enabled Weather	7.0	20.0	25.0	25.0	25.0	25.0	127.0
NAS Voice Switch	3.0	10.0	40.0	50.0	50.0	50.0	203.0
Trajectory Based Operations		39.5	90.1	90.8	87.0	67.8	375.2
Collaborative Air Traffic Management		27.7	111.4	103.9	84.3	87.8	415.1
Reduce Weather Impacts		14.4	62.0	62.0	64.1	100.7	303.2
Increase Arrivals/Departures at High Density Airports		18.2	74.2	85.3	110.0	316.1	603.8
Flexible Terminals and Airports		37.1	102.0	106.9	45.8	30.8	322.6
Improved Safety, Security and Environment		8.0	27.0	33.0	0.0	0.0	68.0
Networked Facilities		17.0	38.6	115.2	281.2	374.0	826.0
NextGen Systems Development		41.4	102.9	104.0	105.3	108.3	461.9
NextGen Demonstrations and Infrastructure Development	50.0	28.0	30.0	30.0	30.0	30.0	198.0
NextGen - Integrated Airport	2.0	0.0	0.0	0.0	0.0	0.0	2.0
<b>Subtotal FAA</b>	<b>187.7</b>	<b>631.1</b>	<b>986.5</b>	<b>1056.2</b>	<b>1227.5</b>	<b>1494.2</b>	<b>5583.3</b>
<b>Department of Commerce/NOAA</b>							
NextGen 4D Weather Cube	0.4	0.5	0.5	0.5	0.5	0.5	2.9

NextGen DOC Activities	0.2	0.2	0.2	0.2	0.2	0.2	1.2
Airborne Water Vapor Sensors	2.0	3.0	3.0	3.0	3.0	3.0	17.0
<b>Subtotal DOC/NOAA</b>	<b>2.6</b>	<b>3.7</b>	<b>3.7</b>	<b>3.7</b>	<b>3.7</b>	<b>3.7</b>	<b>21.1</b>
<b>Capital Total</b>	<b>190.3</b>	<b>634.8</b>	<b>990.2</b>	<b>1059.9</b>	<b>1231.2</b>	<b>1497.9</b>	<b>5604.4</b>
<b>NextGen Portfolio-- Operations Programs (\$ in millions)</b>	<b>FY08</b>	<b>FY09</b>	<b>FY10</b>	<b>FY11</b>	<b>FY12</b>	<b>FY13</b>	<b>Total (FY08-FY13)</b>
<b>Federal Aviation Administration</b>							
NextGen - Environmental Performance		0.7					0.7
<b>Subtotal FAA</b>		<b>0.7</b>					<b>0.7</b>
<b>Operations Total</b>		<b>0.7</b>					<b>0.7</b>
<b>NextGen Portfolio-- Research Programs (\$ in millions)</b>	<b>FY08</b>	<b>FY09</b>	<b>FY10</b>	<b>FY11</b>	<b>FY12</b>	<b>FY13</b>	<b>Total (FY08-FY13)</b>
<b>Federal Aviation Administration</b>							
Flightdeck/Maint./System Integration Human Factors	1.0	0.0	0.0	0.0	0.0	0.0	1.0
Air Traffic Control/Technical Operations Human Factors	1.0	0.0	0.0	0.0	0.0	0.0	1.0
Joint Planning and Development Office	14.3	14.5	14.6	14.4	14.2	14.0	85.9
Wake Turbulence	8.0	7.4	7.6	7.9	7.7	7.6	46.1
NextGen - Air Ground Integration	0.0	2.6	11.3	11.7	11.5	11.3	48.5
NextGen - Self Separation	0.0	8.0	9.8	10.1	10.0	9.8	47.7
NextGen - Weather in the Cockpit	0.0	8.0	9.9	10.2	10.0	9.9	48.0
NextGen Environmental Research--Aircraft Technologies, Fuels, and Metrics	0.0	16.1	19.7	20.4	20.0	19.7	95.9

<b>Subtotal FAA</b>	<b>24.3</b>	<b>56.5</b>	<b>72.9</b>	<b>74.7</b>	<b>73.4</b>	<b>72.3</b>	<b>374.1</b>
<b>Department of Commerce/NOAA</b>							
4DDB Testbed/Prototype	0.2	0.2	0.2	0.2	0.2	0.2	1.2
Forecast Product Integration Techniques	0.1	0.9	0.9	0.9	0.9	0.9	4.6
Model Development	0.0	0.3	0.3	0.3	0.3	0.3	1.5
NextGen Performance Measures	0.2	0.2	0.2	0.2	0.2	0.2	1.2
JPDO Program Support	0.2	0.2	0.2	0.2	0.2	0.2	1.2
<b>Subtotal DOC/NOAA</b>	<b>0.7</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>9.7</b>
<b>National Aeronautics and Space Administration</b>							
NextGen--Airspace	66.2	61.3	56.0	57.3	58.5	60.8	360.1
NextGen--Airportal	13.8	13.3	16.7	16.9	16.9	17.5	95.1
Aircraft Aging and Durability	10.4	10.6	11.3	11.2	12.0	12.4	67.9
Integrated Intelligent Flight Deck	14.6	15.2	16.3	16.0	15.7	16.1	93.9
Integrated Vehicle Health Mgmt	19.9	19.7	19.9	18.8	18.6	19.2	116.1
Integrated Resilient Aircraft Controls	15.6	17.1	18.5	19.0	18.2	18.8	107.2
Subsonic Fixed Wing	84.4	89.0	85.9	88.3	89.4	91.5	528.5
Subsonic Rotary Wing	23.6	23.2	23.9	24.0	24.2	25.2	144.1
Supersonics	35.4	35.2	35.9	35.4	36.2	37.3	215.4
<b>Subtotal NASA</b>	<b>283.9</b>	<b>284.6</b>	<b>284.4</b>	<b>286.9</b>	<b>289.7</b>	<b>298.8</b>	<b>1728.3</b>
<b>Department of Homeland Security</b> [awaiting updates from DHS]							0.0
<b>Subtotal DHS</b>	<b>0.0</b>						
<b>Research Total</b>	<b>308.9</b>	<b>342.9</b>	<b>359.1</b>	<b>363.4</b>	<b>364.9</b>	<b>372.9</b>	<b>2112.1</b>

<b>Department of Defense</b>							
[blank pending work to capture DOD in the portfolio]							
<b>Subtotal DOD</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>NextGen Portfolio Total</b>	<b>499.2</b>	<b>978.5</b>	<b>1349.3</b>	<b>1423.3</b>	<b>1596.1</b>	<b>1870.8</b>	<b>7717.2</b>

## Attachment B

OMB Expectations—JPDO and Partner Agencies for FY 2010 Planning

The following language was included in all partner agencies' FY 2009 passback documents, setting expectations for the FY 2010 planning cycle. The NextGen planning process will strive to make progress in these areas.

*The development of NextGen is a priority for the Administration, and active participation by the NextGen agencies (DOT, DOC, DHS, NASA, and DOD) in this undertaking is necessary to modernize the air transportation system and safely meet the expected growth in air traffic. We appreciate the progress of the agencies and the Joint Planning and Development Office (JPDO) have made over the past year.*

*Over the next year, DOT [and other NextGen partner agencies] should continue to support the JPDO in the following:*

- *Revising the NextGen Integrated Work Plan (IWP) to prioritize investments and synchronize planning, research and development, and implementation across agencies. The revised IWP should be ready in time for agencies' FY 2010 budget request to OMB in September 2008. We also suggest that Senior Policy Committee (SPC) members annually approve the relevant content of the IWP in time for the submission of annual budget requests to OMB. We believe that this type of approval by the SPC members signals that agencies will incorporate NextGen activities within their individual planning and budget documents as appropriate.*
- *Improving NextGen cost and benefit estimation ability, including the ability to quantify the benefits and performance of various levels of investment. The JPDO should work with the NextGen agencies to develop a more systematic, independently-verified methodology for validating the cost of NextGen investments.*
- *Developing an analysis of alternatives for the NextGen Exh. 300 that captures benefit-cost ratios and returns on investment, to be submitted in time for agencies' FY 2010 budget request to OMB in September 2008. The NextGen Exh. 300 also needs to have a designated, qualified project manager.*
- *Refining long-term NextGen performance measures. The measures in this year's Exh. 300 are a good first step. We recommend incorporating safety measures such as the commercial and GA fatal accident rates, and a measure on improvement in weather data. We request initial baselines and targets by March 31, 2008.*
- *Improving the transparency of NextGen initiatives in each agency's budget request, i.e. identifying your agency's NextGen initiatives in OMB and Congressional justification materials.*

OMB Expectations—JPDO/FAA, with implications for other partner agencies

The following expectations appear in FAA's FY 2009 passback but have implications for other agencies. These will also guide the FY 2010 NextGen planning process.

Intersection of Budget and Management

*Management of the development and implementation of NextGen is a significant undertaking for the FAA and the JPDO. We request that FAA and the JPDO develop a formal management strategy by March 31, 2008. This strategy should describe how FAA and the JPDO will integrate management and decision-making and which managers will be accountable for key NextGen decisions. To ensure appropriate handling of cross-cutting issues, the plan should describe how NextGen management responsibilities will be integrated within ATO; across ATO, AVS, and Airports; and with the JPDO. We also request that FAA brief us on the results of the NAPA Expert Panel on the NextGen workforce when available.*

#### Demonstrations

*We request JPDO and FAA consider the selection and development (in conjunction with NextGen partnering agencies) of one or more test-bed airport(s) for NextGen technology. We request JPDO and FAA develop a demonstration plan by June 30, 2008 that integrates existing demonstrations, future demonstrations and demonstration sites. It is important that the plan depict how the demonstrations are intended to be integrated (programmatically) with one another to build the NextGen (system-of-systems) capability over time. In developing the methodology for the location and timing of NextGen demonstrations, we recommend that FAA and the JPDO consider the following criteria: NextGen solution sets and capabilities, existing demonstrations, stakeholder involvement from commercial, cargo, and business and general aviation, air traffic controller involvement, the scalability of demonstrations, testing the integration of NextGen capabilities, the size and complexity of airspace, and the ability of NextGen partner agencies to participate.*

#### Budget Presentation

*The NextGen budget is largely contained in the ATO capital and RE&D sections. FAA should ensure any NextGen activities in its other budget accounts are also discussed as appropriate (e.g., procedure work, certification, etc.).*

*NextGen research activities are embedded in both ATO capital and RE&D accounts. FAA needs to improve how NextGen research activities are shown in its budget. FAA should develop a rationale for funding research in ATO-Capital Activity 1 versus RE&D for the 2010 Budget by June 30, 2008.*

*The OEP solution sets appear to be a reasonable way of structuring the NextGen Budget request. Therefore, FAA should consistently conform its budget request to these solution sets. We recommend that the NextGen investments begun in 2008 and earlier be wrapped into these solution sets (e.g., Demonstrations, ADS-B, DataComm, etc.). We also recommend FAA use separate white sheets for each sub-activity within a solution set, and list these white sheets in order of the timing of investments.*

Mr. STURGELL. I think the individual departments and agencies involved in the NextGen system and JPDO highlight next-generation programs in their individual budgets. I think we ought to be able to put that together for you and show you what other agencies are spending in this area as well.

Mr. KNOLLENBERG. Next, the NextGen transformation indicates that 5 new business models have to be decided: The ADS-B system, white information management, data communications, national voice switch and weather enabler. I don't know what the last one is, but I know you do.

Has a business model for each of these been approved or are initial investment decisions still pending on some; and, if so, which ones among those that I mentioned?

Mr. STURGELL. I think investment decisions for some of them are still pending. They are in various stages. ADS-B was a program that we began last year and I have pretty much approved that program in segments. You have a contract in place. After an initial 3-year period I believe we will make the decision on whether to continue with that effort or not. But as far as our own acquisition analysis, that is the most advanced program of the five that you listed. And I guess the next one would be the systemwide information management system, which I think Phase I has been through our process and approved.

Mr. KNOLLENBERG. Uh-huh.

Mr. STURGELL. The others are in various states of investment analysis. These are five foundational programs that are part of this system.

Mr. KNOLLENBERG. Does it look like all of them will be implemented in time, maybe at a different pace, but nevertheless they are all being considered?

Mr. STURGELL. They are all being considered. I think the question, as you said, comes down to time. Are we going to be able to roll out some of the changes to the system fast enough to keep pace with the predicted demand? Our focus area is the 2015-2016 time frame because that is where we see at least two times growth in some particular areas which could become problems for us.

Mr. KNOLLENBERG. Some of this will be based on existing but yet-to-be-fully-tested kind of technologies, too, I would assume. So you are partially blind about guaranteeing what will develop in the next few years. But sometimes we will have to wait for some other research, I guess, to blend into the formula here to bring about a success.

Mr. STURGELL. There is a fair amount of research involved. I think the difference, though, is that a lot of this technology exists and has been proven in different areas. Certainly, we've had ADS-B up in Alaska for many years now. It is a proven technology and a number of countries around the world are moving out with it. Systemwide information management, the Department of Defense is heavily involved in these types of programs. NASA is heavily involved in better weather forecasting products.

Mr. KNOLLENBERG. That is such a buttress of what you are trying to accomplish, I would think, isn't it?

Mr. STURGELL. Right.

Mr. KNOLLENBERG. I noticed earlier that NextGen technology-related funding has increased to \$631 million. Funds to upgrade existing systems would be reduced by \$237 million from the 2008 enacted levels. Given the long lead times that NextGen implementation will involve, and given the rather urgent needs to upgrade equipment and facilities now, I would like your assurance and explanation why the trade-off is worth it. You believe it is?

Mr. STURGELL. Sure. Mr. Knollenberg, two things I think you need to consider: One is that the actual funding level for the capital programs goes up by about \$210 million, so that is part of the trade-off. The other one is if you look at some of the legacy programs, they are in stages where they are winding down. The En Route Automation Modernization program, for example, ERAM, is down \$165 million in 2009 from its 2008 request, and that represents where that program is in its life cycle. The ATOP oceanic system is down by about \$32 million in 2009 because it is largely deployed and it has been a very successful program.

Mr. KNOLLENBERG. I guess my question is why we are not sometimes greatly accelerating the implementation of runway lights and the STARS to avoid accidents now. I presume that is the case, is it not? The fact that we are not—

Mr. STURGELL. We are trying to move out on these programs as quickly as we can.

Mr. KNOLLENBERG. Accelerating, are you, at a very rapid pace?

Mr. STURGELL. I think bringing in ASDE-X in a year is something that is going to be very challenging. It is something that has probably not been done before.

Mr. KNOLLENBERG. So innovation is part of your repertoire.

Mr. STURGELL. Yes, yes.

Mr. KNOLLENBERG. Thank you very much.

Mr. OLVER. I think we are going to run down eventually here back and forth. We can hardly keep ahead of each other, I think. I want to take up—

Mr. KNOLLENBERG. Truce.

Mr. OLVER. I want to take up one more sort of staffing issue. You know we have spent a lot of time back and forth over the controllers and training and how to get the training time down. A number of years ago, you know, and the numbers as you pointed out gross new trainers—the 1,800, 1,800 and 500 more we are putting in—what that will end up with by the end of the year we will see. But we rarely talk much about the other large group of technicians and inspectors, maintenance technicians, and inspectors. And I think that the IG has indicated in some recent report, maybe you know what I am talking about—but I think you said by the year 2012 something like 50 percent of the inspectors are eligible for retirement. That is a number not well—we are well into the 72 percent. We have already gone through a certain portion of the 72 percent. They have already retired in the case of controllers. How many more we will have by 2012, I don't know exactly, in that 4- and 5-year period.

But now on the inspectors, how much of a problem do you think that is going to provide us?

Mr. STURGELL. I think the FAA is representative of the Federal Government as a whole. It is not just our controllers, it is other

parts of the agency. A lot of parts of the agency face the same retention and recruitment challenges we are facing in the controller workforce. Inspectors—

Mr. OLVER. Providing for only about 40, I think is the request in new inspectors, do you think that that is representative of the need if we have got that many—if 50 percent is right, that is a big group, isn't it? Is the inspectors 3,000, something like that?

Mr. STURGELL. It is over 3,000. The increase in the 2009 budget is the part of that workforce that oversees the Air Traffic Organization, the Safety Oversight Office. Over the last several years, Mr. Chairman, the Office of Aviation Safety has, with your support and Senate support, gone up by over 400 people. That is a much higher rate than we have typically grown that workforce. What we need to do is balance that workforce out and, with that kind of increase, that we take 2009 and make sure they have the right training, that they are deployed in the right places, and that they have the right tools to conduct the effective oversight that they need to do. That is where we are.

Mr. OLVER. You have sort of triggered into what I was going to go into next, which is my understanding is that we have a lot of outsourcing of maintenance of our fleets, of airplanes. I don't know, when I say a lot, maybe you can tell me what proportion of the maintenance by, for instance, legacy airlines is now being done in other places? I am hearing we have sites in Singapore, in Europe, in Central America, El Salvador, Mexico and so forth, that are going on. Can you give me a sense of how much movement there is to do the outsourcing of this maintenance?

Mr. STURGELL. I can't tell you offhand what percentage is outsourced. I think we have that data, and I could get you that data.

Mr. OLVER. I would like to have that data, what is the best we know and how that is growing, some sort of rate of what it was in the last—in 2006, and what the rate—I love graphs that tell me where we are headed. You can get a trend line rather than having one dot on the line, which doesn't tell us very much.

[The information follows:]

**Question:**

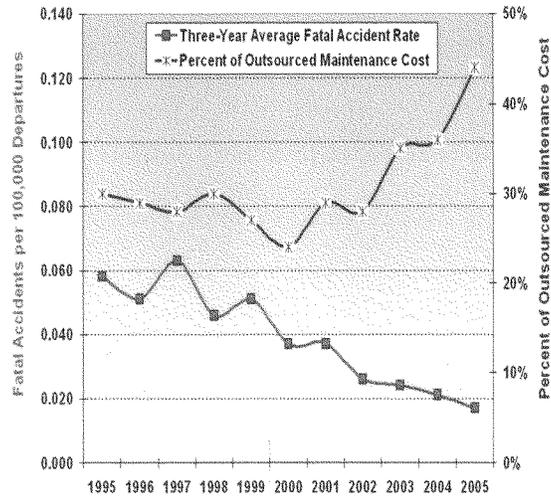
Can you give me a sense of how much movement there is to do the outsourcing of this maintenance?... I would like to have that data, what is the best we know and how that is growing, some sort of rate of what it was in the last – in 2006, and what the rate – I love graphs that tell me where we are headed. You can get a trend line rather than having one dot on the line, which doesn't tell us very much.

**Response:**

The attached chart illustrates the accident rate and percentage of direct maintenance spent on outside contractors from calendar year 1995 to 2005. The samples are based on the Consumer Reports' list of 14 air carriers. The "percent of outsourced maintenance" is the median of the 14 carriers. For 2005, among the 14 carriers examined, the percentage of maintenance outsourcing varied from 14.9% to 74.3%.

## Contract Maintenance & Accidents

Source: NTSB & Bureau of Transportation Statistics



The FAA's Oversight of Outsourced Air Carrier Maintenance  
March 29, 2007



Federal Aviation  
Administration

**A. Median Outsourced (Right Axis)** Data Source: Department of Transportation (Bureau of Transportation Statistics)

Measurement: "direct maintenance cost used for outsourcing as a percentage of total direct cost"

Direct maintenance costs are cost functions related to engine and airframe repairs. The FAA methodology includes overhead cost of the air carriers, whereas the OIG excludes overhead cost.

**B. Accident Rate (Left Axis)** Data Source: NTSB

Mr. STURGELL. Right.

Mr. OLVER. Then it is useful, I think.

Mr. STURGELL. I can get you that. It is a global industry and there are 700 foreign repairs stations that we oversee at this point, but there are 4,000 domestic repair stations here.

Mr. OLVER. How many inspectors are we using to keep track of those locations? And it can't get down to looking at what and verifying what has been done with each of the planes, I would assume.

Mr. STURGELL. Each one of these gets either—

Mr. OLVER. They don't have to work at these places—

Mr. STURGELL. They either get an inspection from us annually or a renewal, the foreign repair stations. They also get overseen by other countries for which they are doing business with their carriers, as well as the country where they are located. Aviation safety has evolved: it is no longer just you go out and touch the airplane, you kick the tires, that kind of inspection and oversight process. That is still a piece of it, but it has moved to a much more risk-based system safety approach in terms of overseeing the systems involved, the work involved, and the carriers and these repair stations.

Mr. OLVER. Oh, is 40—30 enough here?

Mr. STURGELL. It is 30.

Mr. OLVER. Cheryle tells me it is 30.

Mr. STURGELL. Cheryle is right.

Mr. OLVER. Well you could tell me, you could correct me. I would be perfectly happy if you correct me. Do you think that is meeting the needs of this outsourcing situation as it is evolving?

Mr. STURGELL. I do, because of the growth in the workforce over the prior years. Again, it is a growth level that we traditionally have not used. Now we are developing a staffing model over the next year and a half or so which will help us nail down our needs more precisely.

We have been submitting staffing plans to the Congress about where we are with this workforce.

Mr. OLVER. I will wait and see what data you give me as to how the outsourcing and proportions of that kind of work is moving over a period of time. If you have that kind of data, that would be good.

Mr. STURGELL. Sure.

Mr. OLVER. And from my point of view, on the other large group of your employees, which is the maintenance technicians, my understanding was there was a labor agreement which set a floor of 6,100 persons in the maintenance technician category. How are we in relation to that? I understand there is a grievance that has been issued because that is somewhat below. Is it actually somewhat below and what gets done about that?

Mr. STURGELL. Sure. You are correct. We do have a contractual agreement with our airway system specialists, our technicians in the air traffic organization, which requires us to maintain a level of at least 6,100 persons in this workforce.

For about 2 years we had achieved that. In January, which as you know is traditionally a high retirement month for folks in the Federal workforce, we went below the 6,100. We were not able to recruit enough to match the unexpected attrition we had during

that time frame. So we missed January, and I suspect we will likely miss February because we need to ramp up the hiring side. I am hoping we can get this corrected quickly. There is a ULP that is filed, you know. We will probably be required to maintain this level for the months which we have missed it beyond whatever date—

Mr. OLVER. That agreement may have been made years ago. Is there any reason to think we don't need 6,100 people in that category nowadays?

We seem to have more planes all the time, we are expecting more traffic. Probably there will have to be a certain amount of maintenance done on all of it, even if a fair amount of it is relatively moderate.

Mr. STURGELL. Right. We are in contract negotiations with that union, which do include the staffing level. Right now there are some issues related to litigation, which I can't really get into in terms of where we are, but we are expecting some—

Mr. OLVER. There are always issues.

Mr. STURGELL. Yeah. We have 9 unions, and we have 44 bargaining units. The agency is over 80 percent unionized and these agreements ofte take a long time to work through.

Mr. OLVER. Thank you very much.

I have just about run out.

Mr. KNOLLENBERG. You are finished? That is good because of the fact that I have a 4 o'clock appointment—

Mr. OLVER. If you want to close out, or I will close it out.

Mr. KNOLLENBERG. I will do that and be relatively brief on this. Following up on Mr. Olver's question concerning the AVS resource cap. With respect to the increase in delegators or designees, outsourced individuals I guess, is there any concern that most designees are members of the industry that you are charged to regulate?

Mr. STURGELL. Mr. Knollenberg, I know people raised that as an issue, but I think it is important to understand that the folks who are designees on behalf of the FAA prize that designation. And my sense is that they value that and they would not want to jeopardize that.

Mr. KNOLLENBERG. You did say prize, right?

Mr. STURGELL. As in value, yes.

Mr. KNOLLENBERG. With respect to the safety management system, how dependent is the risk-based model on self-reported information that is exempt from penalty. As a general matter, has the ability of individuals to report without the threat of punishment provided the FAA with valuable and verifiable information?

Mr. STURGELL. I think the voluntary self-disclosure systems that are in place have played a substantial role in improving the safety record of the industry. Now, I know there are individual cases where there are lapses in certain events, but I don't think that should affect the overall benefit we get from these programs. Of course disclosure, who is involved, that kind of thing, it is very important that we protect that to the maximum extent possible to make these programs work.

Mr. KNOLLENBERG. There is a requirement to have the confidentiality of this information to be protected—

Mr. STURGELL. Right.

Mr. KNOLLENBERG [continuing]. Through that process, right?

Mr. STURGELL. It is extremely important.

Mr. KNOLLENBERG. We are aware that the workload for the engineers and other staff needed to install this new surge of new-generation equipment, as well as the other facilities and equipment, will increase significantly.

However, it appears that the staffing level for the F&E, facility and equipment, declines by more than—and this is a little out of my book, beyond my book, I should say— declines by more than 50 work years to 2,830 work years. I know there is a significant thing happening here. I just don't know how to interpret it precisely.

If that is correct, and if so, what is the rationale for the declining workforce in a new era of increased equipment installation?

I can repeat that question if you wish, but if you got it down—

Mr. STURGELL. I will look into the numbers. I know the dollar amount has gone up, but I think the numbers are less important than the particular skill sets. We have increased in areas like program management, contracting officers, contracting technical representatives, systems engineers, which are going to be important as these new programs come on line.

Mr. KNOLLENBERG. The traffic management specialist manages the flow of air traffic nationwide in the system command center, and as you well know, are considered the most experienced, I presume, and the most senior controllers in the FAA; is that not true?

Mr. STURGELL. I don't know if that is true as a general statement. The workforce overall is fairly senior. They are certainly one of the more specialized parts of the workforce.

Mr. KNOLLENBERG. Given the large number of controllers leaving and being replaced by the entry-level controllers over the next several years, what measures do you have in place to be sure that the command center will always have the level of experienced controller or controllers available?

Mr. STURGELL. Well, we do have capability to use recruitment bonuses, incentives like PCS moves, and different things like that to attract people into these positions. I see the traffic flow management piece of the agency playing a bigger and bigger role in our operation of the system itself, just like the rest of the workforce. We are putting a lot of emphasis on recruiting and bringing in the right people, and I am not seeing any issues along that line at this point.

Mr. KNOLLENBERG. I think I am complete with my questions and I want to appreciate very much your being here, Mr. Sturgell. This is helpful to us and it is also important that we have this tug of war, so to speak, and it is not a tug of war, it is just asking information and getting—

Mr. STURGELL. I appreciate the discussion.

Mr. KNOLLENBERG. I think we have had a good discussion today, Mr. Chairman. I will yield back to you and I am convinced I am done, too.

Mr. OLVER. Well, I thank you.

Mr. Berry, you have arrived just in time to forestall our adjournment. So we will let you have 5 minutes now, okay.

Mr. BERRY. Well, I apologize for my tardiness, Mr. Chairman, and I appreciate you yielding me some time. I will be as brief as I know how.

The air traffic controllers in the locations in the district that I represent, the morale is terrible. We have press accounts on a frequency that is, I think, of concern about near accidents and things that are going wrong in the towers and on the runways, and complaints from the people that are doing the air traffic controlling that they are being basically abused by whoever the managers are on those locations with their work rules.

I know you imposed a labor contract without collective bargaining in the fall of 2006. Why was that done?

Mr. STURGELL. Mr. Berry, as much as we would have liked to have reached a voluntary agreement, the parties were simply too far apart on the few remaining issues that were left. We did reach agreement on over 90 percent of the issues in that contract. But on the few remaining, like specialty pay, we were just too far apart. So we followed the law. We followed the procedures that Congress put in place, and the litigation just this month or a couple of weeks ago has come to an end with the Federal Labor Relations Authority. They have ruled that we did follow the law and we did bargain in good faith. As much as we would have liked to have gotten a voluntary agreement, we just could not.

Mr. BERRY. Do you consider that there is any risk involved in the extended hours and the uncertainty of the hours that are being imposed on some of these ATC workers and the unusual requests that are being put on them by having them come in 2 hours earlier one day, then the next, and work through two heavy schedule times during the day and things like that?

Mr. STURGELL. Well, I would be interested in the specifics to which you are referring. But I would say, in general, it is not unlike the way we have run the system before this contract. Sometimes we do call people in ahead, sometimes we call them in for overtime. It is the nature of the business. We have tried to set our staffing to the traffic levels we see at facilities. And as we discussed earlier, we are in a tremendous transition period in terms of number of retirements and replacing those retirements with new controllers, and there is a lot of training going on.

I know we have individual facilities that we need to better focus on. But we are at 2 percent overtime, and systemwide the workforce continues to grow and the training continues to take place. If there are specifics that I think were inappropriate, I will take a look at them.

Mr. BERRY. I have to tell you I think you have a serious problem in Memphis and somebody needs to see about it this afternoon. I am going to fly in there in the morning, and I would like to have it fixed before I get there.

Mr. STURGELL. And the problem goes to—

Mr. BERRY. I think you have a serious morale problem and a management team that has abused workers, and it creates a safety issue for the entire—that cover a huge part of the map down there, and it reaches almost to here anyway. And I am not an air traffic controller nor an expert in these matters, but I know unhappy people when I see them, and they come to me a lot. And I don't think

that they are being frivolous or just trying to cause trouble or anything like that. I think there is a problem there and I think it needs to be dealt with.

Mr. STURGELL. Well, I appreciate that. I think they do a great job, and the Fed Ex hub there is a tremendous asset to the economy. I will talk to the chief operating officer about it.

I do want you to know we have tried in a number of areas to resolve the lingering dissatisfaction from the contract of September 2006 which has been in place about 18 months now. We made a substantial settlement offer last summer. There is a substantial settlement offer on the table today. So I am hoping we can get there.

We have also instituted or are instituting other things like a child care subsidy and tuition reimbursement. I started talking to TSA about a new program to get that started for our controllers. We are working on this a great deal, and I just want you to know that.

Mr. BERRY. Thank you. Thank you, Mr. Chairman.

Mr. OLVER. Thank you, Mr. Berry.

You have raised that issue antenna up and we will follow that up. Thank you very much for being with us today. We are very grateful for your testimony and for the back-and-forth that has gone on in the course of the afternoon. Thank you very much, the hearing will be adjourned.

**QUESTIONS FOR THE RECORD  
CHAIRMAN JOHN OLVER**

**WORKLOAD MEASURES AND INDUSTRY TRENDS**

**QUESTION:** Please update the data on page 118 of last year's hearing record and provide a line graph, which compares the FAA's operating budget to selected aviation activity indicators, by providing data for fiscal years 2004 through 2009.

**RESPONSE:** The attached chart and accompanying line graph compare changes in the funding and workload measures for fiscal years 2004 through 2009.

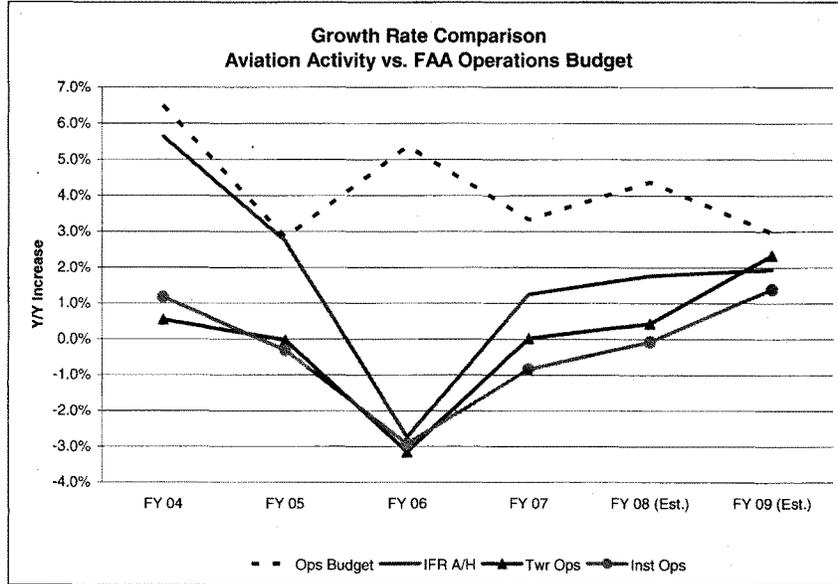
Fiscal Year	FAA	IFR Aircraft	FAA/Contract Tower	FAA/Contract Tower
	Ops Budget	Handled	Aircraft Ops	Instrument Ops (1)
FY 04	\$7,479,206,153	46,215,500	63,124,800	47,307,780
FY 05	\$7,690,926,102	47,478,900	63,108,850	47,459,950
FY 06 (2)	\$7,954,140,000	46,178,400	61,130,420	45,778,100
FY 07	\$8,374,217,000	46,754,800	61,132,200	45,394,100
FY 08 (Est.)	\$8,740,000,000	47,578,900	61,392,600	45,357,700
FY 09 (Est.) (3)	\$8,998,462,000	48,500,800	62,826,600	45,986,300

Fiscal Year	Year-Over-Year Change			
	FAA Ops Budget	IFR Aircraft Handled	FAA/Contract Tower Aircraft Ops	FAA/Contract Tower Instrument Ops (1)
FY 04	6.5%	5.6%	0.5%	1.2%
FY 05	2.8%	2.7%	0.0%	0.3%
FY 06	3.4%	-2.7%	-3.1%	-3.5%
FY 07	5.3%	1.2%	0.0%	-0.8%
FY 08 (Est.)	4.4%	1.8%	0.4%	-0.1%
FY 09 (Est.)	3.0%	1.9%	2.3%	1.4%

**Notes:**

1. Historic instrument operations counts were revised to reflect removal of VFR and Federal Contract Towers as of 12/5/2006.
2. In FY 2006 Ops Budget figure, \$150M has been excluded for Flight Service Stations.
3. FY 2009 estimate is shown under the current accounting structure for comparative purposes.



**WORKLOAD MEASURES AND INDUSTRY TRENDS**

QUESTION: Please update the chart on page 120 of last year's hearing record by providing data for fiscal years 2005 through 2009.

RESPONSE: The following chart compares changes in the funding and workload measures for FY 2005 – FY 2009.

**Comparison of FAA Air Traffic Funding and Workload Measures**

(Volume of Activity in Millions)

(Dollars in Thousands)

	FY 2005 Actual Funding & Workload Measures	Percentage Change (FY 2005 - FY 2006)	FY 2006 Actual Funding & Workload Measures	Percentage Change (FY 2006 - FY 2007)	FY 2007 Actual Funding & Workload Measures	Percentage Change (FY 2007 - FY 2008)	FY 2008 Estimated Funding & Workload Measures	Percentage Change (FY 2008- FY 2009)	FY 2009 Estimated Funding & Workload Measures
<b>Centers:</b>									
Funding	\$1,568,429	8.34%	\$1,699,161	-1.14%	\$1,679,830	2.57%	\$1,723,025	3.36%	\$1,780,887
Aircraft Handled	47.5	-2.74%	46.2	1.30%	46.8	1.71%	47.6	1.89%	48.5
<b>Towers:</b>									
Funding	\$1,707,839	6.67%	\$1,821,690	-0.37%	\$1,814,864	6.15%	\$1,926,565	3.67%	\$1,997,236
Instrument OPS	47.2	-2.97%	45.8	-0.87%	45.4	-0.22%	45.3	1.55%	46.0

### WORKLOAD MEASURES AND INDUSTRY TRENDS

QUESTION: Please update the table on page 121 of last year's hearing record, which compares CWF staffing to instrument operations (IOPS) at terminals and centers by providing data for fiscal years 2003 through 2009.

RESPONSE: The Air Traffic Controller Workforce terminology employed during the rebuilding of the controller workforce after the 1981 strike is no longer used. FAA's Air Traffic Control Workforce Plan changed the focus to air traffic controllers, all employees in pay status, and FAA Academy trainees. The chart reflects the actual and forecasted Actual-On-Board (AOB) staff and the projected Instrument Operations (IOPS) at airports with FAA traffic control service. The column on the far right is the IOPS at air route traffic control centers (ARTCCs). End of Year AOB figures are based on the Air Traffic Control Workforce Plan projections.

Year	AOB*	IOPS (Terminals) (in thousands)	IOPS (ARTCCs) (in thousands)
2003	15,691	46,761	43,747
2004	14,934	47,307	46,216
2005	14,540	47,160	47,479
2006	14,618	45,778	46,178
2007	14,874	45,394	46,755
2008 est.	15,130	45,358	47,579
2009 est.	15,436	45,986	48,501

\*AOB data includes Certified Professional Controllers, Certified Professional Controllers in Training, Developmental Controllers, and Trainees at the FAA Academy.

Source of Operations: FAA Aerospace Forecasts Fiscal Years 2008-2025; March 2008 Edition; Centers – Table 33; Towers – Table 32

**WORKLOAD MEASURES AND INDUSTRY TRENDS**

QUESTION: Please update the table on page 122 showing the percentage change in CWF and IOPS over that time period.

RESPONSE: The Air Traffic Controller Workforce terminology employed during the rebuilding of the controller workforce after the 1981 strike is no longer used. FAA's Air Traffic Control Workforce Plan changed the focus to air traffic controllers, all employees in pay status, and FAA Academy trainees. Below is the chart representing percentage change from FY 2001 thru FY 2009. FY 2001 is the base year and therefore has no percentage change.

Year	AOB*	% Change	IOPS (Terminals) (in thousands)	% Change	IOPS (ARTCCs) (in thousands)	% Change
2001	15,233		49,961		45,232	
2002	15,478	1.61	48,519	-2.89	43,730	-3.32
2003	15,691	1.38	46,761	-3.62	43,747	.04
2004	14,934	-4.82	47,307	1.17	46,216	5.64
2005	14,540	-2.64	47,160	-.31	47,479	2.73
2006	14,618	.54	45,778	-2.93	46,178	-2.74
2007	14,874	1.75	45,394	-0.84	46,755	1.25
2008 est.	15,130	1.72	45,358	-0.08	47,579	1.76
2009 est.	15,436	2.02	45,986	1.38	48,501	1.94

\*AOB data includes Certified Professional Controllers, Certified Professional Controllers in Training, Developmental Controllers and Trainees at the FAA Academy.

Source of Operations: FAA Aerospace Forecasts Fiscal Years 2008-2025, March 2008 Edition; Centers - Table 33; Towers - Table 32

## ONBOARD STAFFING BY OFFICE

QUESTION: Please provide a listing, by line of business and by major organization within each line of business, comparing the current onboard staffing levels to those shown in both the fiscal year 2008 column and the fiscal year 2009 column of the President's budget, similar in format to that shown on page 123 of last year's hearing record.

RESPONSE: The information follows:

Appropriation	December 2007 Employment (Onboard)	FY 08 Col. of FY 09 Presidential Budget End of Year (EOY) Employment	FY 09 Col. of FY 09 Presidential Budget End of Year (EOY) Employment
Operations:			
Air Traffic Organization (ATO)			
En Route and Oceanic Services			
(ATO-E)	8,530	8,717	8,977
Terminal Services (ATO-T)	10,337	10,171	10,217
System Operations Services (ATO-			
R)	1,287	1,273	1,273
Technical Operations Service (ATO-			
W)	8,645	8,640	8,591
Acquisition and Business Services			
(ATO-A)	1,362	1,324	1,323
Other ATO Staff Offices <sup>1</sup>	353	351	347
Subtotal, Air Traffic Organization	30,514	30,476	30,728
Aviation Safety			
Flight Standards	4,930	4,899	4,899
Aircraft Certification	1,164	1,224	1,224
Aerospace Medicine	315	357	357
Accident Investigation	30	31	31
Aviation Safety Analysis	13	16	16

## 386

Air Traffic Safety Oversight	62	103	133
Rulemaking	28	30	30
Suspected Unapproved Parts	0	0	0
Quality, Integration, and Executive Services	290	302	302
Subtotal, Aviation Safety	6,832	6,962	6,992
Human Resources	571	581	587
Financial Services	122	141	163
Regions & Center Operations	752	759	839
Security and Hazardous Material	449	467	478
Staff Offices	508	533	530
Information Services/CIO	83	95	95
Commercial Space Transportation	57	67	71
Subtotal	2,542	2,643	2,780
TOTAL, OPERATIONS	39,888	40,081	40,483

## NOTES:

<sup>1</sup>Other ATO Staff Offices include Safety, Finance, Communications, Service Centers, and Operations Planning.

**POSITIONS BY OFFICE**

QUESTION: Please update the table showing number of positions assigned to each of your offices and regions, similar in format to that shown on pages 124 through 126 of last year's hearing record.

RESPONSE: The information follows:

**FAA DISTRIBUTION OF FULL TIME PERMANENT POSITIONS (EOY)  
OPERATIONS APPROPRIATION (DIRECT)**

<b>OFFICE</b>	<b>FY 2007</b>	<b>FY 2008</b>	<b>FY 2009</b>
	<b>Actual</b>	<b>Estimates</b>	<b>Estimates</b>
ADMINISTRATOR/ DEPUTY ADMIN.	21	24	24
Chief Counsel <sup>1</sup>	235	241	242
Assistant Administrator for Civil Rights <sup>1</sup>	25	33	32
Assistant Administrator for Government & Industry Affairs	12	12	12
Assistant Administrator for Communications (formerly Public Affairs)	32	34	34
Assistant Administrator for Policy, Planning and Environment			
--Executive Staff	12	13	13
--Office of Aviation Policy & Plans	44	44	44
--Office of Environment and Energy <sup>1</sup>	27	30	25
Assistant Administrator for International Aviation <sup>2</sup>	58	60	62
Assistant Administrator for Commercial Space Transportation <sup>3</sup>	56	67	71
Assistant Administrator for Financial Services/CFO <sup>1 4</sup>	121	141	163
Assistant Administrator for Human Resource Management <sup>1</sup>	175	175	179
Assistant Administrator for Region/Center Operations <sup>1 5</sup>	135	155	155
Assistant Administrator For Information Services/CIO	78	95	95
<b>REGIONAL OFFICES:</b>			
--New England	210	213	213
--Eastern	746	781	782
--Southern <sup>5</sup>	881	887	897
--Southwest <sup>5</sup>	913	925	934

--Great Lakes	711	714	715
--Central	738	750	749
--Northwest Mountain <sup>6</sup>	955	982	990
--Western-Pacific	643	646	648
--Alaskan	182	199	199
--Mike Monroney Aeronautical Center	329	336	388
--International	19	21	21
Assistant Administrator for Security and Hazardous Materials <sup>6</sup>	437	467	478
Associate Administrator for Aviation Safety			
--Aircraft Certification Service	186	216	197
--Flight Standards Service	688	722	741
--Office of Aviation Medicine	110	123	123
--Office of Rulemaking	30	30	30
--Office of Accident Investigation	31	31	31
--Office of Aviation Safety Analysis	11	16	16
--Office of Air Traffic Safety Oversight <sup>7</sup>	60	103	133
--Office of Quality, Integration, and Executive Services	280	302	302
--Planning, Direction & Evaluation			
--FAA Technical Center	17	17	17
<b>Air Traffic Organization</b>			
--En Route and Oceanic Services <sup>8</sup>	8,531	8,717	8,977
--Terminal Services <sup>8</sup>	10,213	10,171	10,217
--Flight Services	0	0	0
--System Operations Services	1,273	1,273	1,273
--Technical Operations Services <sup>1</sup>	8,640	8,640	8,591
--Acquisition and Business Services <sup>1</sup>	1,324	1,324	1,323
--Other ATO Staff Offices* <sup>1</sup>	351	351	347
*Other ATO Staff Offices includes: Safety, Finance, Communications, and Operations Planning			
<b>ATO Service Areas (formerly under Regional Offices)</b>			
--Eastern			
--Central			
--Western			
--Alaska			

--Aviation System Standards (Oklahoma City,  
Oklahoma  
--FAA Academy

TOTAL	39,540	40,081	40,483
-------	--------	--------	--------

<sup>1</sup> Positions increase and/or decrease reflect base transfers as shown in the FY 2009 budget submission. The following base transfers (-54) were made from the **Air Traffic Organization (ATO)** to:

-- Chief Counsel (AGC), 1 position (EOY). A transfer of one EOY is due to ATO-related legal services caused mostly by increases in procurement activity and class action litigations. The one EOY in this transfer is for a law librarian.

-- **Assistant Administrator for Financial Services (ABA)**, 3 EOY. This transfer will help to improve internal controls and data reliability of the capitalization process of headquarters facilities and equipment.

-- **Assistant Administrator for Human Resource Management (AHR)**, 1 EOY. This transfer consolidates FAA's worker's compensation program management under AHR.

-- **Assistant Administrator for Region and Center Operations (ARC)**:

1 EOY to accommodate the movement of a regional operator in FAA's Eastern Region to the Regional Operations Center.

46 EOY -- while facility management functions for FAA Headquarters were consolidated under ARC in FY 2007, management of the MMAC remained in ATO. This transfer further consolidates the agency's facility management responsibilities within ARC by incorporating the Aeronautical Center.

2 EOY that represent the increased support the Aviation System Standards organization requires from the Office of Acquisitions to conduct acquisition activities.

**Other base transfers:**

-- Within FAA's Great Lakes Regional Office in Chicago, IL, one position will be transferred from the Assistant Administrator for Civil Rights to the Information Technology Office of ARC.

-- Office of Environment and Energy will transfer five EOY to AHR. This move will help the agency consolidate human resource policy and planning functions. One of the EOY transferred is shown in the regions.

<sup>2</sup>This increase is for two senior representatives in Latin America, a region of increasing economic and political importance to the United States. These individuals would be tasked with supporting several key agency initiatives.

<sup>3</sup>This requested increase is for additional safety personnel needed to assess the human space flight aspects of the safety evaluations of commercial space license and permit applications.

<sup>4</sup>Position increase reflects the unavoidable adjustment increase requested in the FY 2009 budget submission for ABA to convert existing contract resources being used to assist capitalization efforts. This increase in staff (19 EOY) will ensure that capitalization operations are performed in a timely manner.

<sup>5</sup>As part of the agency's enhanced capitalization process, ABA will transfer \$400,000 to ARC. These resources will allow ARC to hire one additional employee in headquarters and one additional employee in each of of FAA's three service centers (Atlanta, Fort Worth, and Seattle) to manage regional capitalization activities. This adds four EOY in ARC.

<sup>6</sup>As requested in the FY 2009 budget submission, the increase in staffing will enable the Assistant Administrator for Security and Hazardous Materials to build upon the HSPD-12 Common Identification Standard, Identification Management System and PIV-II smartcard-issuing system created in FY 2007. In FY 2008, the PIV-II cards will be put into large scale production to replace PIV-I cards currently issued to FAA personnel.

<sup>7</sup>Position increase reflects an increase in Air Traffic Safety Oversight staffing as requested in the FY 2009 budget submission. These positions will be used to conduct risk based modeling, simulation, and analysis of changes necessary to meet increased capacity demands.

<sup>8</sup>Position increase reflects air traffic controller hiring as requested in the FY 2009 budget submission.

## EXECUTIVE POSITIONS

QUESTION: Please update the listing of all executive positions at the FAA shown on page 1271 of last year's hearing record, including the summary tables at the end of the listing.

RESPONSE: As of March 2, 2008, the FAA has the following encumbered executive level positions:

NAME		PAY LEVEL	POSITION TITLE
ACCARDI	Thomas C.	EV-02	Director, Aviation System Standards
ALLARD	Terry T.	EV-02	Program Director for Human Factors
ALLEN	John M.	EV-02	Deputy Director, Flight Standards Service
ALLES	Jeri L.	EV-02	Manager, Airports Division
ANTUNANO	Melchor J.	EV-02	Director, Civil Aeromedical Institute
BAHRAMI	Ali	EV-02	Manager, Transport Airplane Directorate
BAKER	Dorenda D.	EV-02	Deputy Director, Aircraft Certification Service
BALLOUGH	James	EV-01	Director, Flight Standards Service
BERNETT	Steven R.	EV-02	Program Director, FAA Logistics Center
BERRY	Michael A.	EV-02	Manager, Medical Specialties Division
BLUM	Christopher R.	EV-02	Regional Administrator - Central Region
BOGARD	Claudia L.	EV-02	Director of Communications
BOSHACK	Barry M.	EV-02	Manager, Airway Facilities Division
BOWEN	David M.	EV-01	Assistant Administrator for Information Services
BRISTOL	Teri L.	EV-02	Director of Terminal Program Operations
BROWN	Laura J.	EV-02	Deputy Assistant Administrator for Public Affairs
BROWN	Michael F.	EV-02	Director, Office of Information Systems Security
BRUNER	Teresa A.	EV-02	Deputy Regional Administrator – Southwest
BURKE	Gregory D.	EV-02	Director, En Route & Oceanic Planning
BURLESON	Carl E.	EV-02	Director, Office of Environment & Energy

NAME		PAY LEVEL	POSITION TITLE
BURRUS	Carl W.	EV-02	Director, Office of Financial Controls
CHAPMAN	Robert B.	EV-02	Manager, Airports Division
CHIN	David K.	EV-02	Director, Operations Planning Performance Analysis
CIRILLO	Michael A.	EV-01	Regional Administrator - Alaska
COCHRAN	Walter R.	EV-02	Director, En Route & Oceanic Area Operations - Eastern
CONDLEY	Gary R.	EV-02	FAA Academy Superintendent
COOPER	Barry D.	EV-02	Deputy Regional Administrator – Great Lakes
CORBETT	Amy L.	EV-02	Regional Administrator – New England
COX	Victoria H.	EV-01	Vice President for Operations Planning
DALBEY	Chester D.	EV-02	Manager, Flight Standards Division
DAVIS	William S.	EV-02	National Science Technology Representative
DAY	Richard L.	EV-01	Vice President for En Route & Oceanic Services
DELEON	Benito	EV-02	Director Office of Airport Planning & Programming
DOWNEY	David A.	EV-02	Manager, Rotorcraft Directorate
DUCHARME	Richard J.	EV-02	Director of Tactical Operations and Mission Support
DUNCAN	John S.	EV-02	Manager, General Aviation & Commercial Division
ECK	James T.	EV-02	Director of ATC Communications Services
EDWARDS	Barbara A.	EV-02	Deputy Assistant Administrator for Civil Rights
ELWELL	Daniel K.	FJ-00	Assistant Administrator for Aviation Policy, Planning & Environment
ENGELHARDT	Sue A.	EV-02	Executive Director, Office of Human Resource Management Programs and Policies
FAGAN	Carey J.	EV-02	Director of Operations Planning International
FAVARA	Francis A.	EV-02	Manager, Engine & Propeller Directorate
FAZIO	Anthony F.	EV-02	Director, Africa, Europe & Middle East Office
FELDER	Wilson N.	EV-02	Director, FAA Technical Center
FERNANDEZ-	Maria	EV-02	Executive Director, FAA

NAME		PAY LEVEL	POSITION TITLE
GRECZMIEL			Accountability Board
FERRANTE	Anthony S.	EV-02	Director, Office of Safety Oversight
FIELDS	Lawrence M.	EV-02	Manager, Flight Standards Division
FILLER	Dennis L.	EV-02	Director of ATO Information Technology
FILLIPATOS	James	FJ-00	Assistant Administrator for International Aviation
FLANAGAN	William J.	EV-02	Manager, Airports Division
FRASER	James R.	EV-02	Deputy Federal Air Surgeon
FREEMAN	Darlene M.	EV-02	Executive Director, Office of Learning and Development
FULLER	Daphne A.	EV-02	Deputy Chief Counsel, Airports & Environmental Law Division
GIBSON	Ventris C.	EV-01	Assistant Administrator for Human Resource Management
GILES	Carol	EV-02	Manager, Continuous Airworthiness Maintenance Division
GILLIGAN	Margaret M.	EV-01	Deputy Associate Administrator for Aviation Safety
GILLIOM	David C.	EV-02	Manager, Flight Standards Certification Program Office
GIMPEL	Marshal R.	EV-02	Director, Enterprise Services Center
GOLIA	Mary C.	EV-02	Director Air Traffic Control Facilities
GONZALEZ	Henry I.	EV-02	ATO Transition Executive for En Route & Oceanic Operations
GOUGH	Robert M.	EV-02	Director of System Operations Programs
HAMILTON-POWELL	Pamela A.	EV-02	Director, Office of Rulemaking
HANLEY	David E.	EV-02	Manager, Flight Standards Division
HARRIS	Melvin	EV-02	Program Director, Office of Labor and Employee Relations
HART	Christopher A.	EV-02	Deputy Director, Office of Safety Oversight
HATFIELD	Franklin D.	EV-02	Director of System Operations Security
HEDGES	Daniel C.	EV-02	Director, Early Dispute Resolution Center
HEIBECK	Wayne T.	EV-02	Deputy Director, Office of Airport Planning and Programming
HEMPE	David W.	EV-02	Manager, Aircraft Engineering Division

NAME		PAY LEVEL	POSITION TITLE
HENNIGAN	John F.	EV-02	Deputy Assistant Administrator for Financial Services
HICKEY	John J.	EV-01	Director, Aircraft Certification Service
HOUSE	Mark S.	EV-02	Director Financial Analysis & Process Reengineering
HUDSON	Teresa E.	EV-02	Area Director of Technical OPS - Eastern
JOHNSON	David B.	EV-01	Vice President for Terminal Operations
JOHNSON	Deborah A.	EV-02	Director of Terminal Planning
JOHNSON	Karen P.	EV-02	Executive Director, Human Resources Field Operations
JOHNSON	Pearlis E.	EV-02	Deputy Regional Administrator - Southern
JUBA	Eugene	EV-01	Senior Vice President for Finance
KALINOWSKI	Nancy B.	EV-01	Vice President for System Operations
KINDER	Daniel V.	EV-02	Director of Terminal Finance
KORT	Nancy B.	EV-02	Director of Terminal Area Operations - Central
KRAKOWSKI	Henry P.	EV-1A	ATO Chief Operating Officer
LANG	Catherine M.	EV-02	Deputy Associate Administrator for Airports
LAVEY	Gerald E.	EV-02	Deputy Assistant Administrator for Internal Communications
LAWLER	Timothy J.	EV-02	Director, Office of Financial Management
LAYDON	Terry M.	EV-02	Program Director, Aeronautical Information Services
LEADER	Charles A.	EV-01	Director, Joint Planning & Development Office
LEVERENZ	Ruth A.	EV-01	Assistant Administrator for Region and Center Operations
LEWIS	Patrick L.	EV-02	Program Director Airport and Aircraft Safety Research and Development
LEWIS	Paula R.	EV-02	Deputy Assistant Administrator for Region and Center Operations
LIPSKI	Vi L.	EV-02	Director, Office of Quality Assurance and Integration
LOBUE	Nancy D.	EV-02	Deputy Assistant Administrator for Policy, Planning & Environment
LONG	Kerry B.	FJ-00	Chief Counsel
LYNCH	Peter J.	EV-02	Assistant Chief Counsel for

NAME		PAY LEVEL	POSITION TITLE
			Enforcement Division
MAC PHERSON	Rebecca B.	EV-02	Assistant Chief Counsel, Regulations & Enforcement Division
MANNO	Claude	EV-02	Deputy Assistant Administrator for Security & Hazardous Materials
MCCARTNEY	John G.	EV-02	Director, Terminal Area Operations - Eastern
MCCLARDY	Mark A.	EV-02	Manager, Airports Division
MCGRAW	John W.	EV-02	Manager, Technical Programs Division
MCNALL	Patricia A.	EV-02	Assistant Chief Counsel, Procurement Law Division
MILLER	Michael W.	EV-02	Director, Information Technology Optimization
MILLER	Shirley S.	EV-02	Senior Advisor to the Chief Operating Officer
MINIACE	Joseph N.	EV-02	Deputy Assistant Administrator for Strategic Labor Relations Management
MOY	Edward P.	EV-02	Area Director of Technical OPS - Western
MURPHY	Douglas R.	EV-02	Regional Administrator – Southern
MURPHY	Jana W.	EV-02	Chief of Staff
NIELD	George C.	EV-02	Deputy Associate Administrator for Commercial Space
O'HARRA	Michael	EV-02	Deputy Regional Administrator – Southwest
OSMUS	Lynne A.	EV-01	Assistant Administrator for Security & Hazardous Materials
OSTERDAHL	Steven M.	EV-02	Director, En Route & Oceanic Area Operations - Western
PARDEE	Jay J.	EV-02	Director, Safety Integrated Product Team
PASKIEWICZ	Frank P.	EV-02	Manager, Production & Airworthiness Certification Division
PEARSON	Bradley D.	EV-02	Manager, Flights Standards Division
PIPES	Johnny L.	EV-02	ATO Transition Executive
PUNWANI	Ramesh	EV-01	Assistant Administrator for Financial Services
RAMIREZ	Luis A.	EV-02	Director, En Route & Oceanic Safety Operations Support
REESE	Christopher T.	EV-02	Director of Operating Budgets
REIMOLD	Dorothy B.	EV-02	Deputy Assistant Administrator for

NAME		PAY LEVEL	POSITION TITLE
			International Aviation
RITMAN	Allison	EV-02	Managing Director of Financial Controls
RITZ	Barbara G.	EV-02	Director, Aeronautical Center
RIVERA	Fanny	EV-01	Assistant Administrator for Civil Rights
ROBERTS	Dennis E.	EV-02	Regional Administrator - Northwest Mountain
RODGERS	John M.	EV-02	Director, Aviation Insurance Program Office
ROSE	Carol M.	EV-02	Director, Office of Budget
ROSIA	Megan R.	FJ-00	Assistant Administrator for Government & Industry Affairs
RYAN	Thomas	EV-02	Director, Office of Field Operations
SABATINI	Nicholas A.	EV-01	Associate Administrator for Aviation Safety
SALTSMAN	Richard H.	EV-02	Assistant Chief Counsel, Litigation Division
SALVANO	Daniel P.	EV-02	Director of Navigation Services
SANCHEZ	Sandra M.	EV-02	Vice President for Communications
SHAFFER	Deon K.	FJ-00	Associate Administrator for Airports
SCOTT	Barry C.	EV-02	Director, Operations Planning Research and Development
SHELLABARGER	Nancy E.	EV-02	Director, Office of Aviation Policy & Plans
SHERIDAN	Paul J.	EV-02	Director En Route & Oceanic Area Operations - Central
SIEG	Stanley A.	EV-02	Deputy Director, Aeronautical Center
SMITH	Kimberly K.	EV-02	Manager, Small Airplane Directorate
SOLCO	Kelvin L.	EV-02	Manager, Airports Division
STAPLES	John T.	EV-02	Director of Flight Services Program Operations
STRONG	Robert M.	EV-02	ATO Transition Executive for En Route Technical Operations
STUCKEY	Thomas E.	EV-02	Manager, Flight Standards Division
STURGELL	Robert A.	EX-04	Deputy Administrator
TARRH	Jo Lea	EV-02	Area Director of Technical OPS - Central
TAYLOR	Donna P.	EV-02	Manager, Airports Division
TEDFORD	Ann	EV-02	Program Director, Operations Planning System Engineering
TEIXEIRA	Joseph S.	EV-02	Manager, Air Traffic Operations Oversight

NAME		PAY LEVEL	POSITION TITLE
THOMA	Richard A.	EV-02	Director of Technical Operations Support
THORNTON	John F.	EV-01	Director, En Route & Oceanic Program Operations
TIERNEY	M. Lynn	FJ-00	Assistant Administrator for Communications
TILTON	Frederick E.	EV-02	Federal Air Surgeon
TIMMONS	Wesley F.	EV-02	Director, Runway Safety
TOULA	Thomas	EV-02	Manager, Air Transportation Division
TREVINO	Raul C.	EV-02	Director of Terminal Safety & Operations Support
TRINKA	James A.	EV-02	Director ATC Training & Development
TUCKER	Joseph R.	EV-02	Director of Finance Capital Expenditures
VEATCH	Dawn H.	EV-02	Manager, Flight Standards Division
VERNON	Kathryn M.	EV-02	Director, Terminal Area Operations, Western
WALKER	Frederick T.	EV-02	Manager, Flight Standards Division
WALLACE	Steven B.	EV-02	Director, Office of Accident Investigation
WARREN	Marc L.	EV-02	Deputy Chief Counsel for Operations
WASHINGTON	James H.	EV-01	Vice President for Acquisition & Business Services
WEISS	Manny	EV-02	Regional Administrator, Eastern Region
WHITLOW	James W.	EV-02	Deputy Chief Counsel for Policy & Adjudication
WILLIAMS	James H.	EV-02	Director of Operations Planning System Engineering
WILSON	Deborah A.	EV-02	Director of Acquisition Policy & Contracting
WITHYCOMBE	William C.	EV-02	Regional Administrator, Western-Pacific
WONG	Alice A.	EV-02	Program Director, Air Traffic Asian-Pacific Strategies
YANAMURA	Kalene C.	EV-02	Deputy Regional Administrator – Northwest Mountain
Z Aidman	Steven B.	EV-01	Vice President for Technical Operations
ZALENCHAK	John	EV-02	Manager, Airway Facilities Division

<b>Executive Type:</b>	<b>EV-1</b>	<b>EV-2</b>	<b>FJ</b>	<b>EX</b>	<b>Total</b>
Political appointees	0	0	6	1	7
Executives	20	140			160

**EXECUTIVE POSITIONS UNFILLED**

QUESTION: Please update the listing on page 134 of last year's hearing record showing the title, grade and salary, of each executive and political appointee position in the agency which is currently unfilled by a permanent incumbent.

RESPONSE: As of February 22, 2008, the following executive positions are unfilled. The salary of the position will depend on the person selected. The salary range for executives covered by FAA's Executive Compensation Plan is \$117,500 to \$168,200. These figures do not include locality pay. Base pay plus locality pay cannot exceed the current legislative cap of \$172,200.

Positions Pending Selection through Recruitment Activities

Director, Asia/Pacific Office, EV-0340-02  
Vice President for Safety, EV-0340-01  
Director, Office of Airport Safety and Standards, EV-0340-02  
Manager, Airports Financial Assistance Division, EV-0340-02  
Director, Airport Compliance and Field Operations, EV-0340-02  
Managing Director, Financial Operations, AFM-2A, EV-0340-02  
Manager, Safety Management System Division, EV-0340-02  
Director, Mission Support Office (En Route and Oceanic Services), EV-0340-02  
Director, Operational Evolution Partnership Integration & Implementation, EV030-02  
Director, Western Hemisphere, EV-0340-02  
Director, Aviation Logistics Organization, EV-0340-02  
Director, New York Area Program Integration Office, EV-0340-02

Positions with No Recruitment Activity Underway

Manager, Contracts Division (Acquisition and Business Services), EV-0340-02  
Director of Operations Planning Technology Development, EV-0340-02  
Associate Administrator for Commercial Space, EV-0340-01

**AVERAGE FTE COSTS**

QUESTION: Please update the data on agency-wide average FTE costs shown on page 135 of last year's hearing record by providing data for fiscal years 2003 through 2009.

RESPONSE: The information follows:

FY 2003	\$120,944	Actual
FY 2004	\$129,184	Actual
FY 2005	\$136,234	Actual
FY 2006	\$138,131	Actual
FY 2007	\$138,357	Actual
FY 2008	\$143,049	Estimate <sup>1</sup>
FY 2009	\$147,322	Estimate <sup>1</sup>

<sup>1</sup> FY 2008 and FY 2009 estimates are based on enacted and requested funding levels for PC&B and estimated FTEs.

**HEALTH BENEFITS**

QUESTION: Please update the FAA's budget for health benefits for employees shown on page 135 of last year's hearing record by providing data for fiscal years 2003 through 2009.

RESPONSE: The information follows:

(dollars in thousands)					
	Operations	Facilities & Equipment	Research, Engineering & Development	Airport Improvement Program	Total
<b>FY 2003 Actual</b>	214,233	13,455	1,330	2,077	231,095
<b>% change 02-03</b>	14.23%	19.35%	-16.67%	11.43%	14.25%
<b>FY 2004 Actual</b>	226,766	14,631	1,359	2,368	245,124
<b>% change 03-04</b>	5.85%	8.74%	2.15%	14.03%	6.07%
<b>FY 2005 Actual</b>	236,419	15,080	1,401	2,479	255,379
<b>% change 04-05</b>	4.26%	3.07%	3.12%	4.67%	4.18%
<b>FY 2006 Actual</b>	233,979	15,832	1,552	2,724	254,087
<b>% change 05-06</b>	-1.03%	4.99%	10.78%	9.87%	-0.51%
<b>FY 2007 Actual</b>	237,168	15,444	1,520	2,816	256,948
<b>% change 06-07</b>	1.36%	-2.45%	-2.06%	3.38%	1.13%
<b>FY 2008 Enacted</b>	242,291	15,307	1,516	3,096	262,210
<b>% change 07-08</b>	2.16%	-0.89%	-0.27%	9.94%	2.05%
<b>FY 2009 Request</b>	254,406	16,072	1,592	3,405	275,475
<b>% change 08-09</b>	5.00%	5.00%	5.00%	9.98%	5.06%

**WORKERS' COMPENSATION**

QUESTION: Please update the data on page 136 of last year's hearing record showing the number of FAA employees receiving workers' compensation payments, and associated costs, by providing data for each of fiscal years 2002 through 2009.

RESPONSE: The information follows:

(Dollars in Thousands)

FY Charged	Cost	Cases	FECA Chargeback Year
FY 2009	\$87,046	2,898	2007 *
FY 2008	\$85,761	2,874	2006
FY 2007	\$86,529	3,193	2005 **
FY 2006	\$86,859	3,300	2004
FY 2005	\$88,320	3,521	2003
FY 2004	\$87,842	3,731	2002
FY 2003	\$86,365	3,706	2001
FY 2002	\$83,701	3,566	2000

\* Federal Employment Compensation Act (FECA) CB Year 2007 is July 1, 2006 through June 30, 2007.

\*\* Correction: The number of cases in CY05 is 3,193. This figure was stated incorrectly as 3,931 in the 2008 Questions for the Record.

**WORKERS' COMPENSATION**

**QUESTION:** Several years ago the FAA initiated a pilot program to reduce the costs and fraud associated with the worker's compensation program. In last year's questions for the record, FAA indicated that the FAA has contained costs at a greater rate than the general government for three consecutive years. Is the FAA planning on making the pilot a permanent program?

**RESPONSE:** The FAA has made the workers' compensation pilot a permanent program. All FAA claims are now centrally managed under the direction of the National Employee Safety and Workers' Compensation Division. FAA continues to contain costs at a rate greater than the government-wide average. In 2007, the FAA's workers' compensation costs increased 1.5 percent while the government-wide bill increased 2.2 percent. Since 2003, when FAA began aggressively managing the program, the government-wide workers' compensation bill increased 7.4 percent whereas the FAA bill has decreased 1.4 percent. All data, including both FAA and government-wide figures, is provided by the Department of Labor (DOL).

**WORKERS' COMPENSATION**

QUESTION: Please update the breakdown of workers' compensation recipients by age shown on page 138 of last year's hearing record.

RESPONSE: The information follows:

Chargeback Year 2007\*

Age	# Employees on OWCP Series 2152	All <u>Other</u>
60-69	269	241
70-79	393	165
80 and above	173	121

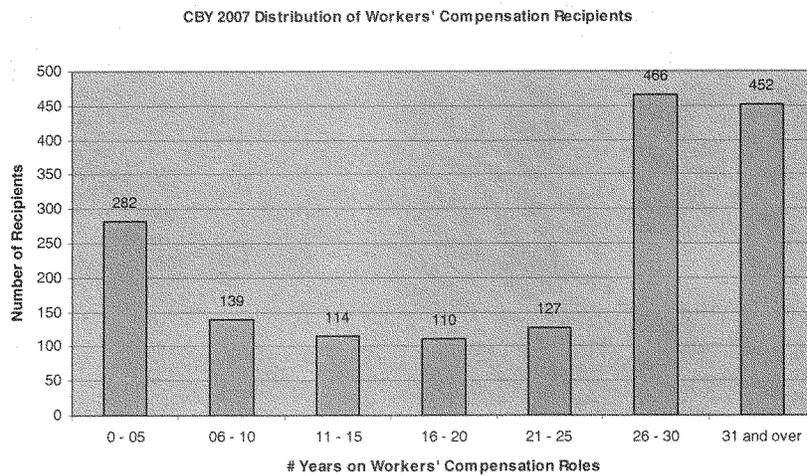
\* Federal Employment Compensation Act (FECA) CB Year 2007 is July 1, 2006 through June 30, 2007.

**WORKERS' COMPENSATION**

QUESTION: Please update the graph showing the distribution of workers' compensation recipients by length of time on the workers' compensation rolls, shown on page 139 of last year's hearing record.

RESPONSE:

Chargeback Year 2007 (July 1, 2006 through June 30, 2007)



**WORKERS' COMPENSATION**

QUESTION: Please update the data on page 140 of last year's hearing record showing the average workers' compensation payment for employees in job series 2152, and comparing that to the government-wide average.

RESPONSE: The information follows:

Chargeback Year 2007 (July 1, 2006 through June 30, 2007)

Average Payment	
Job Series 2152	\$51,871
Other FAA	\$37,392
Government-wide*	Not available

\* This data is provided by Department of Labor and it is not available at this time.

**WORKERS' COMPENSATION**

QUESTION: Please update the table on page 140 of last year's hearing record showing chronological statistics on your workers' compensation program by providing data for calendar years 2000 through 2007.

RESPONSE: The information follows:

CY	Cost	Change	Percent Change	# Cases	Case Change	Percent Change
07 *	\$87,046	+1,285	+1.5	2,898	+24	+0.8
06	\$85,761	-768	-0.9	2,874	-319	-10.0
05**	\$86,529	-330	-0.4	3,193	-107	-3.2
04	\$86,859	-1,461	-1.7	3,300	-221	-6.3
03	\$88,320	+478	+0.5	3,521	-210	-5.6
02	\$87,842	+1,477	+1.7	3,731	+25	+0.7
01	\$86,365	+2,664	+3.2	3,706	+140	+3.9
00	\$83,701	-636	-0.8	3,566	+60	+1.7

\* 07 = Federal Employees Compensation Act (FECA) Charge Back Year 2007 is July 1, 2006 through June 30, 2007.

\*\* 05 = Correction: The number of cases in CY05 is 3,193. This figure was stated incorrectly as 3,931 in the 2008 Questions for the Record.

Percent Change in Costs from Charge Back Year 2006 to 2007

	FAA	DOT	Government-wide
Medical	+2.0	-2.5	+3.5
Compensation	+1.7	+1.5	+1.5
Death Benefits	-0.3	+0.5	+3.0
Total	+1.5	+1.0	+2.2

**GSA RENT**

QUESTION: How much is included in your fiscal year 2009 request for GSA rent, and how does that compare to fiscal years 2007 and 2008?

RESPONSE: The information follows:

**GSA Rental Payments**  
(\$000)

	<b>FY 2007</b>	<b>FY 2008</b>	<b>FY 2009</b>
	<b>Actual</b>	<b>Estimate</b>	<b>Estimate</b>
<b>Total GSA Rent</b>	\$105,283	\$112,268	\$118,564

Note: In FY 2007, the responsibility for the Facilities Management function transferred from ATO to ARC which includes GSA rent payments. The Memorandum of Agreement between ATO and ARC for this base transfer states that ATO would be responsible for paying any increases in the GSA rent bill due to ATO transitioning to three Service Areas (ANM, ASW, ASO).

**USER FEES CREDITED TO OPERATIONS APPROPRIATION**

QUESTION: Please update the table of user fees credited to the Operations appropriation shown in last year's hearing record by providing the data for fiscal years 2006 and 2007, and estimates for 2008 and 2009.

RESPONSE: The information follows:

<b>FEES</b>	<b>FY 2006 Collections Actual</b>	<b>FY 2007 Collections Actual</b>	<b>FY 2008 Collections Estimate</b>	<b>FY 2009 Collections Estimate</b>
Civil Aviation Registry Fees	795,923	560,251	599,000	599,000
Foreign Repair / Certification Fees	3,971,591	5,789,092	5,400,000	5,900,000
Air Taxi Registration Fees	786	360	1,000	1,000
Overflight Fees	49,354,388	48,507,502	50,000,000	52,000,000
Aeronautical Charting Fees	21,121,821	19,288,226	20,000,000	22,000,000
<b>Total</b>	<b>\$75,244,509</b>	<b>\$74,145,431</b>	<b>\$76,000,000</b>	<b>\$80,500,000</b>

### WORKING CAPITAL FUND

QUESTION: In Table format, please show the fiscal year 2007 and 2008 requests for working capital fund.

RESPONSE: The information follows:

FY2008 WCF Services	FY2007 Opplan 4	FY2008 Opplan 1	% Change
Voice/Cable/Wireless Services	6,614,944	7,610,983	15%
IDN	10,000	10,000	0%
Dockets Management Operations	646,824	710,936	10%
Disability Resource Center	1,242,731	1,624,381	31%
DOT Worklife	133,927	150,980	13%
Unemployment Compensation	608,164	308,000	-49%
Employment and Executive Resources	247,098	264,351	7%
Learning Services	182,170	188,604	4%
Departmental Service	525,328	596,906	14%
IT Security	220,687	757,713	243%
Copy Centers	23,985	-	-100%
Requirements Distribution	121,392	143,204	18%
Subsequent Distribution	32,855	31,063	-5%
Postage	177,036	207,736	17%
Digital Document Center	44,449	51,962	17%
Consolidated Federal Funds Report	24,278	24,900	3%
Competitive Sourcing Office	83,855	56,594	-33%
Personnel Security	20,000	20,000	0%
Building Security - FOB 10A	3,143,724	3,455,855	10%
Security and Investigations	1,021,916	1,249,339	22%
Passports and Visas	124,788	162,721	30%
FEMA COOP Facility	147,711	173,226	17%
Server Operations	107,689	112,602	5%
Directory & Messaging Services	409,810	427,012	4%
Contract Labor	1,380	2,599	88%
Motor Pool	93,000	135,765	46%
Parking Management	50,963	52,502	3%
CIS/GIS	47,631	85,022	79%
Building Security - FOB 10B	2,509,158	2,759,949	10%
Multimedia and Photo Service	456,311	391,991	-14%
Warehouse	433,515	450,431	4%
Shuttle Bus	3,184	-	-100%
Mail Service	782,895	812,550	4%
HQ Space Management	137,108	139,684	2%
Overtime Utilities	18,933	20,295	7%
1200 NJ Ave Fitness	3,954	6,987	77%
Substance Abuse Awareness and Testing	1,873,300	1,993,783	6%
Federal Laboratory Consortium	0	7,531	100%

411

Contract Printing	833,500	1,018,395	22%
Info Services Development	30,164	0	-100%
<b>Grand Total:</b>	<b>23,190,357</b>	<b>26,216,552</b>	<b>13%</b>

## ASSESSMENTS BY OST

QUESTION: Please update the table on page 145 of last year's hearing record on OST assessments by providing data for fiscal years 2004 through 2009.

RESPONSE: The information follows:

**ASSESSMENTS BY FISCAL YEAR**  
(in actual dollars)

Line of Business	FY 2004 Actual	FY 2005 Actual	FY 2006 Actual	FY 2007 Actual	FY 2008 Enacted	FY 2009 Request
Drug & Alcohol Policy & Compliance	\$100,649	\$105,205	\$110,465	\$115,100	\$119,000	\$120,500
Coast Guard Health Clinic	\$15,030	\$17,202	\$0			
<b>Subtotal, Aviation Safety</b>	<b>\$115,679</b>	<b>\$122,407</b>	<b>\$110,465</b>	<b>\$115,100</b>	<b>\$119,000</b>	<b>\$120,500</b>
Departmental News Letter	\$71,690	\$71,690	\$71,690	\$71,690	\$71,690	\$0
Payroll Services/CUPS	\$77,753	\$191,792	\$207,455	\$221,993	\$239,140	\$250,000
TV-TEN	\$81,696	\$84,964	\$88,107	\$79,970	\$78,646	\$78,000
DAFIS/DELPHI (a) (d)	\$9,860,212	\$12,173,487	\$16,029,043	\$15,685,187	\$12,231,127	\$20,781,127
<b>Subtotal, Financial Services</b>	<b>\$10,091,351</b>	<b>\$12,521,933</b>	<b>\$16,396,295</b>	<b>\$16,058,840</b>	<b>\$12,620,603</b>	<b>\$21,109,127</b>
IPPS/MIR/DARIS/FPPS/Castle (b) (c)	\$5,555,545	\$12,566,000	\$12,355,235	\$15,735,711	\$17,665,428	\$18,054,078
<b>Subtotal, Human Resource Management</b>	<b>\$5,555,545</b>	<b>\$12,566,000</b>	<b>\$12,355,235</b>	<b>\$15,735,711</b>	<b>\$17,665,428</b>	<b>\$18,054,078</b>
Honors Attorney	\$30,400	\$76,000	\$16,326	\$82,150	\$55,000	\$83,747
Administrative Law Judges	\$730,838	\$818,159	\$866,704	\$867,928	\$1,096,817	\$1,098,317
<b>Subtotal, General Counsel</b>	<b>\$761,238</b>	<b>\$894,159</b>	<b>\$883,030</b>	<b>\$950,078</b>	<b>\$1,151,817</b>	<b>\$1,182,064</b>
<b>Total Assessments</b>	<b>\$16,523,813</b>	<b>\$26,104,499</b>	<b>\$29,745,025</b>	<b>\$32,859,729</b>	<b>\$31,556,848</b>	<b>\$40,465,769</b>

(a) DELPHI assessment is coordinated by ABA and paid by ABA and multiple LOB organizations.

(b) FPPS assessment is coordinated by AHR and paid by AHR and multiple LOB organizations

(c) FPPS is paid to the Department of Interior.

(d) Increase in FY 2009 is due to financial systems upgrades.

**OTHER SERVICES**

QUESTION: Please provide a breakdown of your fiscal year 2009 "other services" request, similar in format to that shown on page 146 of last year's hearing record.

RESPONSE: The information follows:

**OTHER SERVICES - OPERATIONS APPROPRIATION**  
(Dollars in thousands)

	FY 2007 Actual	FY 2008 Estimate	FY 2009 Estimate
A-76 contractual services	200	184	179
Aeronautical charting services	3,669	3,750	3,836
Aircraft/simulator rental	13,858	14,400	14,400
Air transportation oversight system (ATOS)/SASO <sup>1</sup>	9,838	11,300	14,300
Audio visual services	1,581	1,555	1,584
Automation support contract	102,709	115,690	117,388
Aviation safety analysis system (ASAS) <sup>2</sup>	15,234	16,900	18,900
Center weather services - FAA/NOAA	13,572	12,420	12,855
Collision risk modeling	1,608	1,700	1,770
Contract for administrative support services	8,637	4,083	4,502
Contract maintenance <sup>3</sup>	191,876	217,903	239,275
Contract physicians	264	270	290
Contractual data processing service	16,926	17,000	17,500
Contractual services (Jeppeson)	4,708	4,800	5,150
Contractual studies	2,463	261	200
Contractual time-sharing teleprocessing services	2	3	3
Contractual training services	99,108	101,312	103,542
Employee assistance program services	1,969	2,186	2,196

Flight/nonflight training	8,926	9,254	9,262
Flight Services (Lockheed Martin) <sup>4</sup>	217,300	184,300	179,400
Flight training	3,920	4,006	4,098
General working agreement at Transportation Systems Center	7,274	6,135	6,210
Global positioning system (GPS)	11,061	11,312	11,560
Handbooks	2	2	2
Hangar 6 support (aircraft)	3,717	7,827	8,000
Information Security <sup>5</sup>	24,704	25,660	34,868
International cooperative advisory support system (ICASS) <sup>6</sup>	3,117	4,085	5,154
Janitorial and guard services	79,774	78,153	76,652
Leased telecommunications <sup>7</sup>	130,533	174,569	134,101
Medallion program	2,095	2,600	2,600
Medical examinations	2,540	2,776	2,851
NAS resources subsystem (NASR) maintenance support	1,408	1,415	1,435
Not otherwise classified <sup>8</sup>	381,174	358,395	207,284
Office of automation technology and services (OATS)	163	162	162
Occupational safety and health (OSH)	150	0	0
Operation of contract ATC towers <sup>9</sup>	102,529	114,500	120,774
Physical examinations	2,222	2,300	2,300
Random drug testing	2,011	2,101	2,101
Regional support (aircraft)	3,279	3,300	3,300
Regulatory analysis	106	107	107
Repair and maintenance of ADP equipment	20,109	20,693	21,184
Repair/maintenance administrative, operating, working and test equipment <sup>3</sup>	81,461	72,678	75,132

Repair, maintenance and inspection of equipment and buildings <sup>3</sup>	69,020	73,034	74,285
Required navigation performance program (RNP)	18,302	17,397	17,929
Security investigations	1,681	1,714	1,720
Storage of household effects	849	1,087	1,090
Traffic management system/Enhanced traffic management system	18,642	17,460	18,071
Weather observation services <sup>10</sup>	39,975	42,892	45,672
Working Capital fund	23,198	26,272	28,377
Reimbursable to DOT for IPPS/CPMIS	15,000	16,556	16,817
Reimbursable to DOT for Delphi <sup>11</sup>	15,685	10,064	18,519
Total, Other Services	1,780,146	1,818,522	1,688,888

<sup>1</sup> Air transportation oversight system increase in FY 2009 is for FAA to continue to re-engineer Aviation Safety's business processes and develop integrated, comprehensive system safety business applications.

<sup>2</sup> Aviation safety analysis system increase in FY 2009 will enable FAA to continue system modernization through hardware, software, and communication process upgrades to support the safety workforce.

<sup>3</sup> The FY 2009 increases for: contract maintenance; repair and maintenance of administrative, operating, working and test equipment; and repair, maintenance and inspection of equipment and buildings are to fund new NAS systems such as XXX coming on line.

<sup>4</sup> Flight Services decrease in FY 2008 and FY 2009 is due to a reduction in contract costs associated with the contracting out of FAA's flight services function to Lockheed Martin.

<sup>5</sup> Information Security increase for FY 2009 is for information security enhancements.

<sup>6</sup> International cooperative advisory support system (ICASS) increase for FY 2009 is for FAA's contribution to the Capital Security Cost Sharing Program.

<sup>7</sup> Leased telecommunications decrease in FY 2009 due to nonrecurring costs associated with the FTI program.

<sup>8</sup> Includes all costs in "other services" that do not fall under the listed programs. While all costs under other services are charged to a sub-object class, they are not all assigned to a specific program. Unassigned costs have historically accounted for approximately 21 percent of other services.

<sup>9</sup> Operation of contract ATC towers increase for FY 2009 is needed for the cost of new sites added in FY 2008 as well as annual Department of Labor (DOL) wage determination increases for contract services.

<sup>10</sup> Weather observation services increase in FY 2009 is for annual DOL wage determination increases for contract services.

<sup>11</sup> Reimbursable to DOT for Delphi increase for FY 2009 is for upgrades to the Delphi financial system to meet government-wide goals and initiatives.

**CONTRACT MAINTENANCE SUPPORT CONTRACTS**

QUESTION: Please update the listing of major contracts for maintenance of NAS equipment and systems, similar in format to that shown on pages 150 through 153 of last year's hearing record.

RESPONSE: The information follows:

**CONTRACT MAINTENANCE - OPERATIONS APPROPRIATION**  
(In Thousands)

Program	Contract Maintenance Description - OPS	FY2008	FY2009	
			NPHO	ESTIMATE
ACE-IDS	Automated Surface Observing System Controller Equipment (ACE) - Information Display System (IDS)	200,000		225,000
ADAS	Automated Weather Observing System/Automated Surface Observing System Data Acquisition System			
AIP/ADAP	Airport Improvement Program/Airport Development Aid Program			
A/G COMM	Air to Ground Communications	750,000		772,500
ALDARS	Automated Lighting Detection and Reporting System	307,152		371,000
ALSF	Approach Lighting System with Sequenced Flashing Lights			
ALSP	Approach Lighting System			
AMASS	Airport Movement Area Safety System			
ANICS Sat Net Ph II	Alaskan National Airspace Systems Interfacility	300,000		306,600

	Communications System			
ASDE-3	Airport Surface Detection Equipment	150,000		175,000
ASDE-X	Airport Surface Detection Equipment - X	200,000	638,000	838,000
ASOS	Automated Surface Observation System	12,100,000		12,699,000
ASOS/AWOS	Automated Surface Observation System/AWOS	2,728,000		2,462,440
ASR-9 SLEP	Airport Surface Radar Service Life Extension Program	920,000	338,000	1,258,000
ASR-11	Airport Surface Radar - 11	850,000	202,000	1,052,000
ATCBI	ATC Beacon Interrogator Replacement	175,000	244,000	419,000
ATCT/TRACON	Air Traffic Control Tower/Terminal Radar Approach Control			
<b>ATOP</b>	<b>Advanced Technologies and Oceanic Procedures</b>		<b>7,957,000</b>	<b>7,957,000</b>
BUEC	Backup Emergency Communications			
CCC	Central Computer Complex (HOST)	600,000		650,000
CAPSTONE	Capstone Initiative	900,000		913,500
CCOM	Classified Communication System			
CFE	Communications Facilities Enhancement			
CTS	Critical Telecommunications Support	600,000		618,000
DASI	Digital Altimeter Setting Indicator	100,000		125,000
DC Bus	Direct Current Bus			
DMN	Data Multiplexing Network			
DSR/URET	Display System Replacement	2,835,929		2,604,497

DVC	Debrite Video Compression			
<b>EBUS</b>	<b>En Route Backup Surveillance</b>	<b>2,700,000</b>		<b>1,174,277</b>
ECG	EnRoute Communications Gateway	150,000		156,000
<b>ERIDS</b>	<b>En Route Information Display System</b>	<b>3,219,584</b>	<b>4,970,000</b>	<b>8,189,584</b>
ETMS	Enhanced Traffic Management System			
<b>FDIO</b>	<b>Flight Data Input/Output</b>	<b>230,000</b>		<b>826,826</b>
FSAS/MIFC	Flight Service Automation System/Model One Full Capacity	640,000		659,200
FSDPS	Flight Service Data Processing System - Power Cond.	61,150		30,900
FSRM	Facility Security Risk Management			
HCS	Harmonic Cancellation System	316,447		400,000
<b>HNL</b>	<b>Host Interface Device/NAS/Local Area Network</b>	<b>838,636</b>		<b>1,565,200</b>
IAPA	Instrument Approach Procedures Automation			
ICSS	Integrated Communications Switching System	6,485,928		6,740,580
<b>IDS-4</b>	<b>Integrated Display Systems Technology Refresh &amp; Sustain</b>		<b>303,000</b>	<b>303,000</b>
ILS/MARK20	Instrument Landing System	2,453,000	1,810,000	4,263,000
<b>ITWS</b>	<b>Integrated Terminal Weather System</b>		<b>200,000</b>	<b>200,000</b>
LLWAS	Low-Level Windshear Alert System	100,000		125,000
MALSR	Medium Intensity Approach Light System With Runway Alignment Indicator Lights			
M-EARTS	Micro En Route Automated Radar Tracking System	300,000		306,600

MODE-S	Mode-Select (Secondary Radar Discretely Addressable Mode With Data Link)	265,000		300,000
MPS	Maintenance Processor System			
NADIN II	National Airspace Data Interchange Network II	1,294,000		1,332,820
<b>NEXCOM</b>	<b>Next-Generation VHF A/G Communications System</b>		<b>130,000</b>	<b>130,000</b>
NEXRAD	Next-Generation Weather Radar - OSF Support	1,200,000		1,400,000
NEXRAD	Next-Generation Weather Radar - NWS	2,700,000		3,000,000
NEXRAD	Next-Generation Weather Radar - Offshore	100,000		100,000
NIMS	NAS Infrastructure Management System	786,700		720,000
PAPI/VASI	Precision Approach Path Indicator/Visual Approach Slope Indicator			
PSS	Power Systems Sustainment			
PRM	Precision Runway Monitor	418,000	126,000	544,000
RCOM/C3	Recovery Communications Commands	775,771	312,000	1,087,771
RIT/ERAT	Radar Intelligence Tool/Enhanced Radar Analysis Tool	55,000		55,000
RMMS	Remote Maintenance Monitoring System	3,587,800		3,666,732
RMVC/RVR	Remote Maintenance VORTAC Concentrator/Runway Visual Range			
RVR - Replacement	Runway Visual Range			
SAWS	Standalone Weather System - AWOS	145,000		150,000
TDLS/PDC	Tower Data Link Services/Predeparture Clearance	750,000		772,500
TDWR	Terminal Doppler Weather Radar	660,000		

	Improvement			750,000
TDX-2000	(This is the Model # for the Digitizer Sensor used w/surveillance systems)	75,000		75,000
<b>TVSR</b>	<b>Terminal Voice Switch Replacement</b>		<b>83,000</b>	<b>83,000</b>
VOR/DME	Very High Frequency Omnidirectional Range/Distance Measuring Equipment			
VRRP	Voice Recorder Replacement Program	300,000		309,000
VSCS	Voice Switching and Control System	7,655,000		4,842,650
VSP	Voice Switching Program	1,500,000		1,545,000
WARP	Weather and Radar Processor	8,223,985		6,723,530
WMSCR	Weather Message Switching Center Replacement			
WSP	Windshear Processor	357,000		400,000
CM Support	Contract Maintenance Support & Misc Programs	8,315,279		8,962,517
	<b>TOTALS</b>	80,374,361	17,313,000	95,336,224

\* The items in bold reflect new programs or programs not previously reported.

**CONTRACT MAINTENANCE SUPPORT CONTRACTS**

QUESTION: Please update the chronological data on contract maintenance costs shown on page 154 of last year's hearing record.

RESPONSE: The following chart provides the requested information:

<b>Fiscal Year</b>	<b>\$ in Thousands</b>
2000	\$40,760
2001	\$39,118
2002	\$43,114
2003	\$56,387
2004	\$73,852
2005	\$72,709
2006	\$65,415
2007	\$76,036
2008	\$80,374
2009*	\$95,336

\*FY 2009 represents the requested amount vs. enacted amounts shown in previous years.

**FIELD MAINTENANCE – “OTHER OBJECT” COSTS**

QUESTION: Please update the table on field maintenance “other object” costs as shown on page 155 of last year’s hearing record by providing data for fiscal years 2008 and 2009.

RESPONSE: The following chart provides the requested information which covers all the non-payroll costs for the Technical Operations Service Unit. Brackets denote non-add items:

<b>OBJECT CLASS</b>	<b>FY 2008 FM Estimate (\$ in 000)</b>	<b>FY 2009 FM Estimate (\$ in 000)</b>
Travel	\$24,555	\$23,632
[Technical Training]	[\$4,420]	[\$4,254]
[Other Travel]	[\$20,135]	[\$19,378]
Transportation	\$19,713	\$22,057
Rents, Communications & Utilities	\$190,781	\$194,519
Printing & Reproduction	\$121	\$586
Other Services	\$598,315	\$579,065
[Stocks & Stores]	[\$20,575]	[\$20,575]
[Other Services]	[\$577,740]	[\$558,490]
Supplies & Materials	\$92,747	\$95,742
[Stocks & Stores]	[\$61,726]	[\$62,360]
[Other Supplies & Materials]	[\$31,021]	[\$33,382]
Equipment	\$10,933	\$6,495
Lands & Structures	\$1,445	\$1,502
Insurance Claims & Indemnities	\$79	\$83
Interest & Dividends	\$0	\$0
Grants, Subsidies & Contributions	\$0	\$425
<b>TOTAL</b>	<b>\$938,689</b>	<b>\$924,106</b>

**EXECUTIVE COMPENSATION SYSTEM**

QUESTION: Under FAA's new Executive Compensation System, which went into effect in April 2000, executives would receive annual pay adjustments in January not automatically, but based on individual performance and overall contribution. In addition, typically 15 percent of executives will receive a Superior Contribution Increase (SCI). Updating the information on page 156 of last year's hearing record, against what basis did FAA rate its executives for pay adjustments and SCI increases this past January?

RESPONSE: The criteria for awarding the 2008 annual pay adjustment were:

- In position for over 90 days
- Performance and conduct meet expectations

Criteria against which 2008 SCI adjustments were recommended are:

- Recent performance level versus job expectations (e.g., overall high performers)
- Relative performance of individual versus their peer group (e.g., high performers versus peers in their organization)
- Individual's criticality of skills (e.g., technical skills that are difficult to retain. This factor is rarely used.)
- Individual's pay versus peers with similar performance and experience (e.g., less senior executives who have gained experience and are approaching the full performance level)

**EXECUTIVE COMPENSATION SYSTEM**

**QUESTION:** What were the five highest increases, in dollar value? If you are unable to include the 2008 SCIs, please include the 2007 SCIs.

**RESPONSE:** In 2008, all executives whose performance and conduct met expectations were given the same 2.5% base pay increase.

The 2008 Superior Contribution Increases (SCIs) for executives have been approved and will be effective March 16. The five highest SCIs for 2008 are \$6,000, \$5,000, \$4,897, \$4,500, and \$4,177.

**EXECUTIVE COMPENSATION SYSTEM**

**QUESTION:** How many FAA executives were denied an annual pay adjustment over the past year due to performance or conduct reasons, and what percentage is this of the overall executive workforce?

**RESPONSE:** Three executives did not receive an annual base pay adjustment in 2008 due to insufficient time to demonstrate acceptable performance in their positions as a result of their hiring dates. This represents 1.7% of the executive workforce. No executives were denied an annual pay adjustment for conduct reasons.

**SHORT-TERM INCENTIVE (EXECUTIVE BONUS) AWARDS**

QUESTION: How many short-term incentive awards did FAA pay out over the past year? What was the range of the award amounts? What was the total?

RESPONSE: FAA paid out 168 individual Short-Term Incentive (STI) payments. The range of the rewards was from \$1,221 to \$19,157. The total STI payout for the FAA was \$1,530,048.

**SHORT-TERM INCENTIVE (EXECUTIVE BONUS) AWARDS**

**QUESTION:** Please provide information on the extent to which FAA met its performance plan goals for fiscal year 2007.

**REPOSE:** The FAA reported 30 FY 2007 Flight Plan performance goals and met targets on 24 of the goals, an achievement rate of 80 percent. FAA did not meet the target on six goals:

- 1) Commercial Air Carrier Fatal Accident Rate
- 2) Average Daily Airport Capacity (7 metropolitan areas)
- 3) NAS On-Time Arrivals
- 4) Employee Attitude Survey (EAS)
- 5) Clean Audit with No Material Weaknesses, and
- 6) Customer Satisfaction

The FY 2007 EAS results were compromised, rendering them invalid. As a result, the EAS results were not considered in determining the agency's Organizational Success Increase.

**TRAVEL – OPERATIONS-FUNDED**

QUESTION: Please update the table on travel costs shown on page 168 of last year's hearing record by providing data for fiscal years 2006 through 2009.

RESPONSE: The information follows:

**TRAVEL AND TRANSPORTATION OF THINGS -- OPERATIONS APPROPRIATION**  
(In thousands of dollars)

	Fiscal year--			
	2006 Actual	2007 Actual	2008 Estimate	2009 Estimate
Training travel	35,184	37,850	42,463	41,176
Job performance travel	63,861	76,233	79,195	78,728
Other travel	4,563	3,970	4,154	4,291
Transportation of things	22,626	22,684	22,611	22,043
<b>Total</b>	<b>\$126,234</b>	<b>\$140,737</b>	<b>\$148,423</b>	<b>\$146,238</b>

**TRAVEL – OPERATIONS-FUNDED**

QUESTION: Please update the travel expenditures by object class shown on page 384 of last year's hearing record by providing data for fiscal years 2006 and 2007.

RESPONSE: The information follows:

	OBJECT CLASS CODES	FY 2006	FY 2007
21000	CONTINENTAL UNITED STATES TRAVEL - SITE VISIT	\$37,854,259.00	\$41,410,804.00
21001	ROTATIONAL TRAVEL	\$586,520.00	\$950,191.00
21010	CONTINENTAL UNITED STATES TRAVEL - INFORMATION MEETING	\$5,566,906.00	\$7,874,375.00
21020	CONTINENTAL UNITED STATES TRAVEL - SPEECH OR PRESENTATION	\$182,039.00	\$304,066.00
21030	CONTINENTAL UNITED STATES TRAVEL - CONFERENCE ATTENDANCE	\$2,376,490.00	\$2,074,815.00
21040	CONTINENTAL UNITED STATES TRAVEL - RELOCATION OF EMPLOYEES	\$354,533.00	\$295,974.00
21050	CONTINENTAL UNITED STATES TRAVEL - RELOCATION - QUARTERS SEARCH	\$372,681.00	\$399,812.00
21060	NON-FOREIGN UNITED STATES TRAVEL - RELOCATION - QUARTERS SEARCH	\$6,700.00	\$23,504.00
21070	CONTINENTAL UNITED STATES TRAVEL - SPECIAL MISSION TRAVEL	\$346,882.00	\$256,643.00
21080	CONTINENTAL UNITED STATES TRAVEL - EMERGENCY TRAVEL (*)	(\$223,884.00)	(\$208,983.00)
21090	CONTINENTAL UNITED STATES TRAVEL - OTHER TRAVEL	\$11,937,376.00	\$14,996,843.00
21100	OVERSEAS TRAVEL - SITE VISIT	\$5,267,418.00	\$5,770,848.00
21110	OVERSEAS TRAVEL - INFORMATION MEETING	\$859,252.00	\$752,432.00
21120	OVERSEAS TRAVEL - SPEECH OR PRESENTATION	\$63,491.00	\$89,276.00
21130	OVERSEAS TRAVEL - CONFERENCE ATTENDANCE	\$169,771.00	\$158,487.00
21140	OVERSEAS TRAVEL - RELOCATION (PCS)	\$87,790.00	\$101,196.00
21160	OVERSEAS TRAVEL - ENTITLEMENT TRAVEL	\$165,107.00	\$136,859.00
21170	OVERSEAS TRAVEL - SPECIAL MISSION TRAVEL	\$58,869.00	\$4,371.00
21180	OVERSEAS TRAVEL - EMERGENCY TRAVEL	\$7,196.00	\$5,287.00
21190	OVERSEAS TRAVEL - OTHER TRAVEL	\$465,794.00	\$656,772.00
211A0	CONTINENTAL UNITED STATES TRAVEL - TRAVEL EXPENSES FOR INTERVIEWS	\$17,950.00	\$30,514.00
211B0	CONTINENTAL UNITED STATES TRAVEL - RELOCATION OF NEW APPOINTEES	\$6,884.00	\$7,540.00
211C0	REDUCED RATE-60% TRAVL & TRANSPORTATION OF THINGS	\$39,775.00	\$142,344.00
211D0	REDUCED RATE-80% TRAVL & TRANSPORTATION OF THINGS	\$0.00	\$0.00
21300	TRAINING TRAVEL - NON-GOVERNMENT - LONG TERM/COLLEGE/ASSOCIATIONS	\$14,096.00	\$9,733.00
21310	TRAINING TRAVEL - NON-GOVERNMENT - LONG TERM/PRIVATE	\$50.00	\$2,916.00
21320	TRAINING TRAVEL - NON-GOVERNMENT - SHORT TERM/COLLEGE/ASSOCIATIONS	\$135,724.00	\$218,848.00
21330	TRAINING TRAVEL - NON-GOVERNMENT - SHORT TERM/PRIVATE	\$1,171,586.00	\$2,857,938.00
21340	TRAINING TRAVEL - GOVERNMENT - LONG-TERM INTERNAL	\$12,092.00	\$592,111.00
21350	TRAINING TRAVEL - GOVERNMENT - LONG-TERM INTERAGENCY/INTERSERVICE	\$3,278.00	\$56,970.00
21360	TRAINING TRAVEL - GOVERNMENT - SHORT-TERM INTERNAL	\$31,732,478.00	\$33,818,916.00
21370	TRAINING TRAVEL - GOVERNMENT - SHORT-TERM INTERAGENCY/INTERSERVICE	\$168,182.00	\$292,238.00
21380	TRAINING TRAVEL- NON-DOT PERSONNEL	\$1,650.00	\$0.00
21500	TRAINING TRAVEL-OFFICER	\$1,000.00	\$0.00
21530	RECRUIT TRAINING TRAVEL	\$1,834.00	\$700.00
21560	RESERVIST TRAINING TRAVEL	\$1,183.00	\$0.00
21600	PATIENT AND ATTENDANT TRAVEL	\$5,022.00	\$4,442.00
21700	LEASE OF AIRCRAFT	\$21,231.00	\$14,187.00

21710	LEASE OF MOTOR VEHICLES, GOVERNMENT	\$3,372,972.00	\$3,538,173.00
21720	LEASE OF MOTOR VEHICLES, COMMERCIAL	\$394,647.00	\$411,764.00
21990	LATE PAYMENT INTEREST PENALTY - TRAVEL	\$1,280.00	\$0.00
22000	OVERHEAD DISTRIBUTION FOR TRANSPORTATION	\$4,376.00	\$124,503.00
22010	MAIL & MESSENGER SERVICES - FREIGHT	\$680,058.00	\$735,233.00
22020	MAIL & MESSENGER SERVICES - FREIGHT - WCF	\$572,428.00	\$782,958.00
22040	RENTAL - TRUCKS & OTHER EQUIPMENT	\$16,037,082.00	\$16,329,667.00
22100	TRANSPORTATION OF AUTOMATIC DATA PROCESS	\$23,783.00	\$19,325.00
22110	TRANSPORTATION OF GOVERNMENT PROPERTY	\$1,045,562.00	\$892,517.00
22120	TRANSPORTATION OF GOVERNMENT EXHIBITS	\$2,129.00	\$13,734.00
22210	TRANSPORTATION OF HOUSEHOLD GOODS FOR EMPLOYEES	\$4,020,726.00	\$3,362,356.00
22220	TRANSPORTATION OF PRIVATELY-OWNED VEHICLE	\$92,198.00	\$139,183.00
22230	TRANSPORTATION OF THINGS - OTHER	\$69,069.00	\$200,357.00
222A0	TRANSPORTATION OF HOUSEHOLD GOODS FOR NEW APPOINTEES	\$112,263.00	\$82,399.00
22980	DISCOUNTS NOT COST EFFECTIVE	(\$33,467.00)	\$2,257.00
	<b>Travel and Transportation Total:</b>	<b>\$126,234,311.00</b>	<b>\$140,737,395.00</b>

\* - Object class used to record/track flight hour related obligations for distribution across multiple reimbursable agreements. Adjusting entries to distribute the Operations funds are recorded monthly.

**UNION WORKFORCES**

QUESTION: Please update the information and table on page 217 of last year's hearing record summarizing, by labor union, the number of FAA employees currently represented by organized labor unions. Please provide appropriate subtotals for each union. In total, what percentage of the FAA workforce does this represent?

RESPONSE: As of January 19, 2008 there were 44,388 employees on board in the FAA. Of this total, 34,112 employees — about 77 percent of the total FAA workforce — were in 44 separate bargaining units represented by 9 unions.

Following is a table summarizing the numbers of FAA employees represented by organized labor unions. To reflect the agency reorganization that created the Air Traffic Organization, the subtotals comprised by the two largest unions (NATCA and PASS) have been configured to show the Line of Business of the employees represented.

Union	Bargaining Units	Labor Agreements	Employees Represented
<b>TOTAL OF ALL UNIONS</b>	<b>44</b>	<b>27</b>	<b>34,112</b>
<b>AFGE</b>	<b>9</b>	<b>6</b>	<b>1,545</b>
<b>AFSCME (HQ)</b>	<b>4</b>	<b>0</b>	<b>1,697</b>
<b>LIUNA</b>	<b>1</b>	<b>1</b>	<b>133</b>
<b>NAATS</b>	<b>1</b>	<b>1</b>	<b>138</b>
<b>NAGE</b>	<b>3</b>	<b>3</b>	<b>316</b>

Table cont'd next page

	Bargaining Units	Labor Agreements	Employees Represented
<b>NATCA, of which:</b>	<b>14</b>	<b>8</b>	<b>18,386</b>
ATO (Air Traffic)	6	4	16,981
AVS (Aviation Safety)	4	3 +*1	717
ARP (Airports)	1	*1	277
ABA (Financial Services)	1	*1	88
ARC (Region & Center Ops)	1	*1	290
AGC (Counsel)	1	*1	33
<b>NFFE</b>	<b>3</b>	<b>2</b>	<b>598</b>
<b>PAACE</b>	<b>4</b>	<b>2</b>	<b>375</b>
<b>PASS, of which:</b>	<b>5</b>	<b>4</b>	<b>10,924</b>
ATO (Air Traffic)	2	2	7,167
AVS (Aviation Safety)	3	2	3,757

\* A single NATCA "Multi-Unit" agreement covers five bargaining units of ABA, ARC, AGC, ARP and AVS employees.

AFGE - American Federation of Government Employees  
 AFSCME - American Federation of State, County, and Municipal Employees  
 LIUNA - Laborers' International Union of North America  
 NAATS - National Association of Air Traffic Specialists  
 NAGE - National Association of Government Employees  
 NATCA - National Air Traffic Controllers Association  
 NFFE - National Federation of Federal Employees  
 PAACE - Professional Association of Aeronautical Center Employees  
 PASS - Professional Aviation Safety Specialists

**UNION WORKFORCES**

QUESTION: Updating the information on page 218 of last year's hearing record, what percentage of agency employees who are eligible for representation by a union are represented by one today?

RESPONSE: As of January 19, 2008, 97.67 percent of FAA employees who were eligible to be represented by a union were represented by one of the nine FAA unions. These unions represented 34,112 FAA employees on that date.

**OFFICIAL TIME**

QUESTION: Please update the data on official time usage similar to that shown on page 219 of last year's hearing record by providing data for the most recent fiscal year for which data exists. Please show the bargaining unit, the number of employees covered by those unions, the number of employees on official time, the number of employees on 100% official time, and the total estimated hours of official time used.

RESPONSE: FY2007 data are attached. The data collection for FY 2008 is not done until after the fiscal year ends. In comparison to FY2006, official time use increased 60,000 hours during FY2007. However, the amount of official time used was still 70,000 hours less than in FY 2005.

The Office of Personal Management (OPM) will collect all official time usage through the e-payroll system for FY 2008 and beyond.

(1) Operating Administration & Union (BU) 1, 3	(2) (3) (4) NUMBER OF EMPLOYEES			(5) (6) (7) OFFICIAL TIME			(8) (9) HOURS	
	In Bargaining Unit 2	On Official Time	On 100% Official Time	Term Negotiations	Mid-Term Negotiations	Dispute Resolution	General Labor- Management Relations TOTAL 19	
<b>NATCA</b>	<b>18,509</b>	<b>1,577</b>	<b>16</b>	<b>4,077</b>	<b>1,188</b>	<b>8,811</b>	<b>106,014</b>	<b>120,089</b>
BUS-0052	156	1					18	18
BUS-0058 4	732	20	1	1	0	901	2,379	3,280
BUS-0061 5, 6	15,713	1,485	10	1,717	721	6,864	88,162	97,464
BUS-0062 7	1,208	45	4	2,359	462	446	12,980	16,247
BUS-0125 8	36	5				137	134	271
BUS-0145	650	20	1			449	2,331	2,780
BUS-1387	14	1			4	14	11	29
<b>PASS</b>	<b>11,136</b>	<b>263</b>	<b>9</b>	<b>6</b>	<b>222</b>	<b>2,034</b>	<b>25,107</b>	<b>27,369</b>
BUS-0067 9	7,077	139	8	4	121	95	18,777	18,998
BUS-0073	3,563	117	0	2	1	1,911	4,467	6,381
BUS-0104	155	1			28	13	64	105
BUS-1384	341	6	1		72	15	1,799	1,886

<b>AFSCME</b>	<b>1,738</b>	<b>19</b>	<b>2</b>	<b>411</b>	<b>0</b>	<b>877</b>	<b>2,127</b>	<b>3,416</b>
BUS-0054 Local 3300	643	8	1	325		877	469	1,671
BUS-0055 Local 953	483	7	1	86			1,508	1,594
BUS-0059 Local 3290	87							0
BUS-0069 Local 1509 18		1					57	57
BUS-0155 Local 1509	525	3					94	94
<b>NAATS</b>	<b>148</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>849</b>	<b>888</b>
BUS-0064 10	148	22				39	849	888
<b>AFGE 11</b>	<b>1,638</b>	<b>18</b>	<b>0</b>	<b>125</b>	<b>0</b>	<b>218</b>	<b>946</b>	<b>1,289</b>
BUS-0165 Local 2703 12	195	2				217	66	283
BUS-0700 Local 2640	73	3		3			7	9
BUS-1035 Local 200 13	289	3	0	123	0	0	111	234
BUS-1090 Local 2335	10							0
BUS-1373 Local 2282 14	947	9	0	0	0	1	500	500
BUS-1376 Local 2282 15	124	1	0	0	0	0	263	263
<b>NAGE 18</b>	<b>323</b>	<b>11</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>34</b>	<b>12</b>	<b>87</b>
BUS-0407 Local R3-10	228	8		41		29		70
BUS-1342 Local R8-11	29	2					12	12
BUS-1391 Local R8-10	66	1				5		5
<b>NFFE</b>	<b>641</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>534</b>	<b>1,355</b>	<b>1,889</b>
BUS-1005 Local 1340 16	641	1	1	0	0	534	1,355	1,889
<b>PAACE</b>	<b>372</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>131</b>	<b>1,190</b>	<b>1,366</b>
BUS-1365	35	5					82	82
BUS-1395 17	337	6	0	0	45	131	1,109	1,284
<b>LIUNA</b>	<b>164</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>4</b>	<b>94</b>	<b>152</b>
BUS-1397 Local 2097	164	6			55	4	94	152
<b>TOTAL FAA</b>	<b>34,669</b>	<b>1,927</b>	<b>28</b>	<b>4,660</b>	<b>1,509</b>	<b>12,680</b>	<b>137,694</b>	<b>156,544</b>

1 = BUS codes PASS 0075, 0665, 0905, 915, 1297; NAATS 0572, 1695;

AFGE 3028, 0825, 882, 2791(local 820) no longer exist

2 = September 29, 2007 CPMS report

3 = FAA Union recognition as of September, 2007

4 = BUS codes 0058 0063 0068 0091 0185 under same Collective Bargaining Unit (CBA)

- 5 = BUS codes 0061, 0053 & 1545 under same CBA
- 6 = BUS code 0049, 0053 combined with 0061. Staff Specialists represented by NATCA. No contract, representative
- 7 = BUS codes 1071, 1341 & 1358 are in the process of being consolidated under 0062
- 8 = BUS code 0125 with NUDIA until 1999
- 9 = PASS Laisons returned to facilities 5/05.
- 10 = NAATS BUS code 0064 was part of the FSS A76 Outsourcing. Alaska Units were exempt.
- 11 = BUS code 1242 Inactive
- 12 = BUS code 0166 consolidated under 0165
- 13 = BUS codes 1398 & 1035 under same CBA
- 14 = BUS codes 1372 & 1373 under same CBA
- 15 = BUS codes 1376 & 1392 under same CBA
- 16 = BUS codes 1005 1075 and 1399 combined
- 17 = BUS codes 1395 & 1396 under same CBA
- 18 = BUS code 0069 dissolved during FY 2007
- 19 A = 145,000 hours pulled electronically from CASTLE for FY 2007; hours in bus codes 7777 & 8888 displayed in 0061
- 19 B = CASTLE doesn't display BUS codes. SSN's were matched w/BUS codes for one payperiod and all hours for that SSN were then distributed against that BUS code for the entire year.
- 19 C = Additional 11,260 CRU-X electronic system hours added to BUS code 0061 because the e-payroll was not ready

**OFFICIAL TIME**

QUESTION: Please provide a table showing the number of employees on 100% official time, and the total estimated hours of official time used for the past five years (each fiscal year 2003 thru 2007).

RESPONSE: The information follows:

**Employees on 100% Official Time**

	FY 2007	FY 2006	FY 2005	FY 2004	FY 2003
Employees on 100% Official Time	28	20	38	114	133
Official Time Hours	156,544	98,571	226,146	447,709	676,700

Please note that OPM requires that official time hours include all employees using official time, and not just those employees assigned to 100% official time.

**NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION (NATCA)  
REPRESENTATION**

QUESTION: Updating the information on page 223 of last year's hearing record, how many FAA employees are currently members of the National Air Traffic Controllers Association (NATCA)? Please break down the total by bargaining unit.

RESPONSE: The number of employees NATCA represents has risen from 18,328 at the end of FY 2006 to 18,386 as of January 19, 2008. Of these, 13,509 are members of the union. Please note that the bargaining unit subtotals have been reconfigured to reflect the agency reorganization that created the Air Traffic Organization. A detailed breakdown describing the 14 bargaining units is appended.

Breakdown of the Total NATCA Bargaining Units

	Bargaining Units	Employees Represented	Union Members
<b>NATCA, of which:</b>	<b>14</b>	<b>18,386</b>	<b>13,509</b>
ATO (Air Traffic)	6	16,981	13,270
AVS (Aviation Safety)	4	717	116
ARP (Airports)	1	277	46
ABA (Financial Services)	1	88	7
ARC (Region & Center Ops)	1	290	61
AGC (Counsel)	1	33	9

<i>Bargaining Unit Status code</i>	<i>Abbreviated description of certified bargaining unit</i>	<i>Number of employees represented (members) as of 1/19/2008</i>
0049	Staff Support Specialists (series 2152) at enroute centers, terminals, ATCSCC, and regional offices	599 (255)
0052	Computer specialists (FG-1550 & 334), electronics engineers (FG-885), Air Traffic Controllers (FG-2152) in ATB stationed at Ops Support Facilities.	157 (22)

0053	GS-2152 traffic management coordinator/ specialists in terminals, enroute centers & ATCSCC	557 (394)
0058	Pro & non-pro employees in offices of AMC, ACT, and Regional Counsels (except AEA)	33 (9)
0061	Air Traffic Controllers (GS-2152, terminal & center options) nationwide	14,444 (12,065)
0063	Pro & non-pro HQ employees in ABA, ABU, AFM, APF	88 (7)
0068	Pro & non-pro employees in 9 regional offices (varying divisions)	290 (61)
0091	Pro & non-pro employees in Airports Div. & Airports Dist. Offices (except AEA)	277 (46)
0125	Drug Abatement Inspectors/Investigators (1801s) in AAM-800 nationwide	43 (20)
0145	Pro and non-pro employees (incl. test pilots FG- 2181) in AIR functions of ACE-100, ANM-100, ANE-100, ASW-100	635 (95)
0185	Pro & non-pro medical personnel in AAM nationwide except HQ and AAM-800	25 (0)
1387	Pro and non-pro employees in Delegation & Airworthiness Pgms Branch (AIR-140)	14 (1)
1545	FG-2152s in Notice to Airmen (NOTAM) Office at ATCSCC, Herndon VA	12 (1)
0062, 1358, 1071, 1341 (units consolidated, new BUS code applied for)	Pro engineers & architects in NAS Engr. Div. (AOS-200) and Nat'l Data Comm. Sys. Engr. Div. (AOS-510) at AMC; AVN engineers at Regional AF Divs., Nat'l Engrg Supp Grp of Tech Ops ATC Fac, AMC, and ACT	1212 (533)

Note: After a bargaining unit is certified by the Federal Labor Relations Authority, it is assigned a Bargaining Unit Status (BUS) code by the U.S. Office of Personnel Management.

**NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION (NATCA)  
REPRESENTATION**

**QUESTION:** What is the estimated dollar amount of NATCA dues for each of fiscal years 2007 and 2008?

**RESPONSE:** As of January 19, 2008, NATCA represented 18,386 employees at the FAA. For FY 2007, dues collections from the 14 NATCA bargaining units based on payroll deductions was approximately \$17.6 million. For FY 2008, it is anticipated that dues collections from all NATCA bargaining units, based on year-to-date payroll deductions as of January 19th, will total about \$19.6 million.

**SPECIAL PAYS**

QUESTION: Please provide a breakdown of FAA special pays for each of fiscal years 2005, 2006, 2007, 2008 and 2009, similar in format to that shown on page 225 of last year's hearing record.

RESPONSE: The information follows:

Special Pay Total (\$ in 000)		FY 2005 Actual	FY 2006 Actual	FY 2007 Actual	FY 2008 Enacted	FY 2009 Request
115A	Operational Resp. Differential Pay	1,742	1,778	966	1,081	1,086
115B	Premium Pay-Loss of Meal	761	779	764	794	794
115C	Operational Currency Pay	492	527	478	499	499
115J	Training in Excess of 40 Hours	12	0	15	15	15
115K	Premium Pay-OJT	2,952	3,023	4,794	4,999	4,999
115X	Interim Incentive/Controller Incentive Pay	41,201	37,340	31,568	37,351	37,351
115Y	Other Payments Above Basic rate	0	0	3	0	0
1151	Overtime Pay	60,719	51,074	81,550	75,800	75,639
1152	Holiday Pay	70,980	100,771	72,679	75,140	75,120
1153	Sunday Differential	63,816	60,667	60,683	63,127	63,092
1154	Night Differential	56,525	54,219	54,002	56,124	56,062
1155	Hazardous Duty Pay	554	554	373	347	350
1156	Post Differential	399	412	285	206	208
1157	Fixed Premium Compensation	800	819	170	22	22
115Z	Interest on Back Pay	22	19	205	-191	191
1158	Physicians Comp. Allowance	76	75	85	0	0
115G	Cash Awards - Executive Service	0	0	58	0	0
115H	Cash Awards - Special Achievements	7,095	6,595	13,852	10,286	10,160
115T	Controller-in-Charge	12,661	10,918	251	0	0
115P	Operational Backfill Overtime	16,847	10,400	2,663	0	0
115Q	Interim Incentive Pay	0	0	4,236	0	0
115S	Compensated Telephone Available Pay	0	0	405	0	0
115U	OSI Lump Sum	2,840	2,659	39,706	40,942	40,944
115V	SCI Lump Sum	791	1,069	10,406	10,468	10,468
115W	Short Term Incentives	1,022	1,228	1,527	1,133	1,173
1158	Compensated Telephone Availability	453	463	0	0	0
1159	Administratively uncontrollable Overtime	225	76	0	0	0
	<b>Total Special Pay</b>	<b>342,984</b>	<b>345,464</b>	<b>381,722</b>	<b>378,142</b>	<b>378,174</b>

**CONTROLLER INCENTIVE PAY**

QUESTION: Updating the information on page 227 of last years hearing record, please provide a listing of the locations receiving controller incentive pay (CIP) and the amount of the differential at each. Also indicate if there have been any changes in locations or rates since the date of information submitted in last year's hearing record.

RESPONSE: Attached is a listing of the locations that currently receive controller incentive pay (CIP).

There have been two changes to the locations since FY 2007. Oakland TRACON was consolidated into the Northern California TRACON and therefore was removed from the 2007 list and Oakland ATCT was added.

Lastly, per the new NATCA contract effective September 3, 2006, CIP will be reduced 20 percent every year until it phases out in 2010.

**FY 2008 Controller Incentive Pay (CIP) Facilities**

	<b>Service Area</b>	<b>Airport Name</b>	<b>Location</b>	<b>Facility ID</b>	<b>2008 CIP Percentage</b>
1	WTSU	Monterey Peninsula ATCT	Monterey, CA	MRY	6.0%
2	WTSU	Reid Hillview ATCT	San Jose, CA	RHV	6.0%
3	WTSU	San Jose International ATCT	San Jose, CA	SJC	6.0%
4	WTSU	Palo Alto ATCT	Palo Alto, CA	PAO	6.0%
5	WTSU	San Francisco International ATCT	San Francisco, CA	SFO	6.0%
6	WTSU	Concord ATCT	Concord, CA	CCR	6.0%
7	WTSU	Hayward ATCT	Hayward, CA	HWD	6.0%
8	WTSU	Livermore ATCT	Livermore, CA	LVK	6.0%
9	WTSU	Nantucket ATCT	Nantucket, MA	ACK	6.0%
10	WTSU	Oakland ATCT	Oakland, CA	OAK	6.0%

11	WTSU	Oakland ARTCC	Oakland, CA	ZOA	6.0%
12	ETSU	Westchester County ATCT	White Plains, NY	HPN	6.0%
13	WTSU	Santa Barbara Municipal ATCT	Santa Barbara, CA	SBA	6.0%
14	ETSU	Republic ATCT	Farmingdale, NY	FRG	6.0%
15	ETSU	Long Island MacArthur ATCT	Islip, NY	ISP	6.0%
16	WTSU	Burbank ATCT	Burbank, CA	BUR	6.0%
17	WTSU	Santa Monica Municipal ATCT	Santa Monica, CA	SMO	6.0%
18	WTSU	Napa County ATCT	Napa, CA	APC	6.0%
19	WTSU	Torrance Municipal ATCT	Torrance, CA	TOA	6.0%
20	ETSU	Bedford ATCT	Bedford, MA	BED	6.0%
21	WTSU	El Monte ATCT	El Monte, CA	EMT	6.0%
22	WTSU	Van Nuys ATCT	Van Nuys, CA	VNY	6.0%
23	CTSU	Chicago O'Hare International ATCT	Chicago, IL	ORD	6.0%
24	WTSU	Sonoma County ATCT	Santa Rosa, CA	STS	6.0%
25	ETSU	New York TRACON	New York, NY	N90	6.0%
26	ETSU	New York ARTCC	New York, NY	ZNY	6.0%
27	WTSU	La Verne Brackett ATCT	La Verne, CA	POC	6.0%
28	WTSU	Long Beach ATCT	Long Beach, CA	LGB	6.0%
29	ETSU	John F. Kennedy International ATCT	New York, NY	JFK	6.0%
30	ETSU	La Guardia ATCT	New York, NY	LGA	6.0%
31	CTSU	Palwaukee ATCT	Chicago, IL	PWK	6.0%
32	ETSU	Caldwell ATCT	Caldwell, NJ	CDW	6.0%
33	ETSU	Teterboro ATCT	Teterboro, NJ	TEB	6.0%
34	WTSU	Camarillo ATCT	Camarillo, CA	CMA	5.1%
35	ETSU	Newark International ATCT	Newark, NJ	EWB	5.0%
36	WTSU	Los Angeles International ATCT	Los Angeles, CA	LAX	4.9%
37	CTSU	Chicago Midway ATCT	Chicago, IL	MDW	4.8%
38	ETSU	Boston TRACON	Boston, MA	A90	4.5%
39	ETSU	Boston Logan ATCT	Boston, MA	BOS	4.5%
40	WTSU	Aspen Pitkin County ATCT	Aspen, CO	ASE	4.5%
41	WTSU	Southern California TRACON	San Diego, CA	SCT	4.4%
42	ETSU	Cape TRACON	Falmouth, MA	K90	4.4%
43	WTSU	San Diego Montgomery ATCT	San Diego, CA	MYF	4.3%

44	WTSU	Carlsbad ATCT	Carlsbad, CA	CRQ	4.3%
45	WTSU	Gillespie Field ATCT	San Diego/El Cajon, CA	SEE	4.3%
46	WTSU	Seattle Tacoma TRACON	Seattle, WA	S46	4.2%
47	WTSU	Seattle Tacoma International ATCT	Seattle, WA	SEA	4.2%
48	WTSU	San Diego ATCT	San Diego, CA	SAN	4.2%
49	WTSU	John Wayne ATCT	Santa Ana, CA	SNA	4.1%
50	ETSU	Morristown Municipal ATCT	Morristown, NJ	MMU	4.0%
51	ETSU	Manassas ATCT	Manassas, VA	HEF	4.0%
52	ETSU	NE Philadelphia ATCT	Philadelphia, PA	PNE	3.8%
53	CTSU	Aurora Municipal ATCT	Aurora, IL	ARR	3.8%
54	ETSU	Andrews AFB ATCT	Camp Springs, MD	ADW	3.5%
55	ETSU	Bradley International ATCT	Windsor Locks, CT	BDL	3.4%
56	WTSU	Boeing Field ATCT	Seattle, WA	BFI	3.4%
57	CTSU	Dupage ATCT	Chicago, IL	DPA	3.4%
58	ETSU	Providence ATCT	Providence, RI	PVD	3.4%
59	CTSU	Flying Cloud ATCT	Minneapolis, MN	FCM	3.4%
60	CTSU	Minneapolis Crystal ATCT	Minneapolis, MN	MIC	3.4%
61	CTSU	Ann Arbor Municipal ATCT	Ann Arbor, MI	ARB	3.2%
62	CTSU	Chicago ARTCC	Chicago, IL	ZAU	3.1%
63	ETSU	Dulles International ATCT	Washington, DC	IAD	2.8%
64	ETSU	Washington ARTCC	Washington, DC	ZDC	2.8%
65	ETSU	Yankee TRACON	Windsor Locks, CT	Y90	2.8%
66	CTSU	Minneapolis TRACON	Minneapolis, MN	M98	2.5%
67	CTSU	Minneapolis/St. Paul ATCT	Minneapolis, MN	MSP	2.5%
68	ETSU	San Juan International ATCT	San Juan, PR	SJU	2.4%
69	CTSU	Willow Run ATCT	Detroit, MI	YIP	2.4%
70	WTSU	Kahului ATCT	Kahului, HI	OGG	2.2%
71	WTSU	Palm Springs ATCT	Palm Springs, CA	PSP	2.2%
72	WTSU	Jefferson County Airport ATCT	Denver, CO	BJC	2.2%
73	ETSU	Tamiami ATCT	Miami, FL	TMB	2.2%
74	WTSU	Sacramento Metro ATCT	Sacramento, CA	SMF	2.1%
75	ETSU	Washington National ATCT	Washington, DC	DCA	2.0%
76	CTSU	St. Paul Downtown ATCT	St. Paul, MN	STP	2.0%

77	WTSU	Denver TRACON	Denver, CO	D01	1.9%
78	WTSU	Denver International ATCT	Denver, CO	DEN	1.9%
79	WTSU	Northern California TRACON	Sacramento, CA	NCT	1.9%
80	WTSU	Paine Field ATCT	Everett, WA	PAE	1.9%
81	ETSU	Philadelphia International ATCT	Philadelphia, PA	PHL	1.9%
82	WTSU	Seattle ARTCC	Seattle, WA	ZSE	1.9%
83	ETSU	San Juan CERAP	San Juan, PR	ZSU	1.9%
84	WTSU	Centennial ATCT	Denver, CO	APA	1.7%
85	ETSU	Dutchess County ATCT	Poughkeepsie, NY	POU	1.7%
86	CTSU	Dallas Love Field ATCT	Dallas, TX	DAL	1.5%
87	CTSU	Detroit TRACON	Detroit, MI	D21	1.4%
88	CTSU	Detroit Metro ATCT	Detroit, MI	DTW	1.4%
89	CTSU	Milwaukee Mitchell ATCT	Milwaukee, WI	MKE	1.4%
90	WTSU	Ontario International ATCT	Ontario, CA	ONT	1.3%
91	CTSU	Addison ATCT	Dallas, TX	ADS	1.2%
92	WTSU	Chino ATCT	Chino, CA	CNO	1.2%
93	CTSU	Pontiac ATCT	Pontiac, MI	PTK	1.2%
94	ETSU	Rochester Monroe County ATCT	Rochester, NY	ROC	1.1%
95	ETSU	Miami ARTCC	Miami, FL	ZMA	1.2%
96	WTSU	Tuscon International ATCT	Tuscon, AZ	TUS	1.0%
97	ETSU	Atlantic City ATCT	Atlantic City, NJ	ACY	1.0%
98	ETSU	Baltimore Intl ATCT/TRACON	Baltimore, MD	BWI	1.0%
99	ETSU	Portland International ATCT	Portland, ME	PWM	0.9%
100	WTSU	Portland Hillsboro ATCT	Portland, OR	HIO	0.9%
101	CTSU	Chicago TRACON	Chicago, IL	C90	0.8%
102	WTSU	Tuscon TRACON	Tuscon, AZ	U90	0.8%
103	WTSU	Reno ATCT	Reno, NV	RNO	0.8%
104	WTSU	Stockton ATCT	Stockton, CA	SCK	0.8%
105	CTSU	Grand Rapids ATCT	Grand Rapids, MI	GRR	0.7%
106	ETSU	Lansing ATCT	Lansing, MI	LAN	0.7%
107	WTSU	Portland TRACON	Portland, OR	P80	0.5%
108	WTSU	Portland International ATCT	Portland, OR	PDX	0.5%
109	CTSU	Madison ATCT	Madison, WI	MSN	0.4%

**CONTROLLER INCENTIVE PAY**

QUESTION: How many controllers and supervisors receive controller incentive pay and what percentage of the total controller and supervisor work force does this represent?

RESPONSE: The following table provides the information requested.

	Controllers	Supervisors	Total
Receive CIP	3,866	897	4,763
Total Workforce	14,822*	2,623**	17,445
Percentage of Total Workforce	26.1%	34.2%	27.3%

Note: all data as of 2/16/2008

\* 14,822 number includes all categories of controllers, including those at the FAA Academy.

\*\* 2,623 number includes all supervisory categories, not just first level supervisors.

**CONTROLLER INCENTIVE PAY**

**QUESTION:** Of those that receive controller incentive pay, how many and what percent actually work at the CIP designated facilities?

**RESPONSE:** All of the 3,866 controllers within Bargaining Unit 0061 that receive controller incentive pay as of February 16, 2008 work at CIP designated facilities.

**ANNUAL LEAVE**

QUESTION: Please update the table on page 235 of last year's hearing record regarding annual leave consumption of FAA employees by providing final data for 2007 leave year.

RESPONSE: The information follows:

2007 Leave Year	Annual Leave, average in days
Controller Work Force (CWF) *	22.53
Non-CWF Air Traffic Control Specialists (ATCS)	23.02
All other FAA employees	20.88
Total FAA	21.62

\* CWF includes Certified Professional Controllers (CPCs), Developmentals, TMC Supervisors, Area Supervisors, and CPCs in Training (CPCITs).

Note: Leave statistics are normally recorded and reported by leave year, rather than by fiscal year.

**ANNUAL LEAVE**

QUESTION: Please update the OPM data on annual leave usage government-wide shown on page 236 of last year's hearing record by providing data for leave year 2000 through 2007.

RESPONSE:

Leave Year	Average Annual Leave Consumed per Employee*
2007	Not Available
2006	Not Available
2005	Not Available
2004	21.13
2003	20.7
2002	22.3
2001	21.19
2000	21.03

The government-wide information for leave years 2005 through 2007 is not yet available.

\*Chart reflects number of annual leave days consumed per employee, based on an eight-hour day.

**SICK LEAVE**

QUESTION: Please update the OPM and FAA data on sick leave shown on page 237 of last year's hearing record by providing information from 2003 to the most recent leave year data available.

RESPONSE: The information follows:

2003 Leave Year	Days*
CWF **	12.78
Non-ATCS	10.02
Total FAA	11.20
Government-wide	9.7

2004 Leave Year	Days*
CWF **	12.59
Non-ATCS	10.10
Total FAA	11.23
Government-wide	9.7

2005 Leave Year	Days*
CWF **	12.14
Non-ATCS	10.02
Total FAA	10.80
Government-wide	Not Available

2006 Leave Year	Days*
CWF **	11.53
Non-ATCS	9.64
Total FAA	10.33
Government-wide	Not Available

2007 Leave Year	Days*
CWF **	11.03
Non-ATCS	8.77
Total FAA	9.92
Government-wide	Not Available

\*Days: Based on eight-hour day

\*\* CWF (Developmentals, Certified Professional Controllers (CFC), Traffic Management Coordinator Supervisors, Area Supervisors, CPCs in Training (CPCITs))

**SUNDAY PREMIUM PAY**

QUESTION: Please update the table on page 238 of last year's hearing record regarding FAA's financial obligations if the limitation on Sunday premium pay is lifted.

RESPONSE: The information follows:

	9/30/01	9/30/02	9/30/03	9/30/04	9/30/05	9/30/06	9/30/07	9/30/08	9/30/09
Sunday Premium back pay <sup>i</sup>	\$146,000	\$146,000	\$146,000	\$146,000	\$146,000	\$146,000	\$146,000	\$146,000	\$146,000
Accrued interest <sup>ii</sup>	<u>\$223,313</u>	<u>\$245,471</u>	<u>\$261,130</u>	<u>\$277,415</u>	<u>\$294,352</u>	<u>\$311,966</u>	<u>\$330,285</u>	<u>\$349,336</u>	<u>\$363,309</u>
Total	\$369,313	\$391,471	\$407,130	\$423,415	\$440,352	\$457,966	\$476,285	\$495,336	\$509,309

<sup>i</sup> Assumes no additional claims are forthcoming.

<sup>ii</sup> An interest rate of 7 percent was used for 2001, 6 percent for 2002 and 4 percent for 2003 and after, as designated by the Office of Personnel Management.

**COLLECTIVE BARGAINING STATUTE**

**QUESTION:** Does the FAA oppose a change in the statute relating to FAA and collective bargaining that would allow the Federal Services Impasse Panel to negotiate a final agreement between the parties, rather than allowing the FAA to submit its final offer to Congress and impose its rules if Congress does not act? Why?

**RESPONSE:** The FAA is strongly opposed to any change in the statute that would result in pay issues being submitted to a third party instead of Congress. A third party would bear no responsibility or accountability for ensuring a safe and efficient aerospace system. The Administration opposes legislative efforts that would limit the FAA's ability to manage its workforce. Imposing binding arbitration on FAA collective bargaining would likely result in a significant increase in costs to the taxpayer.

In the absence of our user fee proposal being enacted, anything which significantly increases our "must-pay" bills, such as controller salaries, would likely be offset from elsewhere within our budget. The unintended consequence of this would be to threaten our research and modernization efforts (e.g. NextGen). Keeping our NextGen investments on schedule is essential to being able to meet increasing demand for air travel.

**AUTOMATIC EXTERNAL DEFIBRILLATORS**

**QUESTION:** The 2008 bill directed the FAA to study the issue of installing automated external defibrillators (AEDs) in its facilities and encouraged the FAA to develop a policy on AEDs. What is the status of the study? Has the FAA developed a policy regarding AEDs?

**RESPONSE:** We have completed our report with input from all interested organizations, and the report is receiving a final review from the Acting Administrator prior to transmittal to the Department of Transportation. The FAA is now actively pursuing establishing Public Access Defibrillation (PAD) programs in its facilities, with implementation phased in as resources allow. The FAA National Occupational Safety, Health, and Environmental Compliance Committee (OSHECCOM) formed a joint labor/management workgroup to work the best way to implement a PAD program for FAA in a cost effective manner. As part of its work, the workgroup will prepare policy recommendations, which the FAA will consider in developing a formal policy.

**CONTROLLER STAFFING**

QUESTION: Please update the table on page 240 of last year's hearing record showing end of year employment for controllers, ops supervisors, and traffic management coordinators for fiscal years 2003 through 2009.

RESPONSE: The following table provides the end of year employment for Controllers, Operations Supervisors, and Traffic Management Coordinators:

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008 Estimate	FY 2009 Estimate
<b>Centers</b>							
Controllers	7,016	6,692	6,565	6,879	6,805	6,785	7,023
Ops Supervisors (1st Line Sup)	693	785	850	807	808	*	*
Traffic Management Coordinators (TMC)	435	400	408	408	338	*	*
<b>Towers</b>							
Controllers	8,597	8,242	7,975	7,739	8,069	8,345	8,413
Ops Supervisors (1st Line Sup)	884	942	951	980	980	*	*
Traffic Management Coordinators (TMC)	200	215	215	205	227	*	*
<b>Centers/Towers Combined</b>							
Controllers	15,613	14,934	14,540	14,618	14,874	15,130	15,436
Ops Supervisors (1st Line Sup)	1,577	1,727	1,801	1,787	1,788	*	*
Traffic Management Coordinators (TMC)	635	615	623	613	565	*	*

\*Operations Supervisor and Traffic Management Coordinators numbers are not forecasted; therefore numbers for FY 2008 and FY 2009 are unavailable.

### CONTROLLER STAFFING

**QUESTION:** Does the March 2008 controller workforce plan change any staffing ranges at any facilities? Which ones?

**RESPONSE:** As discussed in the 2007 Controller Workforce Plan, the process for establishing controller ranges by facility involves the use of several data sources. In developing these ranges, the FAA considered past facility performance, the performance of other similar facilities, productivity improvements, industrial engineering standards, and recommendations from the National Academy of Sciences, along with input from managers in the field, overtime trends, time-on-position data and expected retirements and other losses.

Staffing ranges will continue to be a fluid process and will change from year to year as updates to models take place as well as will change due to changes in air traffic mix and volume. The FAA's goal is to staff to traffic. This requires that we have the flexibility to match the number of controllers at various facilities with traffic volume and workload. The annual staffing ranges will reflect the annual changes in traffic volume. In addition to changes in traffic volume, the en route and tower cab staffing standard models were updated in 2007 which also will result in potential adjustments to the ranges. As a result of the changing volumes and updated models, the following facilities had different ranges than in 2007:

ID	Facility Name	2008 Authorized Controller Staffing Range		2007 Authorized Controller Staffing Range	
		Min	Max	Min	Max
A11	Anchorage TRACON	25	31	24	30
A80	Atlanta TRACON	86	105	80	98
A90	Boston TRACON	50	62	48	58
ABI	Abilene Regional Airport	20	24	19	23
ABQ	Albuquerque Intl Sunport Airport	33	41	32	39
ACK	Nantucket Memorial Airport	10	12	9	11
ADS	Addison Airport	11	13	10	12
ADW	Andrews AFB	10	12	11	13
AFW	Fort Worth Alliance Airport	10	12	11	13
AGC	Allegheny County Airport	10	12	9	11
AMA	Amarillo International Airport	15	19	18	22
ANC	Ted Stevens Anchorage Intl Airport	23	28	22	26
APA	Centennial Airport	16	20	17	21

APC	Napa County Airport	7	9	8	10
ASE	Aspen Pitkin County/Sardy Field Airport	11	13	10	12
ATL	William B. Hartsfield Atlanta Intl Airport	42	52	39	47
AUS	Austin-Bergstrom Intl Airport	37	45	33	41
AVL	Asheville Regional Airport	15	19	14	17
AVP	Wilkes-Barre/Scranton Intl Airport	20	24	18	22
AZO	Kalamazoo/Battle Creek Intl Airport	16	20	17	21
BFI	Boeing Field/King County Intl Airport	16	20	15	19
BFL	Meadows Field Airport	16	20	14	18
BHM	Birmingham International Airport	28	34	27	33
BJC	Jeffco Airport	10	12	9	11
BNA	Nashville International Airport	40	48	38	46
BOI	Boise Air Terminal/Gowen Field Airport	23	28	22	26
BPT	Southeast Texas Regional Airport	10	12	11	13
BTR	Baton Rouge Metropolitan, Ryan Field	19	23	17	21
BTV	Burlington International Airport	17	21	16	20
BUF	Buffalo Niagara International Airport	24	30	23	28
BWI	Baltimore-Washington Intl Airport	23	28	22	26
C90	Chicago TRACON	82	100	81	99
CAE	Columbia Metropolitan Airport	21	25	20	24
CAK	Akron Canton Regional Airport	22	26	20	24
CCR	Buchanan Field Airport	7	9	6	8
CHA	Lovell Field Airport	17	21	16	20
CLE	Cleveland Hopkins Intl Airport	50	62	51	63
CLT	Charlotte/Douglas Intl Airport	68	84	65	79
CMH	Port Columbus Intl Airport	38	46	39	47
CNO	Chino Airport	9	11	8	10
COS	City of Colorado Springs Municipal Airport	24	30	23	28
CPR	Natrona County International Airport	9	11	8	10
CPS	St. Louis Downtown Airport	8	10	9	11
CRP	Corpus Christi International Airport	39	47	40	48
CRW	Yeager Airport	16	20	17	21
CSG	Columbus Metropolitan Airport	5	7	6	8
CVG	Cincinnati/Northern Kentucky International Airport	59	73	63	77
D01	Denver TRACON	53	65	51	63

D10	Dallas/Ft. Worth TRACON	80	98	83	101
DAB	Daytona Beach International Airport	53	65	50	61
DAY	Ames M. Cox Dayton Intl Airport	33	41	37	45
DCA	Ronald Reagan Washington National Airport	21	25	22	26
DEN	Denver International Airport	31	37	32	39
DFW	Dallas/Ft. Worth International Airport	44	54	47	57
DLH	Duluth International Airport	14	17	13	15
DPA	DuPage Airport	10	12	9	11
ELM	Elmira/Corning Regional Airport	12	14	11	13
ELP	El Paso International Airport	21	25	18	22
ERI	Erie Intl/Tom Ridge Field Airport	13	15	14	17
EVV	Evansville Regional Airport	17	21	15	19
FAI	Fairbanks International Airport	18	22	17	21
FAT	Fresno Yosemite Intl Airport	23	29	24	30
FAY	Fayetteville Regional/Grannis Field Airport	20	24	18	22
FNT	Bishop International Airport	17	21	18	22
FRG	Republic Airport	11	13	10	12
FSM	Ft. Smith Regional Airport	26	32	27	33
FWA	Ft. Wayne International Airport	19	23	18	22
FXE	Ft. Lauderdale Executive Airport	13	15	12	14
GFK	Grand Forks International Airport	13	15	14	17
GSP	Greenville-Spartanburg Intl Airport	16	20	17	21
HCF	Honolulu Control Facility CERAP	69	85	68	84
HLN	Helena Regional Airport	8	10	7	9
HOU	William P. Hobby Airport	17	21	16	20
HPN	Westchester County Airport	13	15	11	13
HSV	Huntsville International - Carl T. Jones Field Airport	17	21	15	19
HWD	Hayward Executive Airport	8	10	7	9
I90	Houston TRACON	69	85	68	83
IAD	Washington Dulles Intl Airport	29	35	31	37
IAH	George Bush Intercontinental Airport/Houston Airport	34	42	32	39
ILG	New Castle County Airport	9	11	10	12
IND	Indianapolis International Airport	42	52	43	53
ISP	Long Island MacArthur Airport	11	13	13	15
ITO	Hilo International Airport	10	12	9	11
JAX	Jacksonville International Airport	44	54	47	57
JFK	John F. Kennedy Intl Airport	29	35	28	34
L30	Las Vegas TRACON	43	53	42	52
LAX	Los Angeles Intl Airport	39	47	38	46

LEX	Blue Grass Airport	19	23	18	22
LGA	La Guardia Airport	29	35	28	34
LGB	Long Beach/Daugherty Field Airport	18	22	17	21
LNK	Lincoln Municipal Airport	15	19	14	18
LOU	Bowman Field Airport	8	10	9	11
LVK	Livermore Municipal Airport	8	10	9	11
M98	Minneapolis TRACON	47	57	49	59
MCI	Kansas City International Airport	36	44	34	42
MCO	Orlando International Airport	72	88	69	85
MDT	Harrisburg International Airport	21	25	20	24
MDW	Chicago Midway Airport	22	26	21	25
MEM	Memphis Intl Airport	58	70	59	72
MIC	Crystal Airport	6	8	7	9
MKE	General Mitchell Intl Airport	38	46	37	45
MKG	Muskegon County Airport	17	21	16	20
MLU	Monroe Regional Airport	12	14	13	15
MOB	Mobile Regional Airport	20	24	21	25
MRY	Monterey Peninsula Airport	7	9	6	8
MSP	Minneapolis St. Paul Intl/Wold-Chamberlain Airport	32	39	29	35
MSY	Louis Armstrong New Orleans Intl Airport	26	32	28	34
MWH	Grant County Intl Airport	11	13	12	14
NCT	Northern California TRACON	142	174	141	173
NEW	Lakefront Airport	5	7	6	8
OAK	Metropolitan Oakland Intl Airport	22	26	23	28
OGG	Kahului Airport	10	12	9	11
OKC	Will Rogers World Airport	32	39	29	35
OMA	Eppley Airfield Airport	12	14	11	13
ORD	Chicago O'Hare Intl Airport	56	68	51	63
ORL	Executive Airport	10	12	9	11
P80	Portland TRACON	27	33	25	31
PAO	Palo Alto Airport of Santa Clara County Airport	8	10	9	11
PBI	Palm Beach Intl Airport	38	46	37	45
PCT	Potomac TRACON	151	185	147	179
PDK	De Kalb Peachtree Airport	13	15	12	14
PDX	Portland Intl Airport	17	21	18	22
PHF	Newport News/Williamsburg Intl Airport	11	13	12	14
PHL	Philadelphia Intl Airport	74	90	71	87
PIT	Pittsburgh International Airport	40	48	41	51
PNE	Northeast Philadelphia Airport	9	11	8	10

POC	Brackett Field Airport	7	9	9	11
POU	Dutchess County Airport	8	10	9	11
PRC	Ernest A. Love Field Airport	12	14	13	15
PSP	Palm Springs International Airport	10	12	11	13
PUB	Pueblo Memorial Airport	12	14	11	13
PVD	Theodore Francis Green State Airport	29	35	28	34
PWK	Palwaukee Municipal Airport	10	12	9	11
RDU	Raleigh Durham Intl Airport	38	46	37	45
RHV	Reid Hillview of Santa Clara County Airport	8	10	9	11
RME	Griffiss Airpark Airport	8	10	7	9
RNO	Reno/Tahoe International Airport	23	28	20	24
S46	Seattle TRACON	38	46	40	48
S56	Salt Lake City TRACON	38	46	37	45
SAT	San Antonio International Airport	48	58	44	54
SAV	Savannah/Hilton Head International Airport	22	26	21	25
SBA	Santa Barbara Municipal Airport	24	30	23	28
SCK	Stockton Metropolitan Airport	7	9	6	8
SCT	Southern California TRACON	194	237	186	228
SDL	Scottsdale Airport	11	13	9	11
SEA	Seattle Tacoma Intl Airport	22	26	23	29
SEE	Gillespie Field Airport	11	13	10	12
SFB	Orlando Sanford Airport	14	18	15	19
SFO	San Francisco Intl Airport	24	30	23	29
SGF	Springfield Branson Reg. Airport	23	29	24	30
SLC	Salt Lake City Intl Airport	26	32	25	31
SMF	Sacramento International Airport	12	14	11	13
STL	Lambert - St Louis Intl Airport	19	23	20	24
STP	St. Paul Downtown Holman Field Airport	10	12	9	11
STT	Cyril E. King Airport	7	9	6	8
SUS	Spirit of St. Louis Airport	10	12	9	11
SYR	Syracuse Hancock Intl Airport	20	24	21	25
T75	St. Louis TRACON	41	50	42	52
TEB	Teterboro Airport	17	21	14	18
TLH	Tallahassee Regional Airport	19	23	16	20
TMB	Kendall-Tamiami Executive Airport	11	13	10	12
TOA	Zamperini Field Airport	9	11	8	10
TOL	Toledo Express Airport	18	22	19	23
TPA	Tampa International Airport	55	67	57	69
TRI	Tri-City Regional TN/VA Airport	15	19	14	18
TUL	Tulsa International Airport	29	35	28	34

TUS	Tucson International Airport	14	18	16	20
TYS	Mc Ghee Tyson Airport	23	28	21	25
VGT	North Las Vegas Airport	11	13	12	14
VNY	Van Nuys Airport	18	22	17	21
Y90	Yankee TRACON	22	26	20	24
YIP	Willow Run Airport	9	11	8	10
YNG	Youngstown-Warren Regional Airport	18	22	17	21
ZAB	Albuquerque ARTCC	185	227	215	263
ZAN	Anchorage ARTCC	79	97	88	108
ZAU	Chicago ARTCC	312	382	308	376
ZBW	Boston ARTCC	208	254	200	244
ZDC	Washington ARTCC	276	338	297	363
ZDV	Denver ARTCC	243	297	230	282
ZFW	Fort Worth ARTCC	222	272	238	290
ZHU	Houston ARTCC	246	300	241	295
ZID	Indianapolis ARTCC	315	385	284	347
ZJX	Jacksonville ARTCC	274	334	247	301
ZKC	Kansas City ARTCC	228	278	259	317
ZLA	Los Angeles ARTCC	242	296	227	277
ZLC	Salt Lake ARTCC	140	172	162	198
ZMA	Miami ARTCC	207	253	225	275
ZME	Memphis ARTCC	246	300	244	298
ZMP	Minneapolis ARTCC	203	248	227	277
ZNY	New York ARTCC	226	276	236	288
ZOA	Oakland ARTCC	211	257	175	213
ZOB	Cleveland ARTCC	312	382	306	374
ZSE	Seattle ARTCC	130	158	151	185
ZSU	San Juan	46	56	47	57
ZTL	Atlanta ARTCC	288	352	309	377

**CONTROLLER STAFFING**

QUESTION: Please provide a table showing air traffic controller staffing ranges at each of your en route centers, as reflected in the workforce plan submitted in March 2008, the actual employment level beginning in 2007, the current level on-board, and percentage of on-board staff to the minimum staffing range?

RESPONSE: The 2008 Controller Workforce Plan will be published at the end of March with these facility staffing ranges.

**En Route Facility Controller Staffing Ranges**

ID	Facility Name	2008 Authorized Controller Staffing Range		Actual On Board Staffing as of 09/30/06	Actual On Board Staffing	
		Min	Max		as of 02/16/08	% Above/Below Min
ZAB	Albuquerque	185	227	259	267	44%
ZAN	Anchorage	79	97	113	112	42%
ZAU	Chicago	312	382	423	412	32%
ZBW	Boston	208	254	291	291	40%
ZDC	Washington	276	338	374	349	26%
ZDV	Denver	243	297	300	287	18%
ZFW	Fort Worth	222	272	355	353	59%
ZHU	Houston	246	300	322	324	32%
ZID	Indianapolis	315	385	373	379	20%
ZJX	Jacksonville	274	334	323	323	18%
ZKC	Kansas City	228	278	339	333	46%
ZLA	Los Angeles	242	296	318	313	29%
ZLC	Salt Lake	140	172	201	208	49%
ZMA	Miami	207	253	286	282	36%
ZME	Memphis	246	300	329	320	30%
ZMP	Minneapolis	203	248	311	319	57%
ZNY	New York	226	276	353	312	38%
ZOA	Oakland	211	257	261	254	20%
ZOB	Cleveland	312	382	439	425	36%
ZSE	Seattle	130	158	209	202	55%
ZSU	San Juan	46	56	58	53	15%
ZTL	Atlanta	288	352	426	411	43%
ZUA	Guam	14	18	17	15	7%

Note: While most of the work is accomplished by Certified Professional Controllers (CPCs), it is important to note that during the certification process, work is also accomplished by CPCs in Training and developmentals, who are proficient or checked-out in specific sectors or positions and can handle workload independently. These position-qualified controllers, along with CPCs, are the focus of our staffing-to-traffic efforts. The actual on-board staffing number includes developmental controllers.

The actual on-board staffing number is above the high end of the range in many cases for two reasons: 1) FAA has begun to hire controllers in advance of when they are needed due to anticipated losses; and 2) to accommodate the longer length of time it takes en route controllers to become certified.

**CONTROLLER STAFFING**

QUESTION: Please provide the staffing ranges for each terminal radar approach control (TRACON) as reflected in the workforce plan submitted in 2008, the actual employment levels at the beginning of 2007, the current level on board, and the percentage of onboard staff to the minimum staffing range.

RESPONSE: The 2008 Controller Workforce Plan will be published at the end of March with these updated 2008 facility staffing ranges.

**TRACONS – CONTROLLERS ACTUAL ON-BOARD**

ID	Facility Name	2008 Authorized Controller Staffing Range		Actual On Board Staffing as of 09/30/06	Actual On-Board Staffing	
		Min	Max		as of 02/16/08	% Above/Below Min
A11	Anchorage	25	31	27	23	-8%
A80	Atlanta	86	105	88	95	10%
A90	Boston	50	62	68	65	30%
C90	Chicago	82	100	89	95	16%
D01	Denver	53	65	58	54	2%
D10	Dallas-Ft Worth	80	98	83	81	1%
D21	Detroit	47	57	51	48	2%
E10	High Desert	18	22	20	20	11%
I90	Houston	69	85	77	74	7%
K90	Cape	18	22	24	24	33%
L30	Las Vegas	43	53	55	44	2%
M98	Minneapolis	47	57	66	66	40%
N90	New York	176	215	200	202	15%
NCT	Northern California	142	174	163	157	11%
P31	Pensacola	32	39	34	40	25%
P50	Phoenix	50	61	61	56	12%
P80	Portland	27	33	31	26	-4%
PCT	Potomac	151	185	165	168	11%
R90	Omaha	14	17	17	19	36%
S46	Seattle	38	46	51	47	24%
S56	Salt Lake City	38	46	48	46	21%
SCT	Southern California	194	237	222	222	14%

T75	St. Louis	41	50	49	51	24%
U90	Tucson	20	24	20	18	-10%
Y90	Yankee	22	26	24	28	27%

Note: While most of the work is accomplished by Certified Professional Controllers (CPCs), it is important to note that during the certification process, work is also accomplished by CPCs in Training and developmentals, who are proficient or checked-out in specific sectors or positions and can handle workload independently. These position-qualified controllers, along with CPCs, are the focus of our staffing-to-traffic efforts. The actual on-board staffing number includes developmental controllers.

The actual on-board staffing number is above the high end of the range in many cases for two reasons: 1) FAA has begun to hire controllers in advance of when they are needed due to anticipated losses; and 2) to accommodate the longer length of time it takes en route controllers to become certified.

**CONTROLLER STAFFING**

QUESTION: Please provide the staffing ranges for each tower as reflected in the workforce plan submitted in 2008, the actual employment levels at the beginning of 2007, the current level on board, and the percentage of onboard staff to the minimum staffing range.

RESPONSE: The 2008 Controller Workforce Plan will be published at the end of March with these facility staffing ranges.

**Terminal Facility Controller Staffing Ranges**

ID	Facility Name	2008 Authorized Controller Staffing Range		Actual On-Board Staffing as of 09/30/06	Actual On Board Staffing	
		Min	Max		as of 02/16/08	% Above/Below Min
ABE	Lehigh Valley Intl Airport	23	28	27	32	39%
ABI	Abilene Regional Airport	20	24	21	24	20%
ABQ	Albuquerque Intl Sunport Airport	33	41	38	36	9%
ACK	Nantucket Memorial Airport	10	12	11	10	0%
ACT	Waco Regional Airport	14	17	18	14	0%
ACY	Atlantic City Intl Airport	23	28	30	27	17%
ADS	Addison Airport	11	13	13	11	0%
ADW	Andrews AFB	10	12	12	11	10%
AFW	Ft. Worth Alliance Airport	10	12	17	16	60%
AGC	Allegheny County Airport	10	12	11	12	20%
AGS	Augusta Regional at Bush Field Airport	13	15	14	13	0%
ALB	Albany Intl Airport	22	26	26	28	27%
ALO	Waterloo Municipal Airport	10	12	12	12	20%
AMA	Amarillo Intl Airport	15	19	21	21	40%
ANC	Ted Stevens Anchorage Intl Airport	23	28	26	24	4%
APA	Centennial Airport	16	20	20	24	50%
APC	Napa County Airport	7	9	8	8	14%
ARB	Ann Arbor Municipal Airport	6	8	10	9	50%
ARR	Aurora Municipal Airport	7	9	10	9	29%

ASE	Aspen Pitkin County/Sardy Field	11	13	11	8	-27%
ATL	William B. Hartsfield Atlanta Intl Airport	42	52	37	51	21%
AUS	Austin-Bergstrom Intl Airport	37	45	37	40	8%
AVL	Asheville Regional Airport	15	19	13	17	13%
AVP	Wilkes-Barre/Scranton Intl Airport	20	24	22	18	-10%
AZO	Kalamazoo/Battle Creek Intl Airport	16	20	22	19	19%
BDL	Bradley Intl Airport	12	14	14	17	42%
BED	Laurence G. Hanscom Field Airport	10	12	12	12	20%
BFI	Boeing Field/King County Intl Airport	16	20	18	24	50%
BFL	Meadows Field Airport	16	20	20	17	6%
BGM	Binghamton Regional/Edwin A. Link Field Airport	11	13	12	11	0%
BGR	Bangor Intl Airport	16	20	18	19	19%
BHM	Birmingham Intl Airport	28	34	30	29	4%
BIL	Billings Logan Intl Airport	15	19	18	22	47%
BIS	Bismarck Municipal Airport	10	12	14	12	20%
BJC	Jeffco Airport	10	12	13	14	40%
BNA	Nashville Intl Airport	40	48	42	43	8%
BOI	Boise Air Terminal/Gowen Field Airport	23	28	24	27	17%
BOS	General Edward Lawrence Logan Intl Airport	28	34	32	39	39%
BPT	Southeast Texas Regional Airport	10	12	11	13	30%
BTR	Baton Rouge Metropolitan, Ryan Field Airport	19	23	20	17	-11%
BTV	Burlington Intl Airport	17	21	18	18	6%
BUF	Buffalo Niagara Intl Airport	24	30	30	32	33%
BUR	Burbank - Glendale-Pasadena Airport	14	17	17	19	36%
BWI	Baltimore-Washington International Airport	23	28	26	28	22%
CAE	Columbia Metropolitan Airport	21	25	23	24	14%
CAK	Akron Canton Reg. Airport	22	26	24	24	9%
CCR	Buchanan Field Airport	7	9	7	10	43%
CDW	Essex County Airport	8	10	10	11	38%
CHA	Lovell Field Airport	17	21	21	23	35%

CHS	Charleston AFB Intl	21	25	26	26	24%
CID	The Eastern Iowa Airport	14	18	18	19	36%
CKB	Harrison/Marion Reg Airport	12	14	12	14	17%
CLE	Cleveland Hopkins Intl Airport	50	62	58	67	34%
CLT	Charlotte/Douglas Intl Airport	68	84	72	79	16%
CMA	Camarillo Airport	8	10	9	10	25%
CMH	Port Columbus Intl Airport	38	46	46	47	24%
CMI	University of Illinois-Willard Airport	18	22	21	19	6%
CNO	Chino Airport	9	11	12	15	67%
COS	City of Colorado Springs Municipal Airport	24	30	29	33	38%
CPR	Natrona County Intl Airport	9	11	8	11	22%
CPS	St. Louis Downtown Airport	8	10	11	13	63%
CRP	Corpus Christi Intl Airport	39	47	44	42	8%
CRQ	Mc Clellan-Palomar Airport	10	12	11	12	20%
CRW	Yeager Airport	16	20	22	19	19%
CSG	Columbus Metropolitan Airport	5	7	7	6	20%
CVG	Cincinnati/Northern Kentucky Intl Airport	59	73	76	79	34%
DAB	Daytona Beach Intl Airport	53	65	52	55	4%
DAL	Dallas Love Field	19	23	21	25	32%
DAY	Ames M Cox Dayton Intl Airport	33	41	40	38	15%
DCA	Ronald Reagan Washington National Airport	21	25	27	31	48%
DEN	Denver Intl Airport	31	37	35	36	16%
DFW	Dallas/Ft. Worth Intl Airport	44	54	51	58	32%
DLH	Duluth Intl Airport	14	17	17	21	50%
DPA	DuPage Airport	10	12	12	15	50%
DSM	Des Moines Intl Airport	23	29	26	24	4%
DTW	Detroit Metropolitan Wayne County Airport	28	34	37	35	25%
DVT	Phoenix Deer Valley Airport	15	19	15	19	27%
DWH	David Wayne Hooks Memorial Airport	12	14	12	14	17%
ELM	Elmira/Corning Regional Airport	12	14	14	11	-8%
ELP	El Paso Intl Airport	21	25	25	23	10%
EMT	El Monte Airport	8	10	9	12	50%
ERI	Erie Intl/Tom Ridge Field	13	15	18	15	15%
EUG	Mahlon Sweet Field	18	22	23	24	33%

EVV	Evansville Regional Airport	17	21	19	20	18%
EWB	Newark Liberty Int Airport	30	36	30	38	27%
FAI	Fairbanks Intl Airport	18	22	28	19	6%
FAR	Hector Intl Airport	14	17	14	20	43%
FAT	Fresno Yosemite Intl Airport	23	29	29	25	9%
FAY	Fayetteville Regional/Grannis Field	20	24	23	24	20%
FCM	Flying Cloud Airport	9	11	11	13	44%
FFZ	Falcon Field Airport	12	14	11	18	50%
FLL	Ft. Lauderdale/Hollywood Intl Airport	22	26	24	28	27%
FLO	Florence Regional Airport	12	14	13	14	17%
FNT	Bishop Intl Airport	17	21	20	21	24%
FPR	St Lucie County Intl Airport	9	11	12	10	11%
FRG	Republic Airport	11	13	11	13	18%
FSD	Joe Foss Field Airport	14	18	15	16	14%
FSM	Ft. Smith Regional Airport	26	32	29	31	19%
FTW	Ft. Worth Meacham Intl Airport	11	13	19	15	36%
FWA	Ft. Wayne Intl Airport	19	23	23	25	32%
FXE	Ft. Lauderdale Executive Airport	13	15	15	17	31%
GCN	Grand Canyon National Park Airport	7	9	8	8	14%
GEG	Spokane Intl Airport	23	28	29	31	35%
GFK	Grand Forks Intl Airport	13	15	16	20	54%
GGG	East Texas Regional Airport	16	20	19	17	6%
GPT	Gulfport Biloxi Intl Airport	14	18	17	17	21%
GRB	Austic Straubel Intl Airport	20	24	25	25	25%
GRR	Gerald R. Ford Intl Airport	18	22	21	25	39%
GSO	Piedmont Triad Intl Airport	25	31	28	36	44%
GSP	Greenville-Spartanburg Intl Airport	16	20	16	20	25%
GTF	Great Falls Intl Airport	12	14	12	15	25%
HCF	Honolulu Control Facility CERAP	69	85	78	80	16%
HEF	Manassas Regional/Harry P. Davis Field	9	11	10	10	11%
HIO	Portland Hillsboro Airport	10	12	11	15	50%
HLN	Helena Regional Airport	8	10	9	9	13%
HOU	William P. Hobby Airport	17	21	19	24	41%
HPN	Westchester County Airport	13	15	15	16	23%
HSV	Huntsville Intl - Carl T. Jones Field	17	21	18	22	29%

HTS	Tri-State/Milton J Ferguson Field	14	17	16	16	14%
HUF	Terre Haute Intl-Hulman Field	14	18	17	17	21%
HWD	Hayward Executive Airport	8	10	11	8	0%
IAD	Washington Dulles Intl Airport	29	35	37	42	45%
IAH	George Bush Intercontinental / Houston Airport	34	42	30	36	6%
ICT	Wichita Midcontinent Airport	32	39	39	39	22%
ILG	New Castle County Airport	9	11	9	11	22%
ILM	Wilmington Intl Airport	14	18	13	21	50%
IND	Indianapolis Intl Airport	42	52	50	43	2%
ISP	Long Island Macarthur Airport	11	13	19	17	55%
ITO	Hilo Intl Airport	10	12	11	11	10%
JAN	Jackson Intl Airport	16	20	20	15	-6%
JAX	Jacksonville Intl Airport	44	54	52	52	18%
JFK	John F Kennedy Intl Airport	29	35	32	34	17%
JNU	Juneau Intl Airport	8	10	9	14	75%
LAF	Purdue University Airport	9	11	9	8	-11%
LAN	Capital City Airport	20	24	24	23	15%
LAS	Mc Carran Intl Airport	35	43	41	35	0%
LAX	Los Angeles Intl Airport	39	47	40	46	18%
LBB	Lubbock Intl Airport	18	22	23	20	11%
LCH	Lake Charles Reg. Airport	13	15	14	12	-8%
LEX	Blue Grass Airport	19	23	19	23	21%
LFT	Lafayette Regional Airport	17	21	19	18	6%
LGA	La Guardia Airport	29	35	31	35	21%
LGB	Long Beach / Daugherty Field	18	22	20	25	39%
LIT	Adams Field	32	39	37	29	-9%
LNK	Lincoln Municipal Airport	15	19	17	14	-7%
LOU	Bowman Field Airport	8	10	10	10	25%
LVK	Livermore Municipal Airport	8	10	11	8	0%
MAF	Midland International Airport	22	26	25	22	0%
MBS	Mbs Intl Airport	14	18	19	19	36%
MCI	Kansas City Intl Airport	36	44	38	40	11%
MCO	Orlando Intl Airport	72	88	71	75	4%
MDT	Harrisburg Intl Airport	21	25	24	24	14%
MDW	Chicago Midway Airport	22	26	29	33	50%
MEM	Memphis Intl Airport	58	70	70	72	24%
	Mansfield Lahm Regional					

MFD	Airport	11	13	12	17	55%
MGM	Montgomery Regional (Dannelly Field)	15	19	17	20	33%
MHT	Manchester Airport	10	12	13	15	50%
MIA	Miami Intl Airport	77	95	85	87	13%
MIC	Crystal Airport	6	8	7	12	100%
MKC	Charles B Wheeler Downtown Airport	10	12	12	13	30%
MKE	General Mitchell Intl Airport	38	46	48	47	24%
MKG	Muskegon County Airport	17	21	20	21	24%
MLI	Quad City Intl Airport	14	18	15	13	-7%
MLU	Monroe Regional Airport	12	14	16	12	0%
MMU	Morristown Muni Airport	10	12	13	12	20%
MOB	Mobile Regional Airport	20	24	22	23	15%
MRI	Merrill Field	10	12	11	11	10%
MRY	Monterey Peninsula Airport	7	9	8	9	29%
MSN	Dane County Regional - Truax Field	21	25	24	27	29%
MSP	Minneapolis St. Paul Intl / Wold-Chamberlain Airport	32	39	39	43	34%
MSY	Louis Armstrong New Orleans Intl Airport	26	32	35	36	38%
MWH	Grant County Intl Airport	11	13	14	15	36%
MYF	Montgomery Field	10	12	11	14	40%
MYR	Myrtle Beach Intl Airport	15	19	16	18	20%
NEW	Lakefront Airport	5	7	5	7	40%
NMM	Meridian NAS/Mc Cain Field	12	14	14	12	0%
OAK	Metropolitan Oakland Intl Airport	22	26	27	25	14%
OGG	Kahului Airport	10	12	12	10	0%
OKC	Will Rogers World Airport	32	39	37	36	13%
OMA	Eppley Airfield	12	14	15	12	0%
ONT	Ontario Intl Airport	12	14	17	16	33%
ORD	Chicago O'Hare Intl Airport	56	68	62	66	18%
ORF	Norfolk Intl Airport	34	42	38	42	24%
ORL	Executive Airport	10	12	12	11	10%
PAE	Snohomish County (Paine Field) Airport	8	10	9	14	75%
PAO	Palo Alto Airport of Santa Clara County Airport	8	10	8	11	38%
PBI	Palm Beach Intl Airport	38	46	41	42	11%
PDK	De Kalb Peachtree Airport	13	15	14	20	54%
PDX	Portland Intl Airport	17	21	23	25	47%
	Newport News/Williamsburg					

PHF	Intl Airport	11	13	13	11	0%
PHL	Philadelphia Intl Airport	74	90	84	86	16%
PHX	Phoenix Sky Harbor Intl Airport	32	39	38	40	25%
PIA	Greater Peoria Reg. Airport	17	21	18	18	6%
PIE	St. Petersburg - Clearwater Intl Airport	11	13	13	15	36%
PIT	Pittsburgh Intl Airport	40	48	65	59	48%
PNE	Northeast Philadelphia Airport	9	11	10	14	56%
PNS	Pensacola Regional Airport	9	11	12	11	22%
POC	Brackett Field	7	9	10	14	100%
POU	Dutchess County Airport	8	10	9	9	13%
PRC	Ernest A. Love Field	12	14	17	19	58%
PSC	Tri-Cities Airport	14	17	15	20	43%
PSP	Palm Springs Intl Airport	10	12	17	16	60%
PTK	Oakland County Intl Airport	14	18	18	16	14%
PUB	Pueblo Memorial Airport	12	14	12	14	17%
PVD	Theodore Francis Green State Airport	29	35	34	37	28%
PWK	Palwaukee Municipal Airport	10	12	11	12	20%
PWM	Portland Intl Jetport	16	20	19	20	25%
RDG	Reading Regional/Carl A. Spaatz Field	13	15	14	14	8%
RDU	Raleigh Durham Intl Airport	38	46	41	44	16%
RFD	Greater Rockford Airport	19	23	23	24	26%
RHV	Reid Hillview of Santa Clara County Airport	8	10	11	10	25%
RIC	Richmond Intl Airport	11	13	14	15	36%
RME	Griffiss Airpark	8	10	8	11	38%
RNO	Reno/Tahoe Intl Airport	23	28	23	22	-4%
ROA	Roanoke Regional/Woodrum Field	20	24	27	26	30%
ROC	Greater Rochester Intl Airport	21	25	26	28	33%
ROW	Roswell Industrial Air Center	14	17	14	15	7%
RST	Rochester Intl Airport	12	14	13	19	58%
RSW	Southwest Florida Intl Airport	23	29	23	29	26%
RVS	Richard Lloyd Jones Jr.	14	18	16	17	21%
SAN	San Diego Intl-Lindbergh Field	14	18	19	20	43%
SAT	San Antonio Intl Airport	48	58	47	49	2%
SAV	Savannah/Hilton Head Intl Airport	22	26	25	23	5%

SBA	Santa Barbara Muni Airport	24	30	31	27	13%
SBN	South Bend Regional Airport	20	24	23	23	15%
SCK	Stockton Metro Airport	7	9	8	7	0%
SDF	Louisville Intl - Standiford Field	40	48	43	45	13%
SDL	Scottsdale Airport	11	13	10	16	45%
SEA	Seattle Tacoma Intl Airport	22	26	29	33	50%
SEE	Gillespie Field	11	13	8	17	55%
SFB	Orlando Sanford Airport	14	18	19	18	29%
SFO	San Francisco Intl Airport	24	30	27	29	21%
SGF	Springfield Branson Regional Airport	23	29	30	33	43%
SHV	Shreveport Regional Airport	19	23	22	17	-11%
SJC	Norman Y. Mineta San Jose Intl Airport	13	15	15	19	46%
SJU	Luis Munoz Marin Intl Airport	14	17	20	14	0%
SLC	Salt Lake City Intl Airport	26	32	30	33	27%
SMF	Sacramento Intl Airport	12	14	11	13	8%
SMO	Santa Monica Muni Airport	9	11	12	11	22%
SNA	John Wayne Airport-Orange County Airport	21	25	24	24	14%
SPI	Capital Airport	12	14	15	15	25%
SRQ	Sarasota/Bradenton Intl Airport	10	12	12	14	40%
STL	Lambert - St Louis Intl Airport	19	23	34	31	63%
STP	St. Paul Downtown Holman Field	10	12	14	16	60%
STS	Sonoma County Airport	7	9	9	9	29%
STT	Cyril E King Airport	7	9	7	9	29%
SUS	Spirit of St. Louis Airport	10	12	15	14	40%
SUX	Sioux Gateway/Col Bud Day Field	11	13	12	10	-9%
SYR	Syracuse Hancock Intl Airport	20	24	25	23	15%
TEB	Teterboro Airport	17	21	20	24	41%
TLH	Tallahassee Regional Airport	19	23	17	22	16%
TMB	Kendall-Tamiami Executive Airport	11	13	10	13	18%
TOA	Zamperini Field	9	11	10	12	33%
TOL	Toledo Express Airport	18	22	21	27	50%
TPA	Tampa Intl Airport	55	67	60	69	25%
TRI	Tri-City Rgnl TN/VA Airport	15	19	16	17	13%
TUL	Tulsa Intl Airport	29	35	31	28	-3%

TUS	Tucson Intl Airport	14	18	18	20	43%
TVC	Cherry Capital Airport	7	9	9	8	14%
TWF	Joslin Field -- Magic Valley Regional Airport	6	8	6	9	50%
TYS	Mc Ghee Tyson Airport	23	28	22	23	0%
VGT	North Las Vegas Airport	11	13	13	14	27%
VNY	Van Nuys Airport	18	22	16	22	22%
VRB	Vero Beach Muni Airport	9	11	10	10	11%
YIP	Willow Run Airport	9	11	12	9	0%
YNG	Youngstown-Warren Regl Airport	18	22	19	22	22%

Note: While most of the work is accomplished by Certified Professional Controllers (CPCs), it is important to note that during the certification process, work is also accomplished by CPCs in Training and developmentals, who are proficient or checked-out in specific sectors or positions and can handle workload independently. These position-qualified controllers, along with CPCs, are the focus of our staffing-to-traffic efforts. The actual on-board staffing number includes developmental controllers.

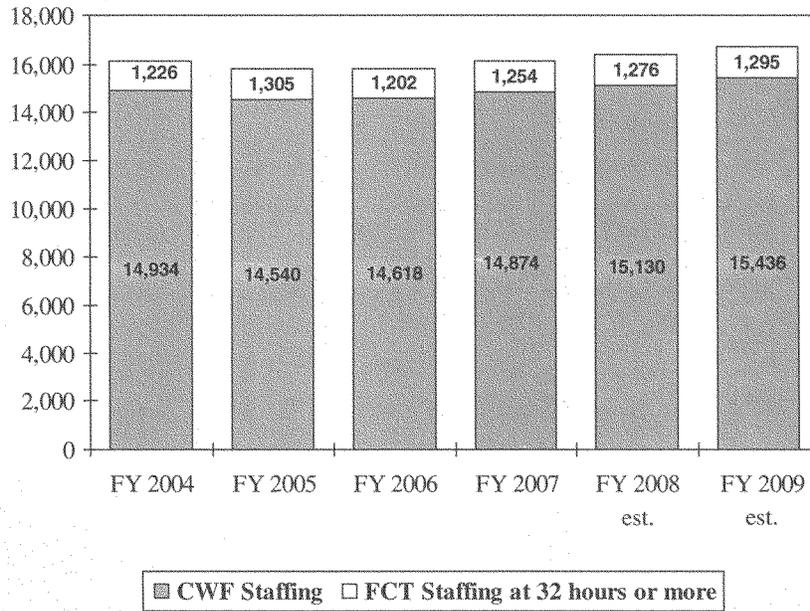
The actual on-board staffing number is above the high end of the range in many cases for two reasons: 1) FAA has begun to hire controllers in advance of when they are needed due to anticipated losses; and 2) to accommodate the longer length of time it takes en route controllers to become certified.

**CONTROLLER STAFFING**

**QUESTION:** Please update the bar chart on page 244 of last year's hearing record regarding end-of-year employment of the controller workforce by providing data for fiscal years 2004 through 2009. Please maintain that portion of the chart showing total controller levels, including those FTEs procured under the contract tower program.

**RESPONSE:** Under FAA's Contract Tower Program (FCT), controllers working 32 hours or more are considered full-time employees. FAA considers 40 hours of work a week as full-time, not 32 hours. Therefore, we are unable to determine the full-time equivalent at the FAA FCT locations. The following chart provides end-of-year on-board staffing numbers.

End of Year On-board  
Controller Workforce (CWF)  
vs Contractor Staffing at FCT



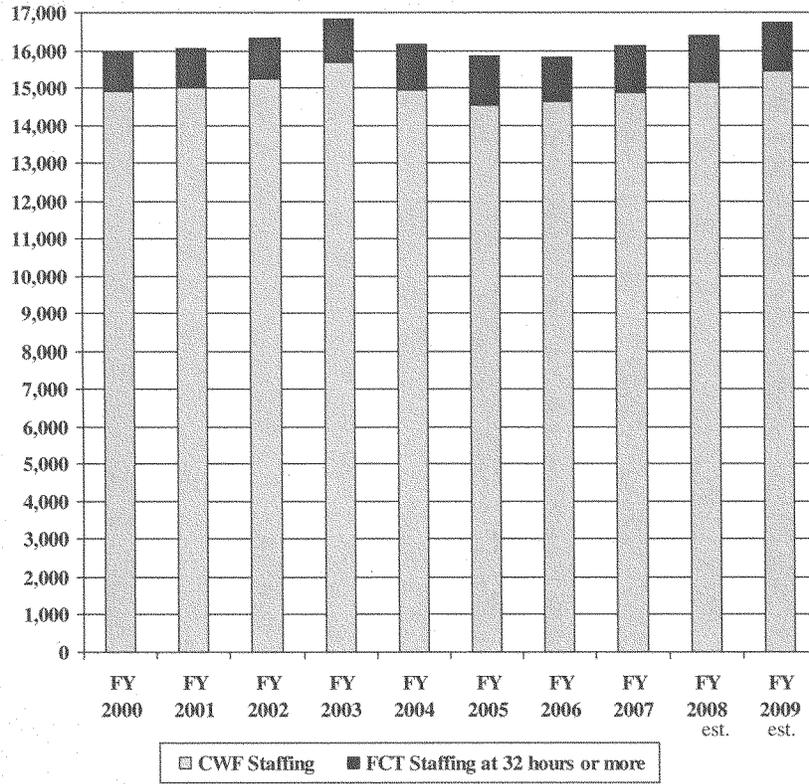
**CONTROLLER STAFFING**

**QUESTION:** Please update the bar chart and accompanying data regarding the CWF shown on page 245 of last year's hearing record by providing data for the last ten years (through 2009).

**RESPONSE:** The Air Traffic Controller Workforce terminology employed during the rebuilding of the controller workforce after the 1981 strike is no longer used. FAA's Air Traffic Control Workforce Plan changed the focus to air traffic controllers (ATC), which includes all employees in pay status and Academy trainees. The following chart provides end-of-year on-board staffing numbers for Air Traffic Controllers (ATC) and FAA Contract Towers (FCT):

Fiscal Year	ATC Staffing	FCT Staffing	Total Staffing
FY 2000	14,904	1,067	15,971
FY 2001	14,997	1,068	16,065
FY 2002	15,238	1,100	16,338
FY 2003	15,691	1,140	16,831
FY 2004	14,934	1,226	16,160
FY 2005	14,540	1,305	15,845
FY 2006	14,618	1,202	15,820
FY 2007	14,874	1,254	16,128
FY 2008 (est.)	15,130	1,276	16,406
FY 2009 (est.)	15,436	1,295	16,731

CWF Staffing vs FCT Staffing



**CONTROLLER STAFFING**

QUESTION: Please provide the staffing ranges by facility contained in the 2008 staffing plan and the actuals on-board for each facility.

RESPONSE: The 2008 Controller Workforce Plan will be published at the end of March with these facility staffing ranges.

**En Route Facility Controller Staffing Ranges**

ID	Facility Name	2008 Authorized Controller Staffing Range		Actual On Board Staffing as of 02/16/08
		Min	Max	
ZAB	Albuquerque ARTCC	185	227	267
ZAN	Anchorage ARTCC	79	97	112
ZAU	Chicago ARTCC	312	382	412
ZBW	Boston ARTCC	208	254	291
ZDC	Washington ARTCC	276	338	349
ZDV	Denver ARTCC	243	297	287
ZFW	Ft. Worth ARTCC	222	272	353
ZHU	Houston ARTCC	246	300	324
ZID	Indianapolis ARTCC	315	385	379
ZJX	Jacksonville ARTCC	274	334	323
ZKC	Kansas City ARTCC	228	278	333
ZLA	Los Angeles ARTCC	242	296	313
ZLC	Salt Lake ARTCC	140	172	208
ZMA	Miami ARTCC	207	253	282
ZME	Memphis ARTCC	246	300	320
ZMP	Minneapolis ARTCC	203	248	319
ZNY	New York ARTCC	226	276	312
ZOA	Oakland ARTCC	211	257	254
ZOB	Cleveland ARTCC	312	382	425
ZSE	Seattle ARTCC	130	158	202
ZSU	San Juan	46	56	53
ZTL	Atlanta ARTCC	288	352	411
ZUA	Guam	14	18	15

## Terminal Facility Controller Staffing Ranges

ID	Facility Name	2008 Authorized Controller Staffing Range		Actual On Board Staffing as of 02/16/08
		Min	Max	
A11	Anchorage TRACON	25	31	23
A80	Atlanta TRACON	86	105	95
A90	Boston TRACON	50	62	65
C90	Chicago TRACON	82	100	95
D01	Denver TRACON	53	65	54
D10	Dallas - Fort Worth TRACON	80	98	81
D21	Detroit TRACON	47	57	48
E10	High Desert TRACON	18	22	20
I90	Houston TRACON	69	85	74
K90	Cape TRACON	18	22	24
L30	Las Vegas TRACON	43	53	44
M98	Minneapolis TRACON	47	57	66
N90	New York TRACON	176	215	202
NCT	Northern California TRACON	142	174	157
P31	Pensacola TRACON	32	39	40
P50	Phoenix TRACON	50	61	56
P80	Portland TRACON	27	33	26
PCT	Potomac TRACON	151	185	168
R90	Omaha TRACON	14	17	19
S46	Seattle TRACON	38	46	47
S56	Salt Lake City TRACON	38	46	46
SCT	Southern California TRACON	194	237	222
T75	St. Louis TRACON	41	50	51
U90	Tucson TRACON	20	24	18
Y90	Yankee TRACON	22	26	28
ABE	Lehigh Valley International Airport	23	28	32
ABI	Abilene Regional Airport	20	24	24
ABQ	Albuquerque Intl Sunport Airport	33	41	36
ACK	Nantucket Memorial Airport	10	12	10
ACT	Waco Regional Airport	14	17	14
ACY	Atlantic City International Airport	23	28	27
ADS	Addison Airport	11	13	11
ADW	Andrews AFB	10	12	11
AFW	Fort Worth Alliance Airport	10	12	16
AGC	Allegheny County Airport	10	12	12
AGS	Augusta Rgnl At Bush Field Airport	13	15	13
ALB	Albany International Airport	22	26	28

ALO	Waterloo Municipal Airport	10	12	12
AMA	Amarillo Intl Airport	15	19	21
ANC	Ted Stevens Anchorage Intl Airport	23	28	24
APA	Centennial Airport	16	20	24
APC	Napa County Airport	7	9	8
ARB	Ann Arbor Municipal Airport	6	8	9
ARR	Aurora Municipal Airport	7	9	9
ASE	Aspen Pitkin County/Sardy Field Airport	11	13	8
ATL	The William B Hartsfield Atlanta Intl Airport	42	52	51
AUS	Austin-Bergstrom Intl Airport	37	45	40
AVL	Asheville Regional Airport	15	19	17
AVP	Wilkes-Barre / Scranton Intl Airport	20	24	18
AZO	Kalamazoo / Battle Creek International Airport	16	20	19
BDL	Bradley Intl Airport	12	14	17
BED	Laurence G Hanscom Fld Airport	10	12	12
BFI	Boeing Field / King County Intl Airport	16	20	24
BFL	Meadows Field Airport	16	20	17
BGM	Binghamton Regional / Edwin A Link Field Airport	11	13	11
BGR	Bangor Intl Airport	16	20	19
BHM	Birmingham Intl Airport	28	34	29
BIL	Billings Logan Intl Airport	15	19	22
BIS	Bismarck Muni Airport	10	12	12
BJC	Jeffco Airport	10	12	14
BNA	Nashville Intl Airport	40	48	43
BOI	Boise Air Terminal / Gowen Fld Airport	23	28	27
BOS	General Edward Lawrence Logan Intl Airport	28	34	39
BPT	Southeast Texas Regional Airport	10	12	13
BTR	Baton Rouge Metropolitan, Ryan Field Airport	19	23	17
BTV	Burlington Intl Airport	17	21	18
BUF	Buffalo Niagara Intl Airport	24	30	32
BUR	Burbank - Glendale-Pasadena Airport	14	17	19
BWI	Baltimore-Washington Intl Airport	23	28	28
CAE	Columbia Metropolitan Airport	21	25	24
CAK	Akron Canton Regional Airport	22	26	24
CCR	Buchanan Field Airport	7	9	10
CDW	Essex County Airport	8	10	11
CHA	Lovell Field Airport	17	21	23
CHS	Charleston AFB/Intl Airport	21	25	26

CID	The Eastern Iowa Airport	14	18	19
CKB	Harrison/Marion Regional Airport	12	14	14
CLE	Cleveland Hopkins Intl Airport	50	62	67
CLT	Charlotte/Douglas Intl Airport	68	84	79
CMA	Camarillo Airport	8	10	10
CMH	Port Columbus Intl Airport	38	46	47
CMI	University Of Illinois-Willard Airport	18	22	19
CNO	Chino Airport	9	11	15
COS	City of Colorado Springs Muni Airport	24	30	33
CPR	Natrona County Intl Airport	9	11	11
CPS	St. Louis Downtown Airport	8	10	13
CRP	Corpus Christi Intl Airport	39	47	42
CRQ	Mc Clellan-Palomar Airport	10	12	12
CRW	Yeager Airport	16	20	19
CSG	Columbus Metropolitan Airport	5	7	6
CVG	Cincinnati/Northern Kentucky International Airport	59	73	79
DAB	Daytona Beach Intl Airport	53	65	55
DAL	Dallas Love Field Airport	19	23	25
DAY	Ames M Cox Dayton Intl Airport	33	41	38
DCA	Ronald Reagan Washington National Airport	21	25	31
DEN	Denver Intl Airport	31	37	36
DFW	Dallas/Ft. Worth International Airport	44	54	58
DLH	Duluth Intl Airport	14	17	21
DPA	DuPage Airport	10	12	15
DSM	Des Moines Intl Airport	23	29	24
DTW	Detroit Metropolitan Wayne County Airport	28	34	35
DVT	Phoenix Deer Valley Airport	15	19	19
DWH	David Wayne Hooks Memorial Airport	12	14	14
ELM	Elmira/Corning Regional Airport	12	14	11
ELP	El Paso Intl Airport	21	25	23
EMT	El Monte Airport	8	10	12
ERI	Erie Intl/Tom Ridge Field Airport	13	15	15
EUG	Mahlon Sweet Field Airport	18	22	24
EVV	Evansville Regional Airport	17	21	20
EWR	Newark Liberty Intl Airport	30	36	38
FAI	Fairbanks Intl Airport	18	22	19
FAR	Hector Intl Airport	14	17	20
FAT	Fresno Yosemite International Airport	23	29	25
FAY	Fayetteville Regional/Grannis Field Airport	20	24	24
FCM	Flying Cloud Airport	9	11	13

FFZ	Falcon Field Airport	12	14	18
FLL	Fort Lauderdale/Hollywood Intl Airport	22	26	28
FLO	Florence Regional Airport	12	14	14
FNT	Bishop International Airport	17	21	21
FPR	St Lucie County Intl Airport	9	11	10
FRG	Republic Airport	11	13	13
FSD	Joe Foss Field Airport	14	18	16
FSM	Ft. Smith Regional Airport	26	32	31
FTW	Ft. Worth Meacham Intl Airport	11	13	15
FWA	Ft. Wayne Intl Airport	19	23	25
FXE	Ft. Lauderdale Executive Airport	13	15	17
GCN	Grand Canyon National Park Airport	7	9	8
GEG	Spokane Intl Airport	23	28	31
GFK	Grand Forks Intl Airport	13	15	20
GGG	East Texas Regional Airport	16	20	17
GPT	Gulfport Biloxi Intl Airport	14	18	17
GRB	Austic Straubel International Airport	20	24	25
GRR	Gerald R. Ford International Airport	18	22	25
GSO	Piedmont Triad International Airport	25	31	36
GSP	Greenville-Spartanburg Intl Airport	16	20	20
GTF	Great Falls Intl Airport	12	14	15
HCF	Honolulu Control Facility CERAP	69	85	80
HEF	Manassas Regional/Harry P Davis Field Airport	9	11	10
HIO	Portland Hillsboro Airport	10	12	15
HLN	Helena Regional Airport	8	10	9
HOU	William P. Hobby Airport	17	21	24
HPN	Westchester County Airport	13	15	16
HSV	Huntsville Intl - Carl T Jones Field Airport	17	21	22
HTS	Tri-State / Milton J Ferguson Field Airport	14	17	16
HUF	Terre Haute Intl-Hulman Field Airport	14	18	17
HWD	Hayward Executive Airport	8	10	8
IAD	Washington Dulles Intl Airport	29	35	42
IAH	George Bush Intercontinental Airport / Houston Airport	34	42	36
ICT	Wichita Midcontinent Airport	32	39	39
ILG	New Castle County Airport	9	11	11
ILM	Wilmington Intl Airport	14	18	21
IND	Indianapolis Intl Airport	42	52	43
ISP	Long Island Macarthur Airport	11	13	17
ITO	Hilo International Airport	10	12	11
JAN	Jackson Intl Airport	16	20	15

JAX	Jacksonville Intl Airport	44	54	52
JFK	John F Kennedy Intl Airport	29	35	34
JNU	Juneau Intl Airport	8	10	14
LAF	Purdue University Airport	9	11	8
LAN	Capital City Airport	20	24	23
LAS	Mc Carran Intl Airport	35	43	35
LAX	Los Angeles Intl Airport	39	47	46
LBB	Lubbock Intl Airport	18	22	20
LCH	Lake Charles Regional Airport	13	15	12
LEX	Blue Grass Airport	19	23	23
LFT	Lafayette Regional Airport	17	21	18
LGA	La Guardia Airport	29	35	35
LGB	Long Beach / Daugherty Field / Airport	18	22	25
LIT	Adams Field Airport	32	39	29
LNK	Lincoln Municipal Airport	15	19	14
LOU	Bowman Field Airport	8	10	10
LVK	Livermore Muni Airport	8	10	8
MAF	Midland International Airport	22	26	22
MBS	Mbs Intl Airport	14	18	19
MCI	Kansas City Intl Airport	36	44	40
MCO	Orlando Intl Airport	72	88	75
MDT	Harrisburg Intl Airport	21	25	24
MDW	Chicago Midway Airport	22	26	33
MEM	Memphis Intl Airport	58	70	72
MFD	Mansfield Lahm Regional Airport	11	13	17
MGM	Montgomery Rgnl (Dannelly Field) Airport	15	19	20
MHT	Manchester Airport	10	12	15
MIA	Miami Intl Airport	77	95	87
MIC	Crystal Airport	6	8	12
MKC	Charles B Wheeler Downtown Airport	10	12	13
MKE	General Mitchell International Airport	38	46	47
MKG	Muskegon County Airport	17	21	21
MLI	Quad City Intl Airport	14	18	13
MLU	Monroe Regional Airport	12	14	12
MMU	Morristown Municipal Airport	10	12	12
MOB	Mobile Regional Airport	20	24	23
MRI	Merrill Field Airport	10	12	11
MRY	Monterey Peninsula Airport	7	9	9
MSN	Dane County Regional - Truax Field Airport	21	25	27
MSP	Minneapolis St. Paul Intl / Wold- Chamberlain / Airport	32	39	43
MSY	Louis Armstrong New Orleans Intl Arpt	26	32	36

MWH	Grant County Intl Airport	11	13	15
MYF	Montgomery Field Airport	10	12	14
MYR	Myrtle Beach Intl Airport	15	19	18
NEW	Lakefront Airport	5	7	7
NMM	Meridian NAS/Mc Cain Field Airport	12	14	12
OAK	Metropolitan Oakland Intl Airport	22	26	25
OGG	Kahului Airport	10	12	10
OKC	Will Rogers World Airport	32	39	36
OMA	Eppley Airfield Airport	12	14	12
ONT	Ontario Intl Airport	12	14	16
ORD	Chicago O'Hare Intl Airport	56	68	66
ORF	Norfolk Intl Airport	34	42	42
ORL	Executive Airport	10	12	11
PAE	Snohomish County (Paine Fld) Airport	8	10	14
PAO	Palo Alto Airport of Santa Clara Co Airport	8	10	11
PBJ	Palm Beach Intl Airport	38	46	42
PDK	De Kalb Peachtree Airport	13	15	20
PDX	Portland Intl Airport	17	21	25
PHF	Newport News / Williamsburg International Airport	11	13	11
PHL	Philadelphia Intl Airport	74	90	86
PHX	Phoenix Sky Harbor Intl Airport	32	39	40
PIA	Greater Peoria Regional Airport	17	21	18
PIE	St. Petersburg - Clearwater Intl Airport	11	13	15
PIT	Pittsburgh International Airport	40	48	59
PNE	Northeast Philadelphia Airport	9	11	14
PNS	Pensacola Regional Airport	9	11	11
POC	Brackett Field Airport	7	9	14
POU	Dutchess County Airport	8	10	9
PRC	Ernest A Love Field Airport	12	14	19
PSC	Tri-Cities Airport	14	17	20
PSP	Palm Springs International Airport	10	12	16
PTK	Oakland County International Airport	14	18	16
PUB	Pueblo Memorial Airport	12	14	14
PVD	Theodore Francis Green State Airport	29	35	37
PWK	Palwaukee Muni Airport	10	12	12
PWM	Portland Intl Jetport Airport	16	20	20
RDG	Reading Regional / Carl A Spaatz Field Airport	13	15	14
RDU	Raleigh Durham Intl Airport	38	46	44
RFD	Greater Rockford Airport	19	23	24
RHV	Reid Hillview of Santa Clara County Airport	8	10	10

RIC	Richmond Intl Airport	11	13	15
RME	Griffiss Airpark Airport	8	10	11
RNO	Reno / Tahoe International Airport	23	28	22
ROA	Roanoke Regional/Woodrum Field Airport			26
ROC	Greater Rochester International Airport	21	25	28
ROW	Roswell Industrial Air Center Airport	14	17	15
RST	Rochester International Airport	12	14	19
RSW	Southwest Florida Intl Airport	23	29	29
RVS	Richard Lloyd Jones Jr Airport	14	18	17
SAN	San Diego Intl-Lindbergh Fld Airport	14	18	20
SAT	San Antonio Intl Airport	48	58	49
SAV	Savannah / Hilton Head International Airport	22	26	23
SBA	Santa Barbara Muni Airport	24	30	27
SBN	South Bend Regional Airport	20	24	23
SCK	Stockton Metropolitan Airport	7	9	7
SDF	Louisville Intl - Standiford Field Airport	40	48	45
SDL	Scottsdale Airport	11	13	16
SEA	Seattle Tacoma Intl Airport	22	26	33
SEE	Gillespie Field Airport	11	13	17
SFB	Orlando Sanford Airport	14	18	18
SFO	San Francisco Intl Airport	24	30	29
SGF	Springfield Branson Regional Airport	23	29	33
SHV	Shreveport Regional Airport	19	23	17
SJC	Norman Y Mineta San Jose International Airport	13	15	19
SJU	Luis Munoz Marin Intl Airport	14	17	14
SLC	Salt Lake City Intl Airport	26	32	33
SMF	Sacramento International Airport	12	14	13
SMO	Santa Monica Muni Airport	9	11	11
SNA	John Wayne Airport-Orange County	21	25	24
SPI	Capital Airport	12	14	15
SRQ	Sarasota / Bradenton Intl Airport	10	12	14
STL	Lambert - St Louis Intl Airport	19	23	31
STP	St. Paul Downtown Holman Fld Airport	10	12	16
STS	Sonoma County Airport	7	9	9
STT	Cyril E King Airport	7	9	9
SUS	Spirit of St. Louis Airport	10	12	14
SUX	Sioux Gateway/Col Bud Day Field Airport	11	13	10
SYR	Syracuse Hancock Intl Airport	20	24	23
TEB	Teterboro Airport	17	21	24
TLH	Tallahassee Regional Airport	19	23	22

TMB	Kendall-Tamiami Executive Airport	11	13	13
TOA	Zamperini Field Airport	9	11	12
TOL	Toledo Express Airport	18	22	27
TPA	Tampa Intl Airport	55	67	69
TRI	Tri-City Regional TN/VA Airport	15	19	17
TUL	Tulsa Intl Airport	29	35	28
TUS	Tucson Intl Airport	14	18	20
TVC	Cherry Capital Airport	7	9	8
TWF	Joslin Field - Magic Valley Regional Airport	6	8	9
TYS	Mc Ghee Tyson Airport	23	28	23
VGT	North Las Vegas Airport	11	13	14
VNY	Van Nuys Airport	18	22	22
VRB	Vero Beach Municipal Airport	9	11	10
YIP	Willow Run Airport	9	11	9
YNG	Youngstown-Warren Regional Airport	18	22	22

Note: While most of the work is accomplished by Certified Professional Controllers (CPCs), it is important to note that during the certification process, work is also accomplished by CPCs in Training and developmentals, who are proficient or checked-out in specific sectors or positions and can handle workload independently. These position-qualified controllers, along with CPCs, are the focus of our staffing-to-traffic efforts. The actual on-board staffing number includes developmental controllers.

The actual on-board staffing number is above the high end of the range in many cases for two reasons: 1) FAA has begun to hire controllers in advance of when they are needed due to anticipated losses; and 2) to accommodate the longer length of time it takes en route controllers to become certified.

**CONTROLLER STAFFING**

**QUESTION:** What is the age of the oldest federal air traffic controller currently controlling air traffic?

**RESPONSE:** As of February 16, the oldest federal air traffic controller was 71 years old.

**CONTROLLER - NEW HIRES**

QUESTION: Similar to the table on page 261 of last year's hearing record, please provide the following information for fiscal years 2004 through 2009: a row showing the controllers on board in the beginning of the year, a row showing total new controller hires, a row showing total controller attrition, and a row showing the number of controllers on board at the end of the year.

RESPONSE: The following chart provides the requested information:

	2004	2005 <sup>1</sup>	2006	2007	March 2008 CWP Forecast	
	2008	2009				
<b>AOB Start of FY</b>	15,691	14,934	14,540	14,618	14,874	15,130
<b>New Hires</b>	13	519	1,116	1,815	1,877	1,914
<b>Total Attrition</b>	770	913	1,038	1,559	1,621	1,608
<b>AOB End of FY</b>	14,934	14,540	14,618	14,874	15,130	15,436

<sup>1</sup>FY 2005 numbers include Flight Service Station transfers

**CONTROLLER - NEW HIRES**

**QUESTION:** Similar to page 262 of last year's hearing record, please provide the number of controller hires originally estimated in the President's Budget compared to the actual number hired for each fiscal year 2004 through 2007 and estimated in 2008 and 2009.

**RESPONSE:** Prior to the release of the first Controller Workforce Plan in December 2004, FAA's budget submissions included an estimated end of year controller staffing level but no specific hiring target. The FY 2006 budget request was the first to include a hiring target.

The following chart provides the requested information:

	2004	2005	2006	2007	2008 est.	<b>Forecast</b> 2009 est.
<b>Estimated New Hires</b>	N/A	N/A	1,249	1,386	1,877	1,914
<b>Actual New Hires</b>	13	519	1,116	1,815		

While projections on new hires are important for planning purposes, the FAA is focusing primarily on reaching its end-of-year staffing target (15,130 for FY 2008 and 15,436 for FY 2009). We will be adjusting our new hire goals to meet our end-of-year targets.

**CONTROLLER - -NEW HIRES**

**QUESTION:** Please provide a table showing actual net new controllers hired (new hires minus attrition) compared to the number of net new controllers estimated in FAA's budget for each FY 2004 through 2009.

**RESPONSE:** Prior to the release of the first Controller Workforce Plan in December 2004, FAA's budget submissions included an estimated end of year controller staffing level but no specific hiring target. The FY 2006 budget request was the first to include a hiring target.

The following chart provides the requested information:

	2004	2005	2006	2007	2008	Forecast 2009
<b>Estimated Net Hires</b>	N/A	N/A	130	189	256	306
<b>Actual Net Hires</b>	-757	-394	78	256		

While projections on new hires are important for planning purposes, the FAA is focusing primarily on reaching its end-of-year staffing target (15,130 for FY 2008 and 15,436 for FY 2009). We will be adjusting our new hire goals to meet our end-of-year targets.

**CONTROLLER - NEW HIRES**

QUESTION: Please provide a table showing the actual numbers of controllers on board compared to the number of controllers on board estimated in the FAA budget or workforce plan for each fiscal year 2004 through 2009.

RESPONSE: For FY 2004 and FY 2005, the budget actual on-board (AOB) data reflects the estimated end of year employment levels contained in the annual Congressional budget submissions. For FY 2006 through FY 2009, the budget AOB data reflects estimated end of year employment levels contained in the annual Congressional budget submissions and the controller workforce plan.

The following chart provides the requested information:

	<b>March 2008 CWP Forecast</b>					
	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
<b>Actual AOB</b>	14,934	14,540	14,618	14,874	15,130	15,436
<b>Budget AOB</b>	15,830	15,333	15,244	14,995	15,130	15,436

**CONTROLLER ATTRITION**

QUESTION: Please update the table on page 264 of last year's hearing record showing attrition among air traffic controllers for each of the past six years. Please include the number of CWF at the beginning of those years, and calculate the attrition rate based on that information.

RESPONSE: The information on the following chart is for air traffic controllers.

Air Traffic Controller Attrition – Actual On Board						
	FY 2002	FY 2003	FY 2004	FY 2005 <sup>†</sup>	FY 2006	FY 2007
Controllers*	15,233	15,478	15,691	14,934	14,540	14,618
Retirements	207	311	362	465	583	828
Resignations	29	37	40	32	60	167
Removals	19	40	48	35	66	86
Death	11	17	12	13	14	11
Other						
Losses	70	135	308	368	315	467
<b>Totals</b>	<b>336</b>	<b>540</b>	<b>770</b>	<b>913</b>	<b>1,038</b>	<b>1,559</b>
Percentage of Attrition	2.2%	3.5%	4.9%	6.1%	7.1%	10.7%

\* Beginning of year count.

<sup>†</sup> FY 2005 numbers include Flight Service Station transfers.

**CONTROLLER ATTRITION**

**QUESTION:** In table format, please provide the total number of controller retirements originally estimated (in the President's Budget) to retire in each fiscal year 2004 through 2009 compared to the number of actual retirements in those years.

**RESPONSE:** Prior to the release of the first Controller Workforce Plan in December 2004, FAA's budget submissions did not include estimated retirements. The FY 2006 budget request was the first to reflect retirement estimates from the Controller Workforce Plan.

The following table provides the information requested.

	2004	2005	2006	2007	2008	Forecast 2009
<b>Estimated Retirements</b>	N/A	N/A	467	700	809	793
<b>Actual Retirements</b>	362	465	583	828		

In FY 2007, there were 828 controller retirements, versus an estimate of 700. Some of the increase was due to the fact that retirement eligible controllers retired and began working for our training contractors. More than 100 retired controllers became contract training instructors in FY07, allowing FAA to retain their valuable expertise to train the next generation of controllers.

**CONTROLLER ATTRITION**

**QUESTION:** In the past, FAA stated that most retirements occur in January (about 20-25 percent of the total year) and retirements through February constitute about 50 percent of the retirements for the year. Has the FAA seen changes in these metrics? What percentage retired in January and February of 2007 and 2008?

**RESPONSE:** Retirements were higher in October/November/December 2007, but that was offset by a decline in January 2008 retirements. The cumulative retirement rate through February is not significantly different from what we experienced in 2007.

The following table provides the requested information:

	FY 2007	Percent of FY 2007 Total	FY 2008	Percent of FY 2008 Forecast
Oct/Nov/Dec Retirements	127	15.3%	166	20.5%
January Retirements	154	18.6%	114	14.1%
February Retirements	71	8.6%	71	8.8%
Cumulative Retirements through February	352	42.5%	351	43.4%

Note: Retirement numbers are by pay period month.

**CONTROLLER ATTRITION**

QUESTION: For each fiscal year 2005 through 2008, how many controllers became supervisors?

RESPONSE: The following table shows all promotions from controllers to Operational Supervisors including the net of temporary promotions\*:

	<b>FY 2005</b>	<b>FY 2006</b>	<b>FY 2007</b>	<b>FY 2008</b>
<b>Supervisors</b>	182	153	266	116 (YTD)

\*Net of temporary promotions is defined as including all controllers who transferred to Operational Supervisor during the fiscal year, less all Operational Supervisors who transferred back to controllers in the same fiscal year.

**CONTROLLER ATTRITION**

QUESTION: Updating the information on page 267 of last year's hearing, on average, what has been the time difference between retirement eligibility and retirement for the controller workforce? Please provide the information for four fiscal years.

RESPONSE: In 2007, controllers retired, on average, 2.9 years after first becoming eligible to retire. This drop from 3.6 years in FY 2006 was expected, and is due primarily to FY 2007 being the peak year for controller retirement eligibility.

	Years
FY2007	2.9
FY2006	3.6
CY2005*	8.5
CY2004	8.5
CY2003	8.3

\* Prior to 2005, the figures included operational Air Traffic Controllers, supervisors and staff support specialists. The figures for FY 2006 and FY 2007 include only members of the 0061 Air Traffic Controller bargaining unit.

**CONTROLLER ATTRITION**

QUESTION: In table format, please provide the percentage of failures at the Academy, the facilities, and a total for the Academy and terminal, for fiscal years 2006, 2007, and estimated in 2008. If the failure rate increased in 2007, why?

RESPONSE: The following table provides the requested information:

	<b>FY 2006</b>	<b>FY 2007</b>	<b>FY 2008</b>
Academy Failure Rate	3.0%	2.0%	1.0% to date
Facility Failure Rate	6.8%	6.9%	2.0% to date
<b>Total Failure Rate</b>	<b>4.7%</b>	<b>4.0%</b>	<b>1.9% to date</b>

**CONTROLLER RETIREMENT WAIVERS**

QUESTION: How many controllers have applied for waivers to work beyond age 56 and how many of those applications have been approved by FAA? Please provide the information by year beginning with fiscal year 2005.

RESPONSE: The FAA published Special Federal Aviation Regulation No. 103 as a final rule, effective on January 7, 2005. After a public comment period and union briefing the procedures were published for employee use in April 2005. Since that date we have processed the following waiver requests:

FISCAL YEAR	APPROVED	DENIED	PENDING	TOTAL
FY 05	5	5	0	10
FY 06	16	11	0	27
FY 07	42	2	0	44
FYTD 08	23	1	16	40
Grand Total	81	14	16	111

**AVERAGE FTE COSTS FOR CONTROLLERS**

QUESTION: Updating the information on page 269 of last year's hearing record, for fiscal year 2008 and 2009 only, what are the average FTE costs for controllers in the NATCA bargaining unit covered by the September 2006 work rules, and how does that compare to the average of all other FAA employees for these two years?

RESPONSE: The average full-time equivalent cost for controllers in the NATCA bargaining unit (0061) is projected to decline to \$161,900 in FY 2008 and \$157,000 in FY 2009, as senior controllers (at grandfathered pay levels) retire and new hires join at the new pay scale.

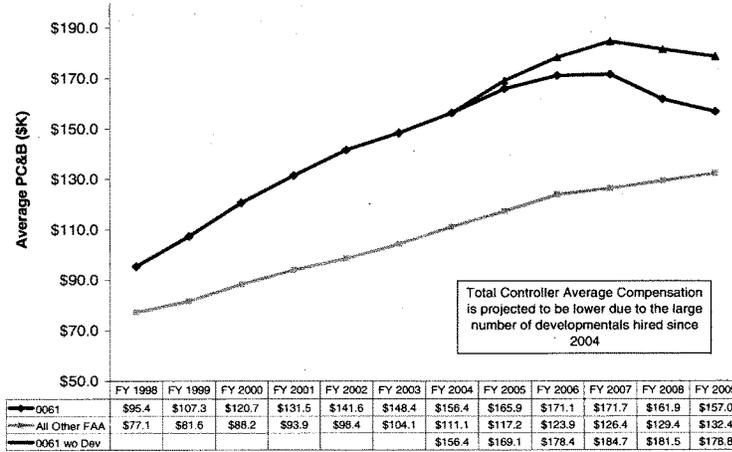
There has been a significant inflow of new controllers into the workforce since FY 2004. This flattened the controller cost growth in FY 2006 and FY 2007, and is projected to lower the total controller average cost in FY 2008 and FY 2009. Excluding the developmental controllers (new hires), from the total controller population, the average FTE cost per controller is projected to decline to \$181,500 in FY 2008 and \$178,800 in FY 2009.

The average FTE cost for all other FAA employees is estimated to increase to \$129,400 for FY 2008 and \$132,400 for FY 2009. As with the controller's numbers, these costs include salary, overtime, premium pay, locality pay, and benefits costs.

**AVERAGE FTE COSTS FOR CONTROLLERS**

QUESTION: Please provide a line chart comparing the average FTE costs for controllers in the NATCA bargaining unit covered by the September 2006 work rules to FTE costs for other FAA employees from 1997 to the present.

RESPONSE: There has been a significant inflow of new controllers into the workforce since FY 2004. This flattened the controller cost growth in FY 2006 and FY 2007, and is projected to lower the total controller average cost in FY 2008 and FY 2009. Excluding the developmental controllers from the total controller population, the average FTE cost per controller is projected to decline to \$181,500 in FY 2008 and \$178,800 in FY 2009.



Note: FY 2008 and FY 2009 figures are projections

**AVERAGE FTE COSTS FOR CONTROLLERS**

QUESTION: Please provide a table listing average FTE costs for controllers in the areas of base salary, controller-in-charge pay, controller incentive pay, overtime, premium pay, and any other benefits. Please provide the information for each fiscal year 2005 through the present.

RESPONSE: The following chart provides average FTE costs in the areas requested:

	<b>FY 2005</b>	<b>FY 2006</b>	<b>FY 2007</b>
Base Salary (including locality	\$113,625	\$117,223	\$114,225
OSI/SCI Lump Sum	0	0	3,124
Controller-in-Charge	739	707	0
Controller Incentive Pay	1,908	1,933	1,542
Overtime	2,992	2,229	3,158
Other Premium Pay	9,301	9,538	9,784
Benefits	37,370	39,459	39,860
<b>TOTAL</b>	<b>\$165,935</b>	<b>\$171,089</b>	<b>171,693</b>

**AVERAGE FTE COSTS FOR CONTROLLERS**

QUESTION: How many controllers received compensation in excess of \$100,000 in fiscal year 2007, and what was the highest level of compensation?

RESPONSE: The number of bargaining unit (0061) controllers with total cash compensation (base pay, locality, and premiums) in excess of \$100,000 in fiscal year 2007 was 10,498, which equals 71 percent of the controller workforce.

The highest level of total cash compensation, for an individual controller, was \$241,583 broken down as follows:

Base Salary (including locality)	\$166,264
Overtime	\$39,299
Other Premium Pay	\$36,020

**AVERAGE FTE COSTS FOR CONTROLLERS**

**QUESTION:** How many controllers received compensation in excess of that received by the FAA Administrator in fiscal year 2007?

**RESPONSE:** In fiscal year 2007, there were 2,066 controllers with cash compensation in excess of \$168,000 (defined as salary plus premiums).

**CONTROLLER TRAINING**

QUESTION: Please provide estimated obligations under the Air Traffic Instructional Services contract for each of the fiscal years 2004 through 2009, updating the information found on page 272 of last year's hearing record.

RESPONSE: Below are the actual and requested obligations under the field Air Traffic Instructional Services contract for each of the fiscal years 2004 through 2009.

<b>Fiscal Year</b>	<b>Amount (\$ in thousands)</b>	<b>Obligation</b>
2004	\$20,963	Actual
2005	\$29,500	Actual
2006	\$34,891	Actual
2007	\$47,233	Actual
2008	\$62,715	Projected
2009	\$71,500	Projected

**CONTROLLER TRAINING**

QUESTION: Please provide a table showing the average training time for controllers for an en-route and terminal facility per year beginning with 2006.

RESPONSE: The following chart provides the requested information:

	<b>FY 2006</b>	<b>FY 2007</b>	<b>FY 2008</b>
En Route Facilities	3.7 yrs.	3.1 yrs.	2.6 yrs.
Terminal Facilities	2.7 yrs.	1.9 yrs.	1.4 yrs.
Total	3.6 yrs.	2.9 yrs.	1.9 yrs.

**CONTROLLER TRAINING**

QUESTION: Please provide information on the percentage of developmentals to CPCs for fiscal years 2006 through 2008.

RESPONSE: The following chart provides the requested information:

	FY 2006	FY 2007	FY 2008
En Route Facilities	18.9%	23.2%	23.9%
Terminal Facilities	11.9%	23.4%	25.0%
System*	15.2%	23.3%	24.5%

\*weighted average of En Route and Terminal

**CONTROLLER TRAINING**

QUESTION: Please list the 10 facilities with the highest percentage of developmental controllers to CPCs. Include the associated percentage next to each facility.

RESPONSE: As of February 2008, the following 10 facilities had the highest ratios in the system. To be consistent with the Controller Workforce Plan, the ratio is calculated as the number of developmentals and CPC-ITs divided by total controllers.

<b>FAC ID</b>	<b>Facility Name</b>	<b>Developmentals + CPC-ITs</b>	<b>Total Controllers</b>	<b>Ratio</b>
CNO	Chino Airport	9	14	64%
TEB	Teterboro Airport	12	24	50%
ILM	Wilmington International Airport	10	21	48%
SRQ	Sarasota/Bradenton Intl Airport	6	13	46%
HLN	Helena Regional Airport	4	9	44%
FAR	Hector International Airport	9	21	43%
PRC	Ernest A. Love Field Airport	8	19	42%
SEE	Gillespie Field Airport	8	19	42%
CAK	Akron Canton Regional Airport	10	24	42%
TOA	Zamperini Field Airport	5	12	42%

**CONTROLLER TRAINING INSTITUTE SCHOOLS**

**QUESTION:** For the two most recent fiscal years, how many controllers have entered FAA Academy after graduating from CTI schools?

**RESPONSE:** All CTI hires attend the FAA Academy. The following are the number of CTI graduates that have been hired in the last two fiscal years:

FY 2007 – 1,019

FY 2008 – 301 (as of February 29)

**CONTROLLER TRAINING INSTITUTE SCHOOLS**

QUESTION: In 2007, FAA expanded the number of CTI schools. How many new schools were added?

RESPONSE: The FAA added nine new CTI schools in FY 2007. They are:

Arizona State University	Mesa, AZ
Community College of Baltimore County	Baltimore, MD
Florida Community College	Jacksonville, FL
Green River Community College	Auburn, WA
Kent State University	Kent, OH
Lewis University	Romeoville, IL
Metropolitan State College of Denver	Denver, CO
Middle Georgia College	Cochran, GA
University of Oklahoma	Norman, OK

### **CONTROLLER TRAINING INSTITUTE SCHOOLS**

**QUESTION:** On what criteria were the new schools chosen?

**RESPONSE:** A school must meet the following criteria to be eligible to apply for participation in the Air Traffic Collegiate Training Initiative (AT-CTI) Program:

- Be a degree-granting, not-for-profit, 2- or 4-year, post secondary educational school with regional or equivalent national accreditation;
- Be recognized by the Commission on Recognition of Postsecondary Accreditation or equivalent;
- Currently offer a non-engineering aviation degree; and
- Be willing to complete the certification process and adhere to the program participation requirements.

The certification process includes submission of an application and participation in a site visit.

Each school prepares an application package and is scored in accordance with the AT-CTI Program Evaluation Model. The model functions as a weighted evaluation tool, identifying the success factors for schools within the AT-CTI Program.

**CONTROLLER TRAINING INSTITUTE SCHOOLS**

QUESTION: Please list the CTI schools and their locations.

RESPONSE: The following is a list of CTI Schools and their locations:

<b>School</b>	<b>Location</b>
Arizona State University	Mesa, AZ
Community College of Baltimore County	Baltimore, MD
Community College of Beaver County	Beaver Falls, PA
Daniel Webster College	Nashua, NH
Dowling College	Shirley, NY
Embry-Riddle Aeronautical University	Daytona Beach, FL
Florida Community College	Jacksonville, FL
Green River Community College	Auburn, WA
Hampton University	Hampton, VA
Inter American University of Puerto Rico	Bayamon, PR
Kent State University	Kent, OH
Lewis University	Romeoville, IL
Metropolitan State College of Denver	Denver, CO
Miami Dade County College	Homestead, FL
Middle Georgia College	Cochran, GA
Middle Tennessee State University	Murfreesboro, TN
Minneapolis Community and Technical College	Eden Prairie, MN
Mount San Antonio	Walnut, CA
Purdue University	West Lafayette, IN
University of Alaska	Anchorage, AK
University of North Dakota	Grand Forks, ND
University of Oklahoma	Norman, OK
Vaughn College of Aeronautics	Flushing, NY

**SUPERVISOR WORKFORCE**

QUESTION: In table format, please provide for each fiscal year 1999 to the present, the number of supervisors on board, the number of controllers on board, and the controller-to-supervisor ratio.

RESPONSE: The following table provides the information requested.

	<b>AOB</b>	<b>SUPS</b>	<b>RATIO</b>
FY 1999	15,061	1,967	7.7:1
FY 2000	15,153	1,897	8.0:1
FY 2001	15,233	1,726	8.8:1
FY 2002	15,478	1,609	9.6:1
FY 2003	15,691	1,582	9.9:1
FY 2004	14,934	1,727	8.6:1
FY 2005	14,540	1,801	8.1:1
FY 2006	14,618	1,787	8.1:1
FY 2007	14,874	1,788	8.3:1
FY 2008*	14,822	1,800	8.2:1

\* Year to date as of 02/16/08

**SUPERVISOR WORKFORCE**

**QUESTION:** For each fiscal year 2006, 2007, and 2008, how many controllers became supervisors?

**RESPONSE:** The following table shows all promotions from controllers to Operational Supervisors including the net of temporary promotions\*:

	<b>FY 2006</b>	<b>FY 2007</b>	<b>FY 2008</b>
Controllers to Ops Sups	153	266	116 (YTD)

\*Net of temporary promotions is defined as including all controllers who transferred to Operational Supervisors during the fiscal year, less all Operational Supervisors who transferred back to controllers in the same fiscal year.

**INSPECTORS**

**QUESTION:** Please provide a table similar to the one on page 277 of last year's hearing record, showing, by office (flight standards, AIR certification, and repair) the beginning level of inspectors, level of attrition, number of new hires, and end of year inspector level for each fiscal year 2005 through 2009.

**RESPONSE:** The attached table provides information on inspectors as well as pilots, engineers, chief scientific technical advisors (CSTAs), safety technical specialists, and operational support personnel that are all important to the successful accomplishment of FAA's safety mission in Flight Standards and Aircraft Certification.



**INSPECTORS**

**QUESTION:** What percentage of inspectors is eligible to retire within the next ten years?

**RESPONSE:** As of March 2008, 66 percent of the current ASI workforce would be eligible for retirement within ten years. This retirement percentage is equal to 2,679 inspectors out of our current onboard staffing level of 4,065. The inspector retirement eligibility dates range from February 1984 through March 2018.

Our historic retirement rate is 6.6 percent per year, so our planning reflects anticipated retirement of 268 inspectors per year for a total of 2,679 over the next 10 years.

**INSPECTORS**

**QUESTION:** What has the annual inspector attrition rate been for each of the last two fiscal years?

**RESPONSE:** The inspector attrition rate for the last two fiscal years was approximately eight percent. Although AVS does not project a substantial change in the attrition rate in the near term, based on newly developed inspector recruitment and retention methods we are projecting a decline in attrition to approximately six percent by FY 2013.

**INSPECTORS**

**QUESTION:** On average, what has been the time difference between retirement eligibility and retirement for the inspector workforce? Please provide the information for four fiscal years.

**RESPONSE:** The table below shows the average number of years between retirement eligibility and retirement for the inspector workforce. FY 2008 data is through February 29, 2008.

<b>Year Eligible</b>	<b>Average # of Years</b>
FY05	3.7
FY06	3.9
FY07	4.1
FY08	3.8

**FLIGHT SERVICE STATIONS**

QUESTION: In table format, please provide the total amount for flight service stations for each fiscal year 2006 through 2009.

RESPONSE: The contract costs between the FAA and Lockheed Martin for flight service stations are as follows:

<b>Fiscal Year</b>	<b>Contract Cost</b>
2006	\$330.7M
2007*	\$233M
2008*	\$212M
2009*	\$172M

\* Reflects the contract costs after the recent settlement agreement.

**FLIGHT SERVICE STATIONS**

**QUESTION:** What is the total savings achieved from contracting out flight service stations for 2008 and expected in 2009?

**RESPONSE:** The FY 2009 budget assumes \$14.8 million in savings and an additional savings of \$51.7 in FY 2008. The agency's anticipated savings for the Automated Flight Service Station (AFSS) Program were based on the Lockheed Martin contract funding profile. The contract was front-loaded to cover development and transition. Each year, the cost of the contract declines by a graduated amount so the annual savings are different. We continue to expect savings (including the \$51.7 million and \$14.8 million referenced above) and cost avoidances resulting from the AFSS Program of at least \$2.1 billion in capital and labor over a 13-year period.

## OVERSEAS PERSONNEL

QUESTION: Please update the listing of FAA personnel stationed overseas shown on pages 280 through 282 of last year's hearing record.

RESPONSE: The information follows:

City	Country	Position Title	Plan	Series	Grade
Kabul	Afghanistan	Program Manager	FV	0340	K
Brussels	Belgium	Office Director	EV	0340	2
		FAA Representative	FV	0130	K
		Administrative Asst.	FSN		
		Executive Officer	FV	0301	K
		Administrative Asst.	FSN		
		Administrative Asst.	FSN		
		Administrative Clerk	FSN		
		Asst. Chief Counsel	FV	0905	K
		Certification Mgr	FV	2186	K
		Administrative Asst.	FSN		
		Aerospace Engineer	FG	0861	14
		Aerospace Engineer	FG	0861	14
		Aerospace Engineer	FG	0861	14
		Senior ADP Network Analyst	FSN		
		Intl Tech Asst. Mgr.	FV	2186	K
Air Traffic Manager	FV	2152	K		
Air Traffic Officer	FV	2152	K		
Montreal	Canada	ANC Commissioner	FV	0130	L
Beijing	China	FAA Representative	FV	0130	K
		Assistant	PSA		
		Civil Aviation Specialist	PSA		
		Aerospace Engineer	FG	0861	14
		Aviation Safety Inspector	FG	1825	14
Shanghai	China	Administrative Asst.	PSA		
		Certification Manager	FV	2186	K
		Aerospace Engineer	FG	0861	14
		Aerospace Engineer	FG	0861	14
		Flight Test Pilot	FG	0861	14

		Administrative Assistant	FSN		
Paris	France	FAA Representative	FV	0130	K
		Administrative Asst.	FSN		
Frankfurt	Germany	ASI, Manager	FV	1825	K
		ASI, Asst. Manager	FV	1825	K
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		LAN Administrator	PSA		
		Administrative Asst.	PSA		
		Receptionist	PSA		
		Aviation Safety Asst.	PSA		
		Aviation Safety Asst.	PSA		
		Aviation Safety Asst.	PSA		
New Delhi	India	FAA Representative	FV	0130	K
		Civil Aviation Specialist	PSA		
		Administrative Asst.	PSA		
Baghdad	Iraq	FAA Advisor	FV		K

Tokyo	Japan	FAA Representative	FV	0130	K
		Administrative Clerk	FSN		
		Civil Aviation Specialist	FSN		
Moscow	Russia	FAA Representative	FV	0130	K
		Civil Aviation Specialist	FSN		
Dakar	Senegal	FAA Representative	FM		15
		Secretary	PSA		
Singapore	Singapore	Office Director	SES		
		Executive Officer	FG	0301	9
		ATO Asia Pacific Rep.	FV		K
		Administrative Assistant	PSA		
		FAA Representative	FV	0130	K
		Staff Asst.	FV		E
		Civil Aviation Specialist	FSN		10
		Manager, IFO	FV		K
		Administrative Clerk	FSN		6
		Administrative Asst.	PSA		
		Aviation Safety Inspector	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		Administrative Asst.	FSN		
		Computer Mgt. Specialist	FSN		10
		Computer Operator	FSN		7
Abu Dhabi	UAE	FAA Representative	FV	0130	K
		Administrative Asst.	PSA		
London	United Kingdom	FAA Representative	FV	0130	K
		Administrative Asst.	PSA		
		ASI, Manager	FV	1825	K
		ASI, Deputy Manager	FG	1825	14

		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	13
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		ASI	FG	1825	14
		LAN Administrator	FSN		
		Administrative Asst.	FSN		
		Administrative Clerk	FSN		
Brasilia	Brazil	FAA Representative	FV	0130	K
		Administrative Asst.	PSA		

***Acronyms Used:***Titles:

ATC air traffic control  
LAN local area network  
ASI aviation safety inspector

Pay Plan:

FSN – foreign service national  
(overseas direct hire)  
EV/FG/FV/AT – FAA equivalent to  
general schedule (U.S. direct  
hire)  
PSA – personal services contractor  
(overseas hire-US or FN)

**OVERSEAS PERSONNEL**

**QUESTION:** Please update the information on overseas FAA offices shown on pages 283 through 286 of last year's hearing record.

**RESPONSE:** The information follows:

**ABU DHABI**

Title of office: FAA Representative

Person in charge: Roy Barnett

Personnel assigned: 2 (1 US Hire)

Address: American Embassy – Abu Dhabi  
Embassies District, Plot 38, Sector W59-02  
Street No. 4  
Abu Dhabi  
United Arab Emirates

**BAGHDAD**

Title of office: Senior Transportation Officer

Person in charge: Kathryn Vernon

Personnel assigned: 1 (1 US Hire)

Address: American Embassy – Baghdad  
APO AE 09316  
Baghdad  
Iraq

**BELJING**

Title of office: FAA Representative

Person in charge: Christopher Metts

Personnel assigned: 3 (1 US Hire)

Aircraft Certification Office (FAA/AIR-BJS)

Person in charge: Daniel Kutz

Personnel assigned: 3 (2 US Hires)

Address: Federal Aviation Administration  
Qi Jia Yuan Diplomatic Compound 7-5-51  
No. 9 Jian Wai Da Jie  
Beijing, China 100600

**BRASILIA**

Title of office: FAA Representative  
Person in charge: Sharon Walloopillai  
Personnel assigned: 2 (1 US Hire)  
Address: Federal Aviation Administration  
c/o American Embassy  
SES Av. Das Nacoes  
Quadra 801 Lote 03  
Brasilia, DF 70403-900

**BRUSSELS**

Title of office: Europe and Middle East Office (FAA/AEU)  
Person in charge: Anthony Fazio, Director  
Personnel assigned: 8 (3 US Hire)

Office of Assistant Chief Council (FAA/AEU-7)  
Person in charge: Mark Bury  
Personnel assigned: 1 (1 US Hire)

Aircraft Certification Office (FAA/AEU-100)  
Person in charge: Frederick Stellar  
Personnel assigned: 5 (4 US Hires)

Air Traffic Organization Field Office (FAA/AEU-500)  
Person in charge: Daniel Vaca  
Personnel assigned: 3 (3 US Hires)

Address for all Brussels offices:  
Federal Aviation Administration  
c/o American Embassy  
27 Blvd du Regent  
B-1000 Brussels Belgium

**DAKAR**

Title of office: FAA Representative

Person in charge: Moira Keane

Personnel assigned: 2 (1 US Hire)

Address: FAA  
c/o American Embassy  
Boite Postale 49  
Avenue Jean XXIII  
Dakar Senegal

**FRANKFURT**

Title of office: Flight Standards International Field Office (IFO)

Person in charge: Terry L. Graham

Personnel assigned: 33 (27 US Hire)

Address: Frankfurt International Field Office  
PSC 115, Box 1026  
APO, AE 09213-0115

**KABUL**

Title of office: Afghanistan Civil Aviation Assistance Team

Person in charge: Chuck Friesenhahn

Personnel Assigned: 1 (1 US Hire)

Address: Federal Aviation Administration  
Wazir Akbar Khan Mina  
Kabul, Afghanistan

**LONDON**

Title of office: FAA Representative

Person in charge: Christopher Barks

Personnel assigned: 2 (1 US Hire)

Title of office: Flight Standards International Field Office (IFO)

Person in charge: Roberto Gonzalez

Personnel assigned: 17 (14 US Hire)

Address for the above offices:

Federal Aviation Administration  
c/o American Embassy  
24 Grosvenor Square  
London W1A 1AE United Kingdom

**MONTREAL**

Title of office: U.S. Deputy Representative - ICAO

Person in charge: Stephen Creamer

Personnel assigned: 1 (1 US Hire)

Address: Federal Aviation Administration  
U.S. Mission to ICAO  
999 University Street, Suite 14.10  
Montreal, Quebec, Canada H3C 5J9

**MOSCOW**

Title of office: FAA Representative

Person in charge: Brian Staurseth

Personnel assigned: 2 (1 US Hire)

Address: Federal Aviation Administration  
American Embassy  
Novinskii Bulvar 19/23  
Moscow, Russia 121009

**NEW DELHI**

Title of office: FAA Representative

Person in charge: Randall Fiertz

Personnel assigned: 3 (1 US Hire)

Address: Federal Aviation Administration  
c/o American Embassy  
Shantipath  
New Delhi, India 110021

**PARIS**

Title of office: FAA Representative

Person in charge: Lirio Liu

Personnel assigned: 2 (1 US Hire)

Address: Federal Aviation Administration  
c/o American Embassy  
2 Avenue Gabriel  
75382 Paris Cedex 08  
France

**SINGAPORE**

Title of office: Asia-Pacific Office (FAA/APC)

Person in charge: *Vacant*, Director  
Personnel assigned: 7 (5 US Hires)

Title of office: Flight Standards (IFO) Office – Mike Daniel  
Personnel assigned: 20 (15 US Hire)  
Address: American Embassy  
FAA Asia & Pacific Office  
27 Napier Road  
Singapore 258508

**SHANGHAI**

Title of office: Aircraft Certification Office (FAA/AIR-BJS)  
Person in charge: Patrick Power  
Personnel assigned: 5 (4 US Hire)  
Address: Federal Aviation Administration  
Rm 3206-3207, Maxdo Center, No 8 Xingyi Rd, Shanghai, China  
200336,

**TOKYO**

Title of office: FAA Representative  
Person in charge: Carl Strombom  
Personnel assigned: 3 (1 US Hire)  
Address: FAA-Federal Aviation Administration  
U.S. Embassy - Tokyo  
1-10-5, Akasaka  
Minato-ku, Tokyo  
Japan 107-8420

**OPERATIONAL ERROR STATISTICS**

QUESTION: Please update the statistics on operational errors found on page 296 of last year's hearing record by providing data for Fiscal Years 2002-2007.

RESPONSE: The chart below has been updated to provide the statistics on operational errors for fiscal years 2002-2007.

FY	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Total
2002	104	91	66	87	66	109	110	94	87	85	84	78	1,061
2003	98	79	64	69	85	99	106	109	106	134	134	102	1,185
2004	98	91	78	74	79	91	77	100	114	125	109	112	1,148
2005	114	121	98	89	215	149	91	104	116	131	129	131	1,488
2006	125	114	108	93	119	109	106	114	111	115	124	95	1,333
2007	127	112	76	82	93	120	132	115	136	127	161	115	1,396

**OPERATIONAL ERROR STATISTICS**

QUESTION: Please update the data on operational errors by en route center found on page 296 of last year's hearing record.

RESPONSE: The following table breaks down operational errors at en route facilities as a rate of occurrence per million operational activities for FY's 2002 through 2007.

Operational Errors  
(Errors per million activities)

Facility	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007
ZAB	9.8	9.4	9.7	6.8	11.0	12.6
ZAN	13.6	12.2	4.9	11.1	1.7	5.2
ZAU	23.4	26.4	18.4	15.7	10.5	12
ZBW	8.9	16.2	18.4	18.5	14.2	15.7
ZDC	23.5	18.4	14.5	22.1	25.4	25.8
ZDV	18.5	11.3	12.1	10.4	8.6	8
ZFW	17.2	21.8	13.5	16.7	15.4	17.9
ZHU	7.1	11.1	9.1	5.6	7.6	7.7
ZID	24.9	20.2	17.8	21.3	16.2	15.2
ZJX	12.5	15.6	13.5	13.7	13.1	16.1
ZKC	12.7	9.7	8.3	10.5	8.8	9.7
ZLA	14	16.4	15.4	13.6	19.1	22.1
ZLC	7.3	10.1	9.3	7.1	7.9	9.2
ZMA	11.1	15.2	17.2	16.3	14.9	11.9
ZME	17.4	16.8	16.6	15.5	14.9	20
ZMP	5.9	13.7	4.2	7.9	2.9	4.8
ZNY	16	17.2	19.5	17.8	20.7	18.7
ZOA	13.8	8.8	15.4	5.3	10.5	7.6
ZOB	22.6	14.5	16.8	17.7	13.5	11.7
ZSE	1.6	3.9	4.6	3.1	5.4	3
ZTL	20.9	22.3	21.9	26.8	22.7	19.2

**OPERATIONAL ERROR STATISTICS**

**QUESTION:** The FAA stated in last year's questions for the record that the Traffic Analysis and Review Program (TARP) is an automated software prototype that will depict air traffic control separation conformance, expected to begin operation implementation in the terminal environment by April 30, 2007, and in the en route environment by September 30, 2007. What is the status of fielding the TARP?

**RESPONSE:** Implementation of TARP in the terminal environment has begun. TARP Phase 1 Implementation, in which TARP is used to automatically audit system performance and identify potential operational errors, was completed at five terminal facilities. The facilities are South Bend, IN; Bradley, CT; Portland, OR; Indianapolis, IN; and El Paso, TX. TARP implementation has also begun at six additional terminal facilities. Implementation at 13 more terminal facilities will begin by September 30, 2008.

For the en route environment, the 2007 goal was to complete development of the next generation safety performance measurement tool by September 30, 2007. Initial software development for the en route version of TARP is complete. However, since the en route environment currently has an automated tool to depict separation conformance, the operational error detection program (OEDP), the deployment waterfall schedule and FAA resources have been refocused. Our focus now is to deploy TARP in the terminal environment first, where no such capability exists. Therefore implementation at the first five en route facilities is now scheduled to begin by September of 2009.

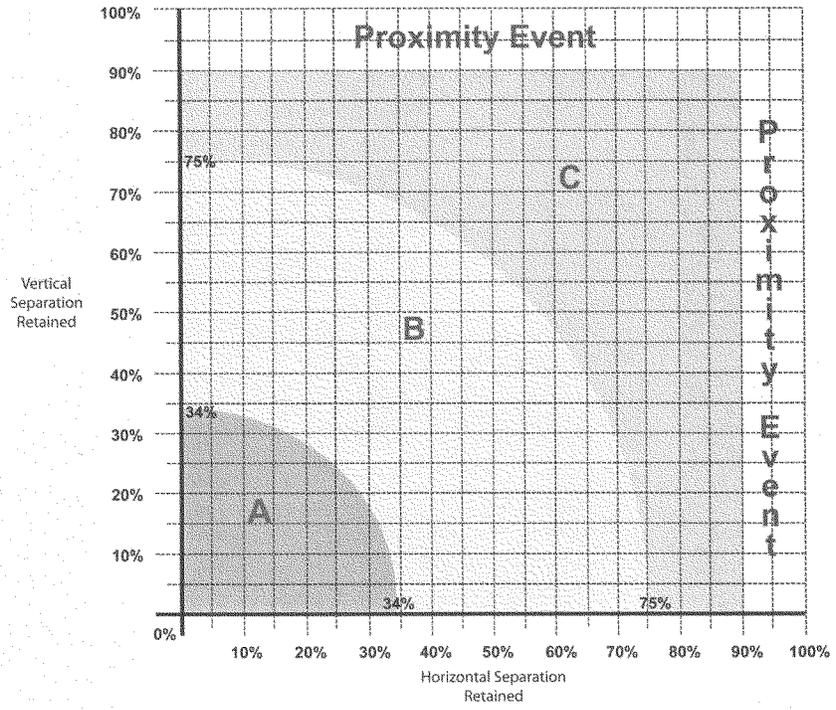
**OPERATIONAL ERROR STATISTICS**

**QUESTION:** In addition, the FAA stated that it was in the process of developing a new metric that is more representative of collision risks in the NAS. What is the status of this?

**RESPONSE:** Before October 2007, the FAA used five criteria to determine the severity of an error and categorize the error as A,B,C, or D. One of the criteria used was particularly subjective and could result in inappropriate safety conclusions.

Beginning in October 2007, the FAA transitioned to a more objective measure for categorizing operational errors. The new measurement process measures separation conformance by using the percent of required separation that was maintained to classify the severity of the operational error as Category A, B, or C. An additional loss of separation category was created to classify minor violations of the separation standard, these are referred to as Proximity Events. For example, if only 25% of horizontal separation was maintained and only 25% of vertical separation was maintained, then this would be categorized as a Category B error (see chart below).

When the separation conformance is measured in combination with the number of operations, it creates a reliable rate-based measure of safety. Further, the new measurement system minimizes the number of subjective criteria used to determine the outcome, and allows for better analysis of same category events -- all of which enhance safety conclusions. With these changes we now measure the proximity between two aircraft that best characterizes the actual risk of collision.



**RUNWAY INCURSION STATISTICS**

QUESTION: Please update the data shown on page 300 of last year's hearing record on Type A and Type B runway incursions by providing data for fiscal year 2001 through the most recent year that data are available.

RESPONSE: The chart below has been updated to provide Type A and Type B runway incursion data from FY 2001 to the most recent year available (FY 2007).

<b>Types A&amp;B Runway Incursions</b>				
<b>Reports</b>	<b>Operational Errors</b>	<b>Pilot Deviations</b>	<b>Vehicle/ Pedestrian Deviations</b>	<b>Total Runway Incursions</b>
2001	14	34	5	53
2002	8	20	9	37
2003	9	14	9	32
2004	11	14	3	28
2005	16	9	4	29
2006	10	18	3	31
2007	10	11	3	24

**RUNWAY INCURSION STATISTICS**

QUESTION: Please update the statistics showing the number of runway incursions by level of severity found on page 300 of last year's hearing record.

RESPONSE: The number of runway incursions by level of severity that occurred in fiscal year 2007 is shown below.

**Severity Level of Runway Incursions - FY 2007**

Severity Level	A	B	C	D
Number of Runway Incursions	17	7	49	297

### RUNWAY INCURSION STATISTICS

QUESTION: Please provide a listing, by facility, showing the number of runway incursions in the most severe categories (A and B).

RESPONSE: The following chart shows the number of runway incursions in the most severe categories (A and B) by facility in FY 2007.

Runway Incursions by Facility

ID	Airport Name	Level A	Level B
ADW	Andrews AFB, MD	1	
APC	Napa Airport, CA	1	
BHM	Birmingham Intl, AL	1	
DAB	Daytona Beach Intl, FL	1	
DEN	Denver Intl, CO	2	
FAT	Fresno Yosemite Intl, CA		1
FLL	Fort Lauderdale/Hollywood Intl, FL	1	
HLN	Helena Regional, MT		1
LAX	Los Angeles Intl, CA		2
LGB	Long Beach/Daugherty Field, CA		1
LHD	Lake Hood SPB, Anchorage, AK	1	
MDW	Chicago Midway Intl, Chicago, IL	1	
MYF	Montgomery Field, San Diego, CA	1	
ORD	Chicago O'Hare Intl, IL	1	
RBD	Dallas Executive Airport, Dallas, TX	1	
ROC	Greater Rochester Intl, Rochester, NY		1
SBN	South Bend Regional, IN	1	
SFO	San Francisco Intl, CA	1	
STT	Cyril E King Airport, Charlotte Amalie, VI	1	
TEB	Teterboro Airport, NJ	1	
TMB	Kendall-Tamiami Executive Airport, Miami, FL		1
TOA	Zamperini Field, Torrance, CA	1	

**COMMERCIAL SPACE TRANSPORTATION**

QUESTION: Please update the list of positions in the Office of Commercial Space Transportation found on page 302 of last year's hearing record.

RESPONSE: As of March 12, 2008 the positions in the Office of Commercial Space Transportation were as follows:

<b>Position Title</b>	<b>Pay Plan, Series, Grade</b>	<b>Salary</b>
Associate Administrator (Vacant)	EV-0301-1	\$172,200
Deputy Associate Administrator	EV-0340-2	\$172,200
Management and Program Analyst	FV-0343-K	\$145,444
Senior Technical Advisor (Vacant)	FV-0861-K	\$120,004
Attorney Advisor	FG-0905-15	\$138,383
Special Assistant for External Affairs	FV-0301-J	\$130,726
Program Manager	FV-0340-J	\$123,366
Special Assistant for Program and Planning	FV-0301-J	\$99,543
Computer Specialist	FV-0334-I	\$93,384
Aerospace Engineer	FV-0861-I	\$88,215
Management and Program Analyst	FV-0343-G	\$64,717
Staff Assistant	FV-0301-G	\$66,175
Staff Assistant	FV-0301-F	\$52,015
Supervisory, Technical Management Analyst	FV-0301-K	\$132,647
Supervisory Technical Management Analyst	FV-0301-K	\$137,528
Aerospace Engineer	FV-0861-K	\$151,636
Aerospace Engineer	FV-0861-K	\$133,199
Program Analyst	FV-0343-J	\$126,706
Aerospace Engineer	FV-0861-J	\$119,416
Transportation Industry Analyst	FV-2110-J	\$112,891
Aerospace Engineer (Vacant)	FV-0861-J	\$105,856
Environmental Specialist	FV-0028-J	\$99,543
Transportation Industry Analyst	FV-2110-I	\$93,708
Transportation Industry Analyst	FV-2110-H	\$71,563
Transportation Industry Analyst (Vacant)	FV-2110-H	\$69,563

Environmental Specialist (Vacant)	FV-0028-H	\$69,563
Secretary	FV-0318-E	\$46,430
Supervisory, Aerospace Engineer	FV-0861-L	\$156,109
Supervisory Aerospace Engineer (Vacant)	FV-0861-K	\$120,004
Senior Technical Advisor	FV-0861-K	\$136,625
Aerospace Engineer	FV-0861-K	\$128,133
Aerospace Engineer	FV-0861-J	\$128,654
General Engineer	FV-0801-J	\$123,824
Aerospace Engineer	FV-0861-J	\$120,773
General Engineer	FV-0861-J	\$111,683
Aerospace Engineer	FV-0861-J	\$110,856
Aerospace Engineer	FV-0861-J	\$109,077
General Engineer	FV-0801-I	\$100,736
Aerospace Engineer	FV-0861-I	\$107,827
Aerospace Engineer	FV-0861-I	\$97,633
Aerospace Engineer	FV-0861-I	\$88,219
Aerospace Engineer	FV-0861-H	\$70,568
Aerospace Engineer	FV-0861-G	\$53,904
Aerospace Engineer	FV-0861-G	\$55,456
Aerospace Engineer	FV-0861-G	\$51,569
Aerospace Engineer	FV-0861-G	\$47,378
Secretary	FV-0318-E	\$52,903
Supervisor Aerospace Engineer	FV-0861-K	\$148,764
Supervisor Aerospace Engineer	FV-0861-K	\$132,436
Aerospace Engineer	FV-0861-J	\$126,196
Aerospace Engineer	FV-0861-J	\$113,591
Transportation Safety Analyst	FV-0301-J	\$110,983
Aerospace Engineer	FV-0861-J	\$107,551
Aerospace Engineer	FV-0861-J	\$106,516
Aerospace Engineer	FV-0861-J	\$102,847
Aerospace Engineer (Vacant)	FV-0861-J	\$101,516
Aerospace Engineer (Vacant)	FV-0861-J	\$101,516
Aerospace Engineer	FV-0861-J	\$99,543
Aerospace Engineer	FV-0861-I	\$96,236
Training Instruction Specialist	FV-1712-I	\$94,031
Aerospace Engineer	FV-0861-I	\$91,236
Aerospace Engineer (Vacant)	FV-0861-I	\$91,236
Aerospace Engineer (Vacant)	FV-0861-H	\$68,568

542

Aerospace Engineer	FV-0861-G	\$56,888
Aerospace Engineer	FV-0861-G	\$53,717
Aerospace Engineer (Vacant)	FV-0861-G	\$52,717
Secretary	FV-0318-E	\$57,180

Salary reflects both base and locality pays.

**COMMERCIAL SPACE TRANSPORTATION**

QUESTION: Please provide statistics on the number of commercial space launches for each of the past six years.

RESPONSE:

<b>FY</b>	<b>Worldwide Commercial Orbital Launches</b>
2002	20
2003	10
2004	16
2005	13
2006	21
2007	22

Note: Includes internationally competed orbital launches

**COMMERCIAL SPACE TRANSPORTATION**

QUESTION: Please provide a table showing the FAA-licensed launches since 2001.

RESPONSE:

FY	FAA-licensed Orbital	FAA-licensed Suborbital	Total
<b>2001</b>	<b>5</b>	<b>1</b>	<b>6</b>
<b>2002</b>	<b>7</b>	<b>1</b>	<b>8</b>
<b>2003</b>	<b>8</b>	<b>0</b>	<b>8</b>
<b>2004</b>	<b>9</b>	<b>4</b>	<b>13</b>
<b>2005</b>	<b>5</b>	<b>1</b>	<b>6</b>
<b>2006</b>	<b>7</b>	<b>0</b>	<b>7</b>
<b>2007</b>	<b>4</b>	<b>0</b>	<b>4</b>

**COMMERCIAL SPACE TRANSPORTATION**

**QUESTION:** What is the unobligated balance associated with the commercial space program?

**RESPONSE:** For fiscal year 2007, Commercial Space Transportation closed the year with an unobligated balance of \$436,942.

**ADVISORY COMMITTEES**

QUESTION: Please update the information on FAA's advisory committees shown on page 313 of last year's hearing record.

RESPONSE: The information follows:

FAA Advisory Committees

<b>Name</b>	<b>Purpose</b>	<b>FY 2009 Estimate</b>
Air Traffic Procedures Advisory Committee	Reviews air traffic control procedures and practices.	\$60,000
RTCA, Inc., (Utilized as an Advisory Committee)	Advances the art and science of aviation and aviation electronic systems.	\$400,000
Aviation Rulemaking Advisory Committee	Provides advice and recommendations on FAA's rulemaking activities.	\$45,000
Research, Engineering, and Development Advisory Committee	Provides advice on aviation research needs.	\$200,000
Commercial Space Transportation Advisory Committee	Provides advice on all aspects of U.S. commercial space transportation activities.	\$35,000
Performance-Based Aviation Rulemaking Committee	Provides a forum to discuss U.S. flight operations criteria and produce U.S. consensus positions for global harmonization	\$20,000
National Parks Overflights Advisory Group Aviation Rulemaking Committee	Provide continuing advice and counsel to the Administrator of the FAA and the Director of the National Parks Service with respect to FAA regulations governing commercial air tour operations over and near national parks.	\$44,000
Part 129 Aviation Rulemaking Committee	Provide a forum for the FAA and the foreign air carrier industry to discuss issues surrounding foreign air carriers operations in the U.S. and the operation of U.S. registered aircraft worldwide.	\$155,000
Automatic Dependent Surveillance-Broadcast	Provide a forum for the U.S. aviation community to discuss and review a	\$25,000

(ADS-B) Aviation Rulemaking Committee	NPRM for ADS-B, formulate recommendations on presenting and structuring an ADS-B mandate, and consider additional actions that may be necessary to implement those recommendations.	
Takeoff/Landing Performance Assessment Aviation Rulemaking Committee	Provide a forum for U.S. aviation community to discuss the landing performance assessment methods provided in SAFO 06012. Additionally, takeoff performance for contaminated runway operations and issues relevant to part 139, Certification of Airports, will be discussed. These discussions will be focused on turbine powered aircraft including both turbojet and turboprop airplanes operated under parts 121, 135, 125, and 91 subpart K.	\$40,000
<b>Total</b>	.....	\$1,024,000

The following rulemaking committees shown last year were terminated:

- Voluntary Safety Information Sharing Aviation Rulemaking Committee
- Age 60 Aviation Rulemaking Committee
- New York Aviation Rulemaking Committee (established in September 2007 and terminated in December 2007; estimated cost \$50,000)
- Aviation Safety and Health Partnership Program Aviation Rulemaking Committee
- Amateur Built Aircraft Aviation Rulemaking Committee
- Certified Design Organization (CDO) Aviation Rulemaking Committee

**CONTRACT TOWER PROGRAM**

QUESTION: How much funding is included in the fiscal year 2009 budget request to run the contract tower (base) program, what is the average cost per tower, and how does that compare to fiscal year 2008? Please provide the requested information in thousands of dollars.

RESPONSE: For FY 2009, \$109,079 thousand is included in the President's budget request to run the contract tower (base) program. The average cost per tower in FY 2009 will be \$440 thousand compared to \$426 thousand in FY 2008.

The total cost to operate the base and cost share programs is \$117,774 thousand. The average cost per tower in FY 2009 will be \$475 thousand compared to \$461 thousand in FY 2008.

**CONTRACT TOWER COST-SHARING PROGRAM**

QUESTION: How much funding is included in the fiscal year 2009 budget request for the contract tower cost-share program and how does that compare to fiscal year 2008? Please provide the requested information in thousands of dollars.

ANSWER: The FY 2009 budget request includes \$8.695 million for the contract tower cost share program, as compared to \$8.500 million in FY 2008.

**CONTRACT TOWER COST-SHARING PROGRAM**

QUESTION: How many new cost-share towers are assumed in fiscal year 2009?

RESPONSE: We have assumed no new cost shares for FY 2009.

**CONTRACT TOWER COST-SHARING PROGRAM**

QUESTION: Updating the information on page 316 of last year's hearing record, please list the locations in the contract tower cost-sharing program for fiscal year 2008 and provide relevant statistics on the federal and local cost shares at each location.

RESPONSE: The following chart provides the information requested.

<b>FY 2008 Cost Share Sites</b>	<b>Federal Share</b>	<b>Local Airport Share</b>
Williamsport Regional Airport, Williamsport, PA	\$159,984.00	\$239,976.00
Lebanon Municipal Airport, Lebanon, NH*	\$369,332.00	\$11,422.65
Morgantown Municipal, WV*	\$309,047.00	\$34,338.60
Waterbury-Oxford, CT*	\$352,116.00	\$26,503.33
Westmoreland County Airport, Latrobe, PA*	\$248,789.00	\$62,197.20
Ardmore, OK	\$295,211.22	\$36,486.78
Rogers Municipal Airport, Rogers, AR	\$274,004.52	\$123,103.48
Spinks, Ft Worth, TX	\$480,612.24	\$168,863.76
Springdale, AR	\$299,784.24	\$70,319.76
Donaldson Center Airport, Greenville, SC*	\$269,196.00	\$94,582.54
Fayetteville (Drake Field), AR*	\$347,730.00	\$26,173.21
Grand Strand Airport, Myrtle Beach, SC*	\$399,776.00	\$44,419.60
Smith Reynolds Airport, Winston-Salem, NC*	\$312,216.00	\$68,535.18
Columbus, IN*	\$222,732.00	\$70,336.32
Bloomington, IN	\$153,312.50	\$153,312.50
Eau Claire, Chippewa Valley WI	\$275,100.00	\$117,900.00
Garden City Regional Airport, Garden City, KS	\$172,704.00	\$135,696.00
Gary Regional Airport, Gary, IN	\$385,536.30	\$24,608.70
Grand Island Central Nebraska, NE	\$225,876.12	\$79,361.88
Jackson, MI	\$326,952.50	\$57,697.50
Jefferson City Airport, Jefferson City, MO	\$300,252.42	\$84,686.58
Joplin Regional Airport, Joplin, MO	\$154,962.18	\$94,976.82
Muncie Municipal Airport, Muncie, IN	\$176,820.11	\$199,392.89

Sawyer International Airport, Gwinn, MI	\$361,480.32	\$15,061.68
Williamson County, IL	\$202,392.30	\$104,262.70
Hawthorne, CA*	\$429,156.00	\$22,587.15
Bullhead City, AZ	\$319,127.64	\$24,020.36
Walla Walla, WA	\$266,208.25	\$79,516.75
King Salmon Airport, King Salmon, AK	\$495,335.82	\$31,617.18
<i>Total FY2008 Cost Share</i>	\$8,585,746.68	\$2,301,957.10

\* Fully Funded effective 10/1/07

**OFFICE OF COMMUNICATION POSITIONS**

QUESTION: Please update the listing of Public Affairs and full-time equivalent positions shown on page 317 of the Subcommittee's fiscal year 2007 hearing record by providing data for fiscal years 2007 through 2009.

RESPONSE: The requested information follows:

<b>Office Location</b>	<b>FY 2007 FTE</b>	<b>FY 2008 FTE</b>	<b>FY 2009 FTE</b>
HQ Washington	21	23	23
AEA New York City	2	2	2
ASO Atlanta	1	2	2
AGL Chicago	2	2	2
ANM Seattle	2	2	2
AMC Oklahoma City	1	1	1
ACT Atlantic City	1	1	1
AWP Hawthorne	1	1	1
<b>Total Headquarters</b>	<b>21</b>	<b>23</b>	<b>23</b>
<b>Total Field</b>	<b>10</b>	<b>11</b>	<b>11</b>
<b>Total Communications</b>	<b>31</b>	<b>34</b>	<b>34</b>

**REGIONAL OFFICES**

**QUESTION:** Please update the data on financial and staffing resources for FAA's regional offices, as shown on page 319 of last year's hearing record, by providing data for each fiscal year 2007 through 2009.

**RESPONSE:** The information follows:

Regional Headquarters Offices  
Corporate Support  
Financial and Staffing Resources  
FY 2007 - 2009

Full-Time Permanent (FTP) & Other Than Full-Time Permanent (OTFTP)  
FY 2007      FY 2008      FY 2009

	FY 2007			FY 2008			FY 2009			Full-Time Equivalents FTE			Financial Resources (\$000)		
	FTP FY 07	OTFTP FY 07	Total FY 07	FTP FY 08	OTFTP FY 08	Total FY 08	FTP FY 09	OTFTP FY 09	Total FY 09	Actual FY 07	Est FY 08	Est FY 09	Actual FY 07	Enacted FY 08	Est FY 09
New England Region	20	0	20	20	0	20	20	0	20	30	20	20	\$4,719	\$4,526	\$4,640
Eastern Region	30	2	32	30	2	32	31	2	33	46	32	33	\$6,249	\$5,517	\$5,732
Southern Region	108	3	111	104	3	107	112	3	115	83	108	115	\$11,844	\$13,871	\$14,834
Southwest Region	104	2	106	104	2	106	112	2	114	80	107	114	\$10,048	\$12,748	\$13,682
Great Lakes Region	23	2	25	23	2	25	24	2	26	39	25	26	\$5,789	\$4,694	\$4,888
Central Region	20	0	20	20	0	20	20	0	20	27	20	20	\$3,512	\$2,905	\$2,978
Northwest Mountain Region	104	5	109	104	5	109	112	5	117	74	111	117	\$10,712	\$12,691	\$13,624
Western Pacific Region	34	1	35	34	1	35	34	1	35	50	35	35	\$7,350	\$7,159	\$7,398
Alaskan Region	23	0	23	23	0	23	23	0	23	30	23	23	\$4,117	\$3,718	\$3,811
<b>Total Regions</b>	<b>466</b>	<b>15</b>	<b>481</b>	<b>462</b>	<b>15</b>	<b>477</b>	<b>488</b>	<b>15</b>	<b>503</b>	<b>459</b>	<b>481</b>	<b>503</b>	<b>\$64,340</b>	<b>\$67,829</b>	<b>\$71,527</b>

07  
08  
09

## NAS HANDOFF

QUESTION: Please provide a table, by appropriation, showing all NAS handoff requirements budgeted in fiscal year 2009 and comparing those amounts to fiscal year 2008.

RESPONSE: The following table provides the requested information.

CIP	Acronym	FY 2008			FY 2009		
		Total PC&B - Detail	Total Other Objects - Detail	TOTAL	Total PC&B - Detail	Total Other Objects - Detail	TOTAL
A01.12-01	ECG						
A10.03-03	ATOP						
A24.02-00	FFP2 URET						
C06.04-00	CFE - UHF Replace						
C21.01-01	NEXCOM - Seg 1a						
M20.00-00	NAS Training - Equip Mod						
M20.01-00	Training Simulators					1,410	1,410
N08.02-00	RVR Repl Est						
W03.03-01	TDWR SLEP						
W07.01-00	ITWS						
	<b>Total Acquisition &amp; Business</b>					1,410	1,410
A01.10-01	ERAM		7,472	7,472		4,970	4,970
A10.03-03	ATOP		8,297	8,297		7,957	7,957
A01.12-01	ECG						
A01.13-01	IATS						
A24.02-00	FFP2 URET						
A24.03-00	FFP2 TMA						
C09-00-00	BUEC						

S02.03-00	ATCBI						0.244	0.244
	Total En Route		15.769	15.769			13.171	13.171

A20.00-00	IFQA - AVR							
C18.00-00	RCOM / C3 - ADA		0.222	0.222			0.624	0.624
M20.01-00	Training Simul		0.280	0.280				
M24.00-00	NASDAC - AVR							
	Total Non-ATO		0.502	0.502			0.624	0.624

A28.01-01	TCAS							
M08.28-00	System Capacity Planning						1.450	1.450
M08.28-01	Separation Standards							
M08.31-00	Alaska MIH and Video Equipment						0.838	0.838
M36.01-00	Alaska Capstone							
	Total Operations Planning						2.288	2.288

M08.32-02	Safety Mgmt. Sys							
M08.32-01	Safety Analysis							
	Total Safety							

A05.01-06	TFM						1.094	1.094
A05.03-06	DSP							
A08.01-00	NAIMES						0.900	0.900
A08.01-01	NOTAMS						0.456	0.456
C05.02-02	CCS							
C21.00-00	NEXCOM							
F28.01-01	ATCSCC-Infrastructure Planning						0.046	0.046
W07.02-00	CWIS							
Z0R.01-00	AIM						0.274	0.274

Total System Ops						2.770	2.770
------------------	--	--	--	--	--	-------	-------

A01.13-01	IATS						
A01.12-01	ECG						
A05.01-06	TFM						
A04.01-00	STARS / DEBRITE						
A07.00-00	OASIS						
A08.01-00	NAIMES						
A08.01-01	NOTAMS						
A14.00-00	IAPA						
A14.02-01	IFPA					0.750	0.750
A22.00-00	FFP1 - CTAS						
A24.02-00	FFP2 - URET						
A24.03-00	FFP2 - TMA						
C01.01-01	VSCS						
C04.01-01	Radio Control Equip					0.005	0.005
C05.02-00	ETVS / TVS						
C06.01-00	CFE - Expansion					0.488	0.488
C06.04-00	CFE - UHF Replace					0.070	0.070
C09.00-00	BUEC						
C17.01-01	ANICS Phase II					1.097	1.097
C18.00-00	RCOM/C3		0.495	0.495			
C21.01-01	NEXCOM - Seg 1a					0.130	0.130
C26.00-00	FTI		10.000	10.000		3.500	3.500
F01.01-00	ATCT/TRACON						
F11.00-00	Power						
F13.02-00	HAZMAT Cleanup					1.600	1.600
F17.01-01	CAEG					0.121	0.121
F19.00-00	Aero Center Lease		0.747	0.747			
F24.00-00	FSRM						
M07.02-00	NIMS - Phase 2						

M12.00-00	Aircraft Related Equip						
M17.00-00	Test Equipment Modernization/Replacement					0.010	0.010
M36.01-00	Alaska Capstone						
N03.01-00	ILS MK-20					1.810	1.810
N04.01-00	VIS NAVAIDS					0.128	0.128
N04.02-00	VASI with PAPI					0.186	0.186
N04.03-00	Visual Nav aids - ALSIP Continuation					0.279	0.279
N04.04-00	Visual Nav aids - Sustain, Replace, Relocate					0.048	0.048
N06.00-00	VORTAC					0.575	0.575
N08.02-00	RVR Repl Est					0.289	0.289
N09.00-00	DME					0.132	0.132
N12.01-00	WAAS					1.528	1.528
N12.01-06	WAAS - Surveys & Procedures					0.240	0.240
S02.03-00	ATCBI						
S03.02-01	ASR-11						
S08.00-00	PRM						
S09.03.01a	ASDE-3X						
W07.01-00	ITWS						
Total Tech Ops			11.242	11.242		12.986	12.986

A04.01-00	STARS					3.503	3.503
A03.04-01	Terminal Sustainment		8.310	8.310			
A04.01-02	TAMR Phase 1					0.195	0.195
C05.02-00	TVSR					0.136	0.136
F02.11-01	HAATS					1.702	1.702
S03.01-05	ASR 9 Modifications					0.338	0.338
S03.02-01	ASR-11 - ASR-7/ASR-8 Replacement					0.778	0.778
S08.00-00	Precision Runway Monitor (PRM)					0.526	0.526

S09.01-00	ASDE-X					1.092	1.092
W01.02-3	SAWS						
W03.03-01	TDWR						
W07.01-00	ITWS					0.584	0.584
W09.01-00	WSP					0.088	0.088
Z0T.04-00	IDS4					0.303	0.303
TFM Second Level						0.689	0.689
Total Terminal			8.310	8.310		9.934	9.934

TOTAL			35.321	35.321		42.559	42.559
-------	--	--	--------	--------	--	--------	--------

Non-ATO			0.502	0.502		0.624	0.624
Grand Total			35.823	35.823		43.183	43.183

**AIRSPACE REDESIGN**

QUESTION: Updating the information on page 326 of last year's hearing record, please provide a summary of funding, by location, for airspace redesign efforts, for each of the fiscal years 2007 through 2009.

RESPONSE: The information follows:

By geographic location, described by Metropolitan Area:

<b>Metropolitan Area</b>	<b>FY 2007</b>	<b>FY 2008</b>	<b>FY 2009</b>
<i>New York/Philadelphia</i>	\$1,756,719	\$3,310,000	\$3,000,000
Great Lakes (Chicago)	695,365	1,000,000	950,000
California/Western Corridor ****	33,532	850,000	450,000
Florida	9,681	100,000	75,000
Atlanta		0	0
Washington, DC	256	260,000	86,000
Boston	15,277	0	0
Texas (Dallas/Houston)	87,074	789,000	850,000
Sunbelt		0	
Other Areas (new runways)*		371,000	50,000
Other Areas (no runways)**		0	50,000
High Altitude Redesign (High Altitude Airspace Management (HAAM)****)	1,200,000	290,000	200,000
Oceanic Redesign***	6,881	50,000	25,000
Headquarters Program Support	5,189,214	3,390,000	2,500,000
<b>Totals</b>	<b>\$8,993,999</b>	<b>\$10,410,000</b>	<b>\$8,236,000</b>

\* California (Northern and Southern) renamed to California/Western Corridor Airspace in FY 2008

\*\* FY 2008 and FY 2009 support anticipated new projects.

\*\*\* High Altitude Redesign renamed to High Altitude Airspace Management (HAAM) project in FY 2008. High Altitude Redesign and Oceanic Redesign merged into Headquarters Program Support in FY 2007.

**AIRSPACE REDESIGN**

**QUESTION:** By location, what is the schedule for major activities during fiscal year 2009?

**RESPONSE:** The Airspace Management Program (AMP) is the FAA initiative to redesign the nation's airspace, leveraging new technologies, equipage, infrastructure, and procedural development to maximize benefits and system efficiencies.

For airspace projects in FY 2009, we plan to accomplish the following:

- Continued realignment of adjacent airspace to support Chicago's new runway.
- Improved routes and sectorization for the complex north-south corridor connecting northern California with southern California.
- Initial implementation of Stage 2 for the NY/NJ/PHL Metropolitan Redesign.
- Implementation of arrival and departure routes to the north for the Houston Area Air Traffic System Airspace.
- Proposed routes and sectors for oceanic airspace that leverage automation and separation standards changes.
- Alternative airspace realignment consistent with proposed future facility planning.
- Improve arrival/departure routes to the west coast of Florida.
- Post implementation review for the airspace exchange within the DC area.
- Clean sheet design and evaluation of western corridor airspace that includes southern California, Las Vegas, and Phoenix.

## TEN YEAR TABLES

QUESTION: Please update the ten year history of appropriations found on page 329 of last year's hearing record by providing data for fiscal years 1999 through 2009.

RESPONSE: The information follows:

## OPERATIONS

ESTIMATES		APPROPRIATIONS	
1999.....	<sup>12</sup> 5,631,130,000	1999.....	<sup>34</sup> 5,586,071,000
2000.....	<sup>5</sup> 6,039,000,000	2000.....	<sup>67</sup> 5,957,590,000
2001.....	<sup>8</sup> 6,592,235,000	2001.....	<sup>910</sup> 6,515,837,683
		2001.....	<sup>11</sup> 123,000,000
2002.....	<sup>12</sup> 6,886,000,000	2002.....	<sup>13</sup> 6,886,000,000
		2002.....	<sup>14</sup> 200,000,000
		2002 Rescission.....	<sup>15</sup> -5,681,000
2003.....	<sup>1617</sup> 7,481,970,000	2003.....	<sup>181920</sup> 7,019,170,377
2004.....	<sup>21</sup> 7,590,648,000	2004.....	<sup>2223</sup> 7,479,206,153
2005.....	<sup>24</sup> 7,849,000,000	2005.....	<sup>2526</sup> 7,706,537,000
2006.....	<sup>2728</sup> 8,201,000,000	2006.....	<sup>3031</sup> 8,104,140,000
2007.....	<sup>29</sup> 8,366,000,000	2007.....	<sup>32</sup> 8,374,217,000
2008.....	<sup>33</sup>	2008.....	<sup>35</sup> 8,740,000,000
2009.....	<sup>34</sup>		

<sup>1</sup> Includes mandatory authority of \$43,000,000 in user fees

<sup>2</sup> Includes \$2,060,000,000 from the Airport and Airway Trust Fund.

<sup>3</sup> Reflects \$34,207,000 Y2K supplemental, \$4,863,000 TASC reduction per P.L. 105-277, and \$5,831,000 rescission per P.L. 106-51.

<sup>4</sup> Includes \$4,112,174,000 from the Airport and Airway Trust Fund.

<sup>5</sup> Administration proposed 100 percent funding from the Airport and Airway Trust Fund.

<sup>6</sup> Reflects rescission of \$10,800,000 of Y2K balances per P.L. 106-246 and a reduction of \$6,610,000 for TASC per P.L. 106-69.

<sup>7</sup> Includes \$75,000,000 supplemental per P.L. 106-246.

<sup>8</sup> Administration proposed 100 percent funding from the Airport and Airway Trust Fund.

<sup>9</sup> Reflects administrative rescission of .22 percent per P.L. 106-554 and \$14,000,000 transfer to the Essential Air Service.

<sup>10</sup> Includes \$4,405,156,288 from the Airport and Airway Trust Fund.

<sup>11</sup> P.L. 107-38, Emergency Supplemental Appropriations Act for Recovery from and Response to Terrorist Attacks on the U.S., FY 2001.

<sup>12</sup> Includes \$5,777,219,000 from the Airport and Airway Trust Fund.

<sup>13</sup> Includes \$5,773,519,000 from the Airport and Airway Trust Fund.

<sup>14</sup> Emergency Supplemental Funding included in P.L. 107-117, FY 2002 Department of Defense Appropriations Bill.

<sup>15</sup> Reflects Administrative and Travel Rescission per P.L. 107-206; \$5,542,000 from General Fund and \$139,000 from Trust.

<sup>16</sup> FY 2003 includes \$404,768,000 for CSRS/Health benefit accruals proposed by the Administration.

<sup>17</sup> Includes 3,799,278,000 from Airport and Airway Trust Fund.

<sup>18</sup> Includes \$3,774,582,693 from Airport and Airway Trust Fund and \$3,248,064,934 from General Fund.

<sup>19</sup> Reflects 0.65 percent across-the-board rescission per P.L. 108-7 and Working Capital Fund cut of \$3.9M.

<sup>20</sup> Excludes Midway Island Airfield earmark for \$3,500,000—reduced to \$3,477,250 by 0.65 rescission.

<sup>21</sup> Administration proposes \$6,000,000,000 from Airport and Airway Trust Fund.

<sup>22</sup> Reflects 0.59 percent across-the-board rescission per P.L. 108-199; Working Capital Fund cut by \$7.3M.

<sup>23</sup> Includes \$4,469,000,000 from Airport Airway Trust Fund.

<sup>24</sup> Includes \$6,002,000,000 from Airport and Airway Trust Fund with \$2M for Bureau of Transportation Statistics.

<sup>25</sup> Reflects 0.80 percent across-the-board rescission per P.L. 108-447 and Working Capital Fund cut of \$6.3M.

<sup>26</sup> Includes \$54,878,728,416 from Airport and Airway Trust Fund.

<sup>27</sup> Includes \$6,500,000,000 from the Airport and Airway Trust Fund.

<sup>28</sup> Includes \$150,000,000 for Flight Service Station A-76 Competition.

<sup>29</sup> Includes \$5,445,000,000 from Airport and Airway Trust Fund.

<sup>30</sup> Reflects 1.0 percent across-the-board rescission per P.L. 109-148.

<sup>31</sup> Includes \$5,541,000,000 from Airport and Airway Trust Fund.

<sup>32</sup> Includes \$5,627,900,000 from Airport and Airway Trust Fund.

FEDERAL AVIATION ADMINISTRATION  
FACILITIES AND EQUIPMENT (AIRPORT AND AIRWAY TRUST FUND)

ESTIMATES	APPROPRIATIONS
1999..... 2,130,000,000	1999 ..... <sup>36</sup> 2,121,255,389
2000..... 2,319,000,000	2000 ..... <sup>37</sup> 2,034,427,000
2001..... 2,495,000,000	2001 ..... <sup>38</sup> 2,650,920,117
2002..... 2,914,000,000	2002 ..... <sup>39</sup> 2,914,000,000
	2002 ..... <sup>39</sup> -15,000,000
	2002 ..... <sup>40</sup> 108,500,000
	2002 Rescission..... <sup>41</sup> -1,726,000
2003..... <sup>42</sup> 2,981,022,000	2003 ..... <sup>43</sup> 2,961,645,357
	2003 Rescission..... <sup>44</sup> -20,000,000
2004..... 2,916,000,000	2004 ..... <sup>45</sup> 2,892,831,000
	2004 Rescission..... <sup>46</sup> -30,000,000
2005..... 2,500,000,000	2005 ..... <sup>47</sup> 2,519,680,000
	2005 Supplemental (P.L. 108-324) <sup>48</sup> 5,100,000
2006..... 2,448,000,000	2006 ..... <sup>49</sup> 2,514,600,000
	2006 ..... <sup>50</sup> 40,600,000
2007..... 2,503,000,000	2007 ..... 2,517,520,000
2008..... <sup>51</sup>	2008 ..... 2,513,611,000
2009..... <sup>52</sup>	

<sup>33</sup> The 2008 President's Budget proposed a new account structure that better aligns with FAA's lines of business. Funding for the Operations activities is proposed to be funded in the new Safety & Operations and Air Traffic Organization accounts.

<sup>34</sup> The 2009 President's Budget proposed a new account structure that better aligns with FAA's lines of business. Funding for the Operations activities is proposed to be funded in the new Safety & Operations and Air Traffic Organization accounts.

<sup>35</sup> Include \$6,397,061 from Airport and Airway Trust Fund.

<sup>36</sup> Includes \$122,533,000 for Y2K supplemental per P.L. 105-277, and a rescission of \$1,277,611 per P.L. 106-51.

<sup>37</sup> Reflects \$30,000,000 rescission of unobligated balances per P.L. 106-69 and a \$10,573,000 rescission of Y2K balances per P.L. 106-246.

<sup>38</sup> Includes administrative rescission of .22 percent per P.L. 106-554.

<sup>39</sup> Rescission of unobligated balances per P.L. 107-87.

<sup>40</sup> Emergency Supplemental Funding included in P.L. 107-117, FY 2002 Department of Defense Appropriations Bill.

<sup>41</sup> Administrative and Travel rescission per P.L. 107-206.

<sup>42</sup> FY 2003 request excludes \$18,551,000 for CSRS/Health benefit accruals proposed by the Administration.

<sup>43</sup> Reflects 0.65 percent across-the-board rescission of per P.L. 108-7.

<sup>44</sup> Rescission of unobligated balances.

<sup>45</sup> Reflects 0.59 percent across-the-board rescission per P.L. 108-199.

<sup>46</sup> Rescission of unobligated balances.

<sup>47</sup> Reflects 0.80 percent across-the-board rescission per P.L. 108-447.

<sup>48</sup> Hurricane Supplemental fund per P.L. 108-324.

<sup>49</sup> Reflects 1.0 percent across-the-board rescission, per P.L. 109-148.

<sup>50</sup> Hurricane Supplemental fund per P.L. 109-148.

<sup>51</sup> The 2008 President's Budget proposed a new account structure that better aligns with FAA's lines of business. Funding for the Facilities and Equipment activities is proposed to be funded in the new Safety & Operations and Air Traffic Organization accounts.

<sup>52</sup> The 2009 President's Budget proposed a new account structure that better aligns with FAA's lines of business. Funding for the Facilities and Equipment activities is proposed to be funded in the new Safety & Operations and Air Traffic Organization accounts.

FEDERAL AVIATION ADMINISTRATION

SAFETY & OPERATIONS

ESTIMATES		APPROPRIATIONS	
2008.....	..... <sup>5354</sup> 1,879,453,000	2008.....	..... <sup>57</sup>
2009.....	..... <sup>5556</sup> 2,052,094,000		

<sup>53</sup> New account starting in FY 2008. Includes both Operations and Facilities & Equipment funds.

<sup>54</sup> Includes \$671,594,000 from Airport and Airway Trust Fund.

<sup>55</sup> New account starting in FY 2009. Includes both Operations and Facilities & Equipment funds.

<sup>56</sup> Includes \$758,561,000 from Airport and Airway Trust Fund.

<sup>57</sup> FAA funds in FY 08 for the Safety & Ops account were appropriated as the Operations and Facilities & Equipment funds.

## FEDERAL AVIATION ADMINISTRATION

## AIR TRAFFIC ORGANIZATION

ESTIMATES		APPROPRIATIONS	
2008.....	<sup>58</sup> 9,307,896,000	2008 .....	<sup>61</sup>
2009.....	<sup>60</sup> 9,669,878,000		

<sup>58</sup> New account starting in FY 2008. Includes both Operations and Facilities & Equipment funds.

<sup>59</sup> Includes \$7,914,433,000 from Airport and Airway Trust Fund.

<sup>60</sup> New account starting in FY 2009. Includes both Operations and Facilities & Equipment.

<sup>61</sup> FAA funds in FY 08 for the Air Traffic Organization account were appropriated as the Operations and Facilities & Equipment funds.

FEDERAL AVIATION ADMINISTRATION  
RESEARCH, ENGINEERING, AND DEVELOPMENT

ESTIMATES	APPROPRIATIONS
1999 .....	1999 ..... <sup>62</sup>
2000 .....	2000 ..... <sup>63</sup>
2001 .....	2001 ..... <sup>64</sup>
2002 .....	2002 ..... <sup>65</sup>
	2002 Rescission..... <sup>65</sup>
2003 .....	2003 ..... <sup>66</sup>
2004 .....	2004 ..... <sup>67</sup>
2005 .....	2005 ..... <sup>68</sup>
2006 .....	2006 ..... <sup>69</sup>
2007 .....	2007 .....
2008 .....	2008 .....
2009 .....	

<sup>62</sup> Includes \$367,000 for Y2K supplemental per P.L. 105-277 and a rescission of \$92,000 per P.L. 106-51.

<sup>63</sup> Includes rescission of .22 percent per P.L. 106-554.

<sup>64</sup> Emergency Supplemental Funding included in P.L. 107-117, FY 2002 Department of Defense Appropriations Bill.

<sup>65</sup> Administrative and Travel rescission per P.L. 107-206.

<sup>66</sup> Reflects a 0.65 percent across-the-board rescission per P.L. 108-7.

<sup>67</sup> Reflects a 0.59 percent across-the-board rescission per P.L. 108-199.

<sup>68</sup> Reflects a 0.80 percent across-the-board rescission per P.L. 108-447.

<sup>69</sup> Reflects a 1.0 percent across-the-board rescission of 1.0 percent per P.L. 109-148.

<sup>70</sup> Research, Engineering, & Development account changes from being funded by the Airport and Airway Trust Fund to the Airport and Airway Trust Fund & General Fund in FY 2008.

<sup>71</sup> Includes \$122,867,000 from Airport and Airway Trust Fund.

<sup>72</sup> In FY 2009, the Research, Engineering, & Development account will be funded by the Airport and Airway Trust Fund and the General Fund.

<sup>73</sup> Includes \$155,025,000 from Airport and Airway Trust Fund.

## FEDERAL AVIATION ADMINISTRATION

GRANTS-IN-AID FOR AIRPORTS  
(LIQUIDATION OF CONTRACT AUTHORIZATION)  
(AIRPORT AND AIRWAY TRUST FUND)

ESTIMATES		APPROPRIATIONS	
1999.....	1,600,000,000	1999 .....	1,600,000,000
2000.....	1,750,000,000	2000 .....	1,750,000,000
2001.....	1,960,000,000	2001 .....	3,200,000,000
		2001 Rescission .....	-579,000,000
2002.....	1,800,000,000	2002 .....	1,800,000,000
2002 Rescission.....	-331,000,000	2002 Rescission .....	<sup>74</sup> -301,720,000
		2002 .....	<sup>75</sup> 175,000,000
2003.....	3,100,000,000	2003 .....	3,100,000,000
2004.....	3,400,000,000	2004 .....	3,400,000,000
2005.....	2,800,000,000	2005 .....	2,800,000,000
2006.....	3,300,000,000	2006 .....	3,399,000,000
2007.....	4,000,000,000	2007 .....	4,399,000,000
2008.....	4,000,000,000	2008 .....	4,399,000,000
2009.....	3,600,000,000		

<sup>74</sup> Rescission of Contract Authority per P.L. 107-87.<sup>75</sup> Emergency Supplemental Funding included in P.L. 107-117, FY 2002 Department of Defense Appropriations Bill.

## FEDERAL AVIATION ADMINISTRATION

GRANTS-IN-AID FOR AIRPORTS  
LIMITATION ON OBLIGATIONS  
(AIRPORT AND AIRWAY TRUST FUND)

ESTIMATES	APPROPRIATIONS
1999.....(1,700,000,000)	1999.....(1,950,000,000)
2000.....(1,600,000,000)	2000..... <sup>76</sup> (1,895,638,000)
2001.....(1,950,000,000)	2001..... <sup>7778</sup> (3,195,454,500)
2001 (Proposed Supp.).....(-50,000,000)	
2002.....(3,300,000,000)	2002..... <sup>79</sup> (3,474,944,000)
2003.....(3,400,000,000)	2003..... <sup>80</sup> (3,377,900,000)
2004.....(3,400,000,000)	2004..... <sup>81</sup> (3,379,940,000)
	2004..... <sup>82</sup> (1,988,200)
2005.....(3,500,000,000)	2005..... <sup>83</sup> (3,497,000,000)
2006.....(3,000,000,000)	2006.....(3,514,500,000)
2007.....(2,750,000,000)	2007.....(3,514,500,000)
2008.....(2,750,000,000)	2008.....(3,514,500,000)
2009.....(2,750,000,000)	

<sup>76</sup> Reflects reduction of \$54,362,000 per P.L. 106-113.

<sup>77</sup> Reflects administrative rescission of .22 percent per P.L. 106-554.

<sup>78</sup> Includes direct appropriation of \$2,494,500 for Huntsville, Alabama, and reflect a .22 percent rescission pursuant to P.L. 106-554.

<sup>79</sup> Includes direct appropriation, DOD supplemental of \$175,000,000 per P.L. 107-117 and reflects admin. rescission of \$-56,000 per P.L. 107-206.

<sup>80</sup> Reflects 0.65 percent across-the-board rescission per P.L. 108-7.

<sup>81</sup> Reflects 0.59 percent across-the-board rescission per P.L. 108-199.

<sup>82</sup> Direct appropriation from General Fund for Ft. Worth Alliance Airport, pursuant to Division H, Section 167, P.L. 108-199.

<sup>83</sup> Includes 0.80 percent across-the-board rescission per P.L. 108-447 and includes a \$25,000,000 Hurricane supplemental per P.L. 108-324.

571

FEDERAL AVIATION ADMINISTRATION  
NATIONAL CIVIL AVIATION REVIEW COMMISSION

ESTIMATES	APPROPRIATIONS
1999.....0	1999 Rescission .....-849,072

FEDERAL AVIATION ADMINISTRATION  
FACILITIES, ENGINEERING AND DEVELOPMENT

ESTIMATES	APPROPRIATIONS
1999.....0	1999 (Supp.) Rescission .....-72,389

## AIRPORT AND AIRWAY TRUST FUND STATISTICS

QUESTION: Please provide a table showing revenues and expenditures from the Airport and Airway Trust Fund (AATF) for fiscal years 2006 through 2009.

RESPONSE: The information follows:

	FY 2006	FY 2007	FY 2008	FY 2009
(Millions of Dollars)	Actual	Actual	Estimate	Estimate <sup>1</sup>
Cash Balance, Start of Year	11,290	10,336	10,103	9,557
Kerosene Tax Adjustment <sup>2</sup>	n/a	-164	n/a	n/a
<b>Revised Balance, Start of Year</b>	<b>11,290</b>	<b>10,172</b>	<b>10,103</b>	<b>9,557</b>
Excise taxes	10,590	11,468	11,871	12,570
Interest on cash balance	495	472	493	442
Offsetting collections	109	229	152	1
<b>Total Trust Fund Revenue</b>	<b>11,194</b>	<b>12,169</b>	<b>12,516</b>	<b>13,013</b>
<b>Expenditures (Outlays)</b>				
Airport Improvement Program (AIP) <sup>3</sup>	-3,842	-3,878	-3,595	-3,465
Facilities and Equipment	-2,614	-2,514	-2,839	-1,628
Research, Engineering & Development	-142	-153	-185	-84
Trust Fund Share of FAA Activities	-5,486	-5,628	-6,399	-9,161
Payment to Air Carriers	-64	-65	-44	-24
<b>Total Gross Outlays</b>	<b>-12,148</b>	<b>-12,238</b>	<b>-13,062</b>	<b>-14,362</b>
<b>Cash Balance, End of Year</b>	<b>10,336</b>	<b>10,103</b>	<b>9,557</b>	<b>8,207</b>
Unobligated Balance	-981	-1,267	-1,093	-514
Obligated Balance	-7,582	-7,303	-8,183	-5,219
<b>Uncommitted Balance</b>	<b>1,773</b>	<b>1,533</b>	<b>1,374</b>	<b>2,474</b>

Note: Numbers may not add due to rounding

<sup>1</sup> For FY09, F&E and RE&D outlays are from prior year budget authority. The Trust Fund Share of FAA Activities includes outlays for the new Safety and Operations, Air Traffic Organization, and RE&D accounts proposed in the FY09 budget. (In 2007 and 2008, this line represents the Trust Fund share of Operations.)

<sup>2</sup> \$164M was transferred from the AATF to the Highway Trust Fund for FY 2006 kerosene tax adjustment.

<sup>3</sup> The estimates for 2008 and 2009 AIP outlays and AATF balances and FY 2009 interest differ from the estimates in the FY 2009 Budget. When the Budget was published, FY 2008 AIP contract authority had expired. The subsequently-enacted P.L. 110-190 includes \$2.756B of contract authority through June 30, or an annual rate of \$3.675B. This table assumes the annualized rate of contract authority provided in P.L. 110-190.

**AIRPORT AND AIRWAY TRUST FUND STATISTICS**

**QUESTION:** Assuming passage of your budget request, when combined with estimates of prior year outlays, would total cash outlays from the Aviation Trust Fund exceed revenues in fiscal year 2009?

**RESPONSE:** Yes. We estimate that the Airport and Airway Trust Fund (AATF) will collect approximately \$13.0 billion of revenue in FY 2009. FY 2009 AATF outlays, including outlays of budget authority from prior years, are estimated to total \$14.4 billion<sup>1</sup>. Therefore, we estimate that AATF cash outlays will exceed estimated AATF revenues in 2009 by approximately \$1.35 billion.

---

<sup>1</sup> This figure differs from the estimate of total outlays published in the FY 2009 Budget. When the budget was published, FY 2008 AIP contract authority had expired. The subsequently-enacted P.L. 110-190 includes \$2.765B of contract authority through June 30, or an annual rate of \$3.675B. The outlay estimates discussed above assume an annualized rate of contract authority provided in P.L. 110-190.

## AIRPORT AND AIRWAY TRUST FUND STATISTICS

QUESTION: Please provide a monthly trust fund cash flow table including estimates for fiscal years 2008 and 2009.

RESPONSE: The information follows:

### TRUST FUND REVENUES AND EXPENDITURES FOR FY 2008 (\$ Millions) FY09 President's Budget Submission Estimates and Actuals

	(\$ Millions)												
	Oct-07	Nov-07	Dec-07	Jan-08	Feb-08	Mar-08	Apr-08	May-08	Jun-08	Jul-08	Aug-08	Sep-08	Total FY08 <sup>1</sup>
<b>EXCISE TAXES<sup>1</sup></b>													
Transportation of Persons by Air	255	746	667	614	739	619	629	712	679	677	637	1,189	6,143
Transportation of Property by Air	3	51	46	42	47	49	56	63	65	50	59	90	611
Use of International Air Facilities	109	188	168	155	271	180	163	187	166	178	177	304	2,246
Aviation Fuel Commercial Use <sup>2</sup>	11	84	75	69	44	12	32	29	25	31	32	56	501
Aviation Fuel (Other Than Gas) <sup>3</sup>	(10)	(17)	(15)	(14)	(43)	44	59	23	27	60	46	170	330
Aviation Gasoline	1	3	3	3	5	4	6	4	1	6	(2)	6	40
Total Excise Taxes	369	1,096	943	870	1,062	908	945	1,007	962	1,002	949	1,796	11,671
Interest on Cash Balances <sup>4</sup>	36	37	40	43	36	44	42	44	43	44	43	39	493
<b>TOTAL TRUST FUND REVENUES</b>	<b>405</b>	<b>1,093</b>	<b>965</b>	<b>913</b>	<b>1,099</b>	<b>952</b>	<b>987</b>	<b>1,052</b>	<b>1,005</b>	<b>1,046</b>	<b>992</b>	<b>1,836</b>	<b>12,363</b>
<b>EXPENDITURES<sup>5</sup></b>													
Airport Improvement Program <sup>6</sup>	469	375	349	253	169	180	193	225	285	305	365	397	3,585
Facilities & Equipment (FAE)	164	208	235	185	182	239	197	211	236	229	243	355	2,704
Research, Engineering & Development	(8)	11	10	9	6	18	16	17	18	19	22	28	169
Operations (Trust Fund Share)	0	0	0	1,414	0	538	520	580	688	673	685	901	6,399
Payments to Air Carriers (Essential Air Service)	0	4	3	5	6	7	6	4	7	2	0	0	44
<b>TOTAL EXPENDITURES</b>	<b>645</b>	<b>598</b>	<b>597</b>	<b>1,866</b>	<b>366</b>	<b>962</b>	<b>932</b>	<b>1,037</b>	<b>1,234</b>	<b>1,468</b>	<b>1,515</b>	<b>1,681</b>	<b>12,911</b>
<b>NET CHANGE IN CASH BALANCE</b>	<b>(240)</b>	<b>496</b>	<b>368</b>	<b>(953)</b>	<b>733</b>	<b>(30)</b>	<b>55</b>	<b>15</b>	<b>(229)</b>	<b>(412)</b>	<b>(523)</b>	<b>155</b>	<b>(548)</b>

**Sources:**

<sup>1</sup> Monthly receipts were derived using actual Treasury allocations to Airport and Airway Trust Fund through February (based on income statements). March-September receipts are estimates based on prior year (2004-07) trends and full-year receipt forecasts in the FY09 President's Budget.

<sup>2</sup> Reflects the FY09 President's Budget submission for FY08 revenue. Neither revenue nor expenditures reflect offsetting collections.

<sup>3</sup> Actual data may not match estimates due to implementation of recently-enacted fuel tax fraud provisions. FY 08 income statements include a line for fuel tax revenue transferred from the Highway Trust Fund.

<sup>4</sup> Interest estimates represent monthly accruals of interest earned on investments, as reflected on income statements. Cash interest payments are primarily deposited into the Trust Fund in December and June.

<sup>5</sup> Monthly expenditures were derived using actuals through February and estimates based on historical monthly averages.

<sup>6</sup> The estimates for FY 2008 AIP outlays differ from the estimates in the FY 2009 Budget. When the Budget was published, FY 2008 AIP contract authority had expired.

The subsequently-enacted P.L. 110-190 includes \$2.756B of contract authority through June 30, or an annual rate of \$3.675B. This table assumes the annualized rate of contract authority provided in P.L. 110-190.

**TRUST FUND REVENUES AND EXPENDITURES FOR FY 2009 (\$ Millions)**  
**FY09 President's Budget Submission**  
**Estimates**

	(\$ Millions)												
	Oct-08	Nov-08	Dec-08	Jan-09	Feb-09	Mar-09	Apr-09	May-09	Jun-09	Jul-09	Aug-09	Sep-09	Total FY09 <sup>1</sup>
<b>EXCISE TAXES<sup>1</sup></b>													
Transportation of Persons by Air	123	696	804	628	719	675	686	776	741	739	695	1,276	8,559
Transportation of Property by Air	9	56	58	50	58	49	55	52	64	49	58	89	647
Use of International Air Facilities	34	191	236	172	194	215	194	224	196	212	211	363	2,444
Aviation Fuel Commercial Use	8	54	31	47	44	18	49	45	36	48	49	85	535
Aviation Fuel (Other Than Gas)	6	39	30	34	1	26	35	13	16	36	27	101	365
Aviation Gasoline	1	6	4	5	1	4	5	3	1	5	(1)	6	40
<b>Total Excise Taxes</b>	<b>181</b>	<b>1,042</b>	<b>1,162</b>	<b>937</b>	<b>1,018</b>	<b>966</b>	<b>1,025</b>	<b>1,114</b>	<b>1,058</b>	<b>1,089</b>	<b>1,039</b>	<b>1,920</b>	<b>12,570</b>
Interest on Cash Balances <sup>2</sup>	33	34	36	39	36	39	37	39	36	39	38	35	442
<b>TOTAL TRUST FUND REVENUES</b>	<b>214</b>	<b>1,075</b>	<b>1,198</b>	<b>976</b>	<b>1,054</b>	<b>1,005</b>	<b>1,062</b>	<b>1,153</b>	<b>1,095</b>	<b>1,128</b>	<b>1,076</b>	<b>1,955</b>	<b>13,012</b>
<b>EXPENDITURES<sup>4</sup></b>													
Airport Improvement Program <sup>5</sup>	270	275	245	255	240	235	265	295	316	325	359	385	3,465
Facilities & Equipment (F&E) <sup>6</sup>	110	125	135	155	180	190	205	215	150	163	0	0	1,628
Research, Engineering & Development <sup>7</sup>	7	8	11	9	7	12	14	16	0	0	0	0	84
Trust Fund Share of FAA Activities	0	0	0	0	900	950	975	1,025	1,150	1,200	1,225	1,736	9,161
Payments to Air Carriers (Essential Air Service)	1	2	3	5	4	4	5	0	0	0	0	0	24
<b>TOTAL EXPENDITURES</b>	<b>388</b>	<b>410</b>	<b>394</b>	<b>424</b>	<b>1,331</b>	<b>1,391</b>	<b>1,464</b>	<b>1,551</b>	<b>1,616</b>	<b>1,688</b>	<b>1,584</b>	<b>2,121</b>	<b>14,362</b>
<b>NET CHANGE IN CASH BALANCE</b>	<b>(174)</b>	<b>665</b>	<b>804</b>	<b>551</b>	<b>(277)</b>	<b>(386)</b>	<b>(402)</b>	<b>(398)</b>	<b>(521)</b>	<b>(560)</b>	<b>(508)</b>	<b>(166)</b>	<b>(1,350)</b>

**Sources:**

<sup>1</sup> Monthly receipts were derived using prior year (2004-07) Treasury income statement trends to allocate the full year receipts projected in the FY09 President's Budget.

<sup>2</sup> Reflects the FY09 President's Budget submission for FY09 tax revenue. FY09 interest estimates have been adjusted due to changes in AIP outlay figures, as noted below.

Neither revenue nor expenditures reflect offsetting collections.

<sup>3</sup> Interest estimates represent monthly accruals of interest earned on investments, as reflected on income statements. Cash interest payments are primarily deposited into the Trust Fund in December and June.

<sup>4</sup> Expenditure estimates are based on historical monthly averages.

<sup>5</sup> The estimates for FY 2008 AIP outlays differ from the estimates in the FY 2009 Budget. When the Budget was published, FY 2008 AIP contract authority had expired.

The subsequently enacted P.L. 110-190 includes \$2,756B of contract authority through June 30, or an annual rate of \$3,675B. This table assumes the annualized rate of contract authority provided in P.L. 110-190.

<sup>6</sup> Starting in FY09, this account will no longer receive new appropriations. New funding is requested in the Safety & Operations and ATO accounts.

Outlays for these accounts are in the Trust Fund Share of FAA Activities.

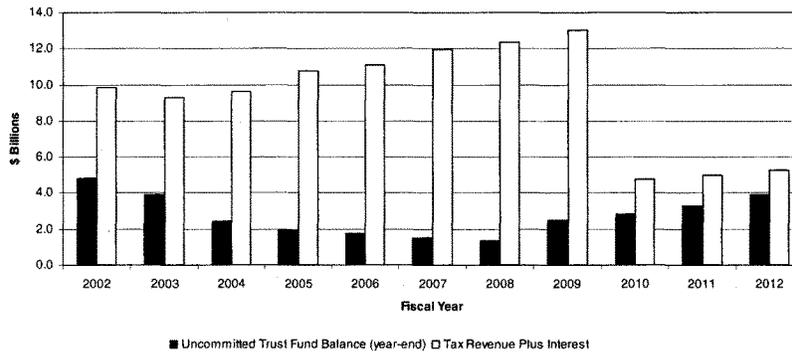
<sup>7</sup> In FY09, the Research, Engineering, & Development account will be funded by the Airport and Airway Trust Fund and the General Fund.

**AIRPORT AND AIRWAY TRUST FUND STATISTICS**

**QUESTION:** Please provide a bar chart showing estimated uncommitted trust fund balances by providing data for fiscal years 2002 through 2012, assuming the President's budget for fiscal year 2009 and outyear planning estimates included in that submission.

**RESPONSE:** The information follows:

**Actual and Projected Uncommitted Trust Fund Balances and Trust Fund Revenues  
(Assumes President's Fiscal Year 2009 Budget Submission,  
Including Reauthorization Proposal Starting in FY 2010)**



**Notes:**

Trust Fund revenue and expenditures decrease in FY 2010 due to introduction of user fees under FAA's reauthorization proposal.

The estimates in this chart differ from figures in the FY09 Budget. When the budget was published, FY 2008 AIP contract authority had expired. The subsequently-enacted P.L. 110-190 includes \$2.756B of contract authority through June 30, or an annual rate of \$3.675B. This table assumes the annualized rate of contract authority provided in P.L. 110-190.

**Source:**

FY09 President's Budget submission and FAA estimates

**OPERATIONS BUDGET BY ORGANIZATIONAL ELEMENT**

QUESTION: Updating the information on page 345 of last year's hearing record, please provide a table, by budget activity, comparing fiscal year 2008 enacted and the fiscal year 2009 request for operations. Please provide a total line and provide the information in whole dollars, rounded to the nearest thousand. Please provide this information in the existing account structure.

RESPONSE: The information follows:

<b>Organization</b>	<b>FY 2008 Enacted*</b>	<b>FY 2009 Request</b>
Air Traffic Organization (ATO)	\$6,966,193,000	\$7,078,793,000
Aviation Safety (AVS)	\$1,081,602,000	\$1,130,927,000
Commercial Space Transportation (AST)	\$12,549,000	\$14,094,000
Financial Services (ABA)	\$100,593,000	\$112,004,000
Human Resources (AHR)	\$91,214,000	\$96,091,000
Regions & Center Operations (ARC)	\$286,848,000	\$336,894,000
Information Services (AIO)	\$38,650,000	\$48,338,000
Office of the Administrator (AOA)	\$4,344,000	\$4,622,000
Civil Rights (ACR)	\$9,353,000	\$9,958,000
Government & Industry Affairs (AGI)	\$1,437,000	\$1,539,000
Communications (AOC)	\$6,336,000	\$6,699,000
General Counsel (AGC)	\$38,982,000	\$43,575,000
Aviation Policy Planning & Environment (AEP)	\$13,542,000	\$13,797,000
International Aviation (API)	\$16,012,000	\$17,908,000
Security & Hazardous Materials (ASH)	\$72,345,000	\$83,223,000
<b>Total</b>	<b>\$8,740,000,000</b>	<b>\$8,998,462,000</b>

\*As enacted in Omnibus Bill (P.L. 110-161).

**OPERATIONS BUDGET BY ORGANIZATIONAL ELEMENT**

QUESTION: Please provide a table, similar to that shown on page 346 of last year's hearing record, breaking down fiscal year 2008 and fiscal year 2009 funding by line of business, as well as mandatory and discretionary increases. Please provide this information in the existing account structure.

RESPONSE: The information follows:

Operations Budget by FAA Organizational Element  
(Dollars in millions)

	FY 2008 Enacted <sup>1</sup>	Adjustments to Base	Transfers	Program Increases	Program Decreases	FY 2009 Request
Air Traffic Organization	6,966.2	234.3	(31.3)	11.3	(101.7)	7,078.8
Aviation Safety	1,081.6	48.5	0.0	0.8	0.0	1,130.9
Commercial Space	12.5	1.3	0.0	0.3	0.0	14.1
Staff Offices	679.7	39.1	31.3	24.6	0.0	774.6
<b>Total</b>	<b>8,740.0</b>	<b>323.2</b>	<b>0.0</b>	<b>37.0</b>	<b>(101.7)</b>	<b>8,998.5</b>

<sup>1)</sup> As cited in the 2009 President's budget.

**OPERATIONS BUDGET BY ORGANIZATIONAL ELEMENT**

QUESTION: Please provide a table breaking out amounts for staff offices for fiscal year 2007 enacted, 2008 enacted, and 2009 request for the following categories: financial services, human resources, region and center operations, and information services. (Please provide whole numbers, rounded to the nearest thousand.) Please provide this information in the existing account structure.

RESPONSE: The information follows:

Organization	FY 2007 Enacted	FY 2008 Enacted (5)	FY 2009 Request
Financial Services (1)	\$76,289,000	\$100,593,000	\$112,004,000
Human Resources (2)	\$85,738,000	\$91,214,000	\$96,091,000
Region and Center Operations (3)	\$275,797,000	\$286,848,000	\$336,894,000
Information Services (4)	\$36,002,000	\$38,650,000	\$48,338,000

<sup>1)</sup> The FY 2009 request for Financial Services includes an increase for Financial Systems Upgrades.

<sup>2)</sup> The FY 2009 request for Human Resources is includes base transfers for Workforce Planning HR positions.

<sup>3)</sup> The FY 2009 request for Region and Center Operations includes base transfers for Facilities Management and Real Property Asset Management.

<sup>4)</sup> The FY 2009 request for Information Services includes an increase for Information Security Enhancement.

<sup>5)</sup> As enacted in Omnibus Bill (P.L. 110-161).

**ASDE-X**

**QUESTION:** Similar to page 350 of last year's hearing record, please provide a list of all airports selected for inclusion in the ASDE-X program and status (if operational, when?, etc.).

**RESPONSE:** Attachment 1 contains the accelerated ASDE-X Waterfall schedule. It includes the delivery, Initial Operating Capability (IOC), and Operational Readiness Date (ORD) for sites that have already commissioned. The attachment also includes planned delivery and IOC dates for sites scheduled to receive ASDE-X equipment.

## ATTACHMENT 1:

Accelerated ASDE-X Waterfall  
(as of February 15, 2008)

#	ID	Region	Airport	Delivery	IOC	ORD
1	MKE	AGL	General Mitchell International Airport (Milwaukee, WI)	3/12/02	6/5/03	10/30/03
2	MCO	ASO	Orlando International Airport	9/25/03	9/1/04	9/30/04
3	PVD	ANE	Theodore Francis Green State Airport (Providence, RI)	12/1/03	7/2/04	5/16/05
4	HOU	ASW	William P. Hobby Airport (Houston, TX)	10/29/04	8/4/05	8/31/05
5	SEA	ANM	Seattle-Tacoma International Airport	12/23/04	1/27/06	2/24/06
6	STL	ACE	Lambert-St. Louis International Airport	12/3/03	10/21/04	5/24/06
7	ATL	ASO	Hartsfield-Jackson Atlanta International Airport	7/11/05	5/5/06	6/7/06
8	BDL	ANE	Bradley International Airport (Hartford, CT)	3/14/05	6/7/06	6/21/06
9	SDF	ASO	Louisville International Airport-Standiford Field	3/8/04	3/11/07	7/19/07
10	ORD	AGL	Chicago O'Hare International Airport	3/26/07	7/29/07	8/29/07
11	CLT	ASO	Charlotte Douglas International Airport	1/13/04	7/6/07	8/30/07
12	IAD	AEA	Washington Dulles International Airport	12/20/05	2/15/08	
13	PHX	AWP	Phoenix Sky Harbor International Airport	4/19/07	Dec-08	
14	BOS	ANE	Boston Logan International Airport	Sep-08	Jul-09	
15	DTW	AGL	Detroit Metro Wayne County Airport	5/16/07	Jun-08	
16	EWR	AEA	Newark International Airport	10/12/07	Jul-09	
17	LAX	AWP	Los Angeles International Airport	2/23/06	Jun-09	
18	DEN	ANM	Denver International Airport	Jan-09	Nov-09	
19	JFK	AEA	John F. Kennedy International Airport	1/4/08	Aug-08	
20	LAS	AWP	Las Vegas McCarran International Airport	Sep-09	Sep-10	
21	JAH	ASW	George Bush Intercontinental Airport	Dec-08	Nov-09	
22	PHL	AEA	Philadelphia International Airport	Dec-08	Dec-09	
23	FLL	ASO	Pt. Lauderdale/Hollywood Airport	11/6/07	Apr-09	
24	MSP	AGL	Minneapolis-St. Paul International Airport	Mar-09	Mar-10	
25	SNA	AWP	John Wayne-Orange County Airport	Mar-09	Feb-10	
26	DFW	ASW	Dallas/Ft. Worth International Airport	Apr-09	Apr-10	
27	SLC	ANM	Salt Lake City International Airport	Jun-09	May-10	
28	BWI	AEA	Baltimore-Washington International Airport	May-09	Apr-10	
29	MDW	AGL	Chicago Midway Airport	Aug-09	Jun-10	
30	HNL	AWP	Honolulu International - Hickam AFB Airport	Aug-09	May-10	
31	MIA	ASO	Miami International Airport	Apr-09	Mar-10	
32	DCA	AEA	Ronald Reagan Washington National Airport	Sep-09	Jun-10	
33	SAN	AWP	San Diego International Airport	Jan-10	Aug-10	
34	LGA	AEA	New York LaGuardia Airport	Jan-10	Dec-10	
35	MEM	ASO	Memphis International Airport	Aug-10	Apr-11	
T1	ICDLS		Test & Interim Contractor Depot Logistics Support (ICDLS) - Syracuse (Oklahoma City - FAA Logistics Center (AML Depot))	10/16/01	N/A	
T2	PSF		Oklahoma City - NAS Engineering Program Support Facility (PSF)	2/27/04	N/A	
T3	ACA		Oklahoma City - Academy	6/10/04	N/A	

mm/dd/yy = actual

## Notes:

- The LGA and MEM ASDE-X deployments are not included in the accelerated schedule. Their schedules are dependent on and aligned with their respective new airport traffic control tower schedules.
- The LAS ASDE-X deployment schedule changed; due to the planned new airport traffic control tower, the FAA is now implementing an ASDE-X surface movement radar on a remote tower at LAS.
- FAA is expediting the JFK schedule; the target for Initial Operating Capability (IOC) is August 31, 2008. Also, as a test case, the FAA is providing ASDE-X data and extended gate/ramp coverage to the Port Authority at JFK.

**ASDE-X**

QUESTION: Please provide a table showing ASDE-X funding over the last three fiscal years plus the budget estimate for FY-2009. Please include progress expected in FY 2008 and FY 2009.

RESPONSE: The information follows, in millions of dollars:

<b>FY 2006</b>	<b>FY 2007</b>	<b>FY 2008</b>	<b>FY 2009</b>
29.7*	70.6**	40.6***	32.7

\* This includes \$3.0 million plus up from the Conference Report “to expedite installation and deployment of ASDE-X equipment.”

\*\* This includes \$7.0 million over our original request for FY 2007 to:

- Mitigate the impact of refocusing all program resources on the extremely accelerated Chicago O’Hare schedule, and
- Expedite the entire ASDE-X deployment schedule by 3 months

\*\*\* This includes \$2.7 million over our original request for FY 2008 to expedite site implementation and deployment. It does not include the \$5M earmarked to “relocate and upgrade the ASDE-X system at the Seattle-Tacoma International Airport”

**FY 2008 progress:**

- Achieved Initial Operating Capability (IOC) at the Washington Dulles International Airport (Chantilly, VA)
- Achieve IOC at the John F. Kennedy International Airport (New York, NY) and Detroit Metro Wayne County Airport (Detroit, MI)
- Continue working on 21 additional systems (in various stages of deployment)

**FY 2009 progress:**

- Achieve IOC at the Phoenix Sky Harbor International Airport (Phoenix, AZ), Boston Logan International Airport (Boston, MA), Newark International Airport (Newark, NJ), Los Angeles International Airport (Los Angeles, CA), and Ft. Lauderdale/Hollywood Airport (Ft. Lauderdale, FL)
- Continue working on 16 additional systems (in various stages of deployment)

**ADS-B**

QUESTION: Please update the Committee on the progress FAA is making on ADS-B and progress expected in FY 2008 and FY 2009.

RESPONSE: Since contract award in August 2007, FAA's Surveillance and Broadcast Services Office has completed the following:

- Completion of Separation Standards Modeling / Reduction of Risk from high to medium: August 2007
- Release of Notice of Proposed Rulemaking: October 2007
- Completed Preliminary Design Review: November 2007
- Completed Critical Design Review: February 2008
- Close of the NPRM comment period: March 2008

The upcoming milestones for FY 2008 through FY 2010 are as follows:

- Factory Acceptance Test for Broadcast Services: March 2008
- Key site equipment delivery, installation and checkout: May 2008  
(Equipment delivery and installation is on-going)
- Service Acceptance Test for Broadcast Services: May 2008
- Initial Operating Capability of Broadcast Services: August 2008
- In-Service Decision for Broadcast Services: November 2008
- Gulf of Mexico Comm. and Weather Service Acceptance Test: March 2009
- Louisville Service Acceptance Test: April 2009
- Gulf of Mexico Service Acceptance Test: June 2009
- Philadelphia Service Acceptance Test: August 2009
- Gulf of Mexico Comm. and Weather IOC: September 2009
- Juneau Service Acceptance Test: October 2009
- Louisville Initial Operating Capability of Surveillance Services: October 2009
- Final Rule Published: November 2009
- Gulf of Mexico Initial Operating Capability of Surveillance Services: December 2009
- Philadelphia Initial Operating Capability of Surveillance Services: February 2010
- Juneau Initial Operating Capability of Surveillance Services: April 2010
- Surveillance Services In-Service Decision for ADS-B: September 2010

**ADS-B**

QUESTION: Please provide a table showing ADS-B funding over the last three fiscal years plus the budget estimate for FY 2009.

RESPONSE: The information follows:

<b>FY-2006</b>	<b>FY-2007</b>	<b>FY-2008</b>	<b>FY-2009</b>
\$47.074M <sup>1</sup>	\$95.0M <sup>2</sup>	\$110.0M <sup>3</sup>	\$300.0M <sup>4</sup>

<sup>1</sup> Includes \$9.9 million for NAS Wide Implementation Planning, \$11.88 million for ADS-B ATDP, \$14.355 million for Safe Flight 21 Alaska Capstone Initiative, \$7.92 million for Safe Flight 21 Ohio Valley Prototype, \$1.039 million for Safe Flight 21 IOT&E, and \$1.98 million for Safe Flight 21 Ohio Valley Prototype of Surface Moving Maps.

<sup>2</sup> Includes \$10 million for Alaska activities.

<sup>3</sup> Includes \$9.35 million plus-up for ADS-B Air-to-Air capabilities, \$15 million for Alaska activities and \$650 thousand in Independent Operational Testing and Evaluation (IOT&E).

<sup>4</sup> Includes \$900 thousand for IOT&E.

**RUNWAY STATUS LIGHTS**

QUESTION: Please provide a projected "waterfall table" for runway status lights.

RESPONSE: The following is a list of the 21 airports that will receive RWSL. The program is currently developing a "waterfall table" in preparation for a Final Investment Decision in June 2008.

#	RWSL Airports
1	Orlando International Airport
2	Hartsfield-Jackson Atlanta International Airport
3	Phoenix Sky Harbor International Airport
4	Seattle-Tacoma International Airport
5	Ft. Lauderdale/Hollywood Airport
6	Charlotte Douglas International Airport
7	George Bush Intercontinental Airport
8	Las Vegas McCarran International Airport
9	Washington Dulles International Airport
10	Dallas/Ft. Worth International Airport
11	San Diego International Airport
12	Newark International Airport
13	Los Angeles International Airport
14	Detroit Metro Wayne County Airport
15	Philadelphia International Airport
16	Denver International Airport
17	Minneapolis-St. Paul International Airport
18	Baltimore-Washington International Airport
19	Chicago O'Hare International Airport
20	John F. Kennedy International Airport
21	Boston Logan International Airport

**CONTRACTING**

QUESTION: Please provide a table indicating how much FAA spent on all outside contracts between 2003 and 2007.

RESPONSE: Below is a listing of total contract obligations (new contracts and modifications) from FY 2003 through FY 2007. This excludes obligations for interagency agreements.

<u>Year</u>	<u>Total Contract Obligations</u>
FY 2003	\$ 3,516,751,518
FY 2004	\$ 4,477,306,174
FY 2005	\$ 2,957,240,681
FY 2006	\$ 3,563,039,197
FY 2007	\$ 3,581,714,474

**CONTRACTING**

**QUESTION:** Please provide a list indicating how many sole source contracts (over \$100,000) FAA awarded in between fiscal years 2003 and 2007?

**RESPONSE:** Below is a list showing new single source contract awards over \$100,000. This list also includes noncompetitive contract awards under socio-economic contracting programs for socially and economically disadvantaged (8(a)) businesses and for service disabled veteran owned businesses.

<u>Year</u>	<u>Total Number of Awards</u>
FY 2003	207
FY 2004	128
FY 2005	146
FY 2006	143
FY 2007	124

**CONTRACTING**

QUESTION: How much has the FAA relied on contracts that were not fully and openly competed?

RESPONSE:

- FAA relies on single source contracts when there is a rational basis for the decision, and that decision is appropriately documented and approved.
- Single source contracts have been appropriate when FAA's technical or business needs could only be satisfied by one vendor with unique expertise or experience, or with proprietary or specialized products and services. When urgent or emergency needs have surfaced, we have used single source contracts.
- In FY 2007, approximately 81% of contract awards were competitive versus 19% noncompetitive (which includes noncompetitive awards to socially and economically disadvantage businesses and to service disabled veteran owned businesses).

**CONTRACTING**

QUESTION: How much has that reliance changed since 2000?

RESPONSE: Our reliance on noncompetitive contracts has been generally driven by the nature of systems, services, and equipment to satisfy our mission needs. In many cases, these systems are highly complex and only contractors with specialized expertise, qualifications, special products, or proprietary data are capable of developing and maintaining them, and it is not feasible in terms of potential cost, time, and technical benefits to obtain other than one particular contractor.

Our reliance on single source contracts has changed since 2000, with less reliance on single source contracts now. The table below shows approximate percentage of competitive versus noncompetitive contract awards over \$100,000 from 2000 through 2007:

	Contract Awards	
	<u>Competitive</u>	<u>Noncompetitive</u>
FY 2000	58%	42%
FY 2001	59%	41%
FY 2002	59%	41%
FY 2003	54%	46%
FY 2004	73%	27%
FY 2005	71%	29%
FY 2006	81%	19%
FY 2007	77%	23%

**CONTRACTING**

**QUESTION:** Please provide a listing of such contracts (those not fully and openly competed) for 2006 and 2007.

**RESPONSE:** The attached listing shows noncompetitive contracts for FY2006 and FY2007 (this includes noncompetitive awards to socially and economically disadvantaged business and to service disabled veteran owned business).

<u>REGION</u>	<u>CONTRACT NUMBER</u>	<u>VENDOR</u>	<u>PRODUCT/SERVICE DESCRIPTION</u>	<u>OBLIGATED AMT</u>
AAC	DTFAAC-06-P-00049	NARDA MICROWAVE EAST	ELECTRICAL & ELECTRONIC PROPERTIES TEST CUSTODIAL- JANITORIAL SERVICES	\$187,850
ASO	DTFASO-06-C-00004	WORKTEC	JANITORIAL SERVICES INSTRUMENT MANUFACTURING FOR MEASURING AND TESTING ELECTRICITY AND ELECTRICAL SIGNALS	\$334,676
AAC	DTFAAC-06-P-00289	BOONTON ELECTRONICS CORP	ELECTRICAL & ELECTRONIC PROPERTIES TEST DEVICES	\$185,426
AAC	DTFAAC-06-P-00080	SIMPHONICS INC	COMMUNICATION TRAINING DEVICES	\$235,207
AAC	DTFAAC-06-C-00003	COMMUNICATIONS AND POWER INDUSTRIES CPI I	ELECTRON TUBE & ASSOCIATED HARDWARE	\$295,284
AAC	DTFAAC-06-P-00502	TITAN SYSTEMS DIVISION	ADP SUPPORT EQUIPMENT	\$513,375
AAC	DTFAAC-06-P-00643	KEVLIN CORP	ANTENNAS, WAVEGUIDES, & RELATED EQUIP	\$108,075
AWA	DTFAWA-06-P-00007	NATIONAL ACADEMY OF SCIENCES 0001	A&E MANAGEMENT ENGINEERING SERVICES	\$2,976,000
AWA	DTFAWA-06-P-00006	LEARNING FOR LEADERSHIP	ENGINEERING & TECHNICAL SERVICES	\$250,632
ASW	DTFASW-06-P-00075	SCHNEIDER BULK CARRIERS, INC.	OTHER VEHICLE CHARTER FOR TRANS-THINGS	\$364,822
ASO	DTFASW-06-P-00078	ACADIAN AMBULANCE SERVICE, INC.	OTHER VEHICLE CHARTER FOR TRANS-THINGS	\$8,000,000
ASO	DTFASW-06-P-00082	GREYHOUND LINES, INC.	OTHER VEHICLE CHARTER FOR TRANS-THINGS	\$1,337,180
AAC	DTFAAC-06-P-01364	AXIOS SYSTEMS INC	ADP SYSTEM ACQUISITION SUPPORT SERVICES	\$197,300
AWA	DTFAWA-06-P-00008	GENERAL DYNAMICS C4 SYSTEMS INC	COMMUNICATIONS SECURITY EQUIP & COMPONE	\$217,650
AWP	DTFAWP-06-L-00020	DYANNE ROUTH, SUCCESSOR ROUTH FAM. TRUST	LEASE/RENTAL FACILITIES- OFFICE BUILDING	\$165,034
AWP	DTFAWP-06-L-00019	DYANNE ROUTH, SUCCESSOR ROUTH FAM. TRUST	LEASE/RENTAL FACILITIES- OFFICE BUILDING	\$214,244

AAC	DTEAAC-06-P-01369	ESSCO COMMUNICATIONS	ANTENNAS, WAVEGUIDES, & RELATED EQUIP	RADIO AND TELEVISION BROADCASTING AND WIRELESS COMMUNICATIONS EQUIPMENT	\$252,700
ASW	DTEASW-06-L-00058	COMMISSIONERS COURT		MANUFACTURING	\$102,504
ANE	DTEANE-06-L-00017	NANTUCKET MEMORIAL ARPT CENTRAL WEST VIRGINIA REGIONAL AIRPORT AUTHORITY		LESSORS OF OTHER REAL ESTATE PROPERTY	\$125,590
AEA	DTEAEA-06-L-00015	BRENTWOOD TOWNE SQUARE ASSOCIATES	LEASE/RENTAL FACILITIES-OFFICE BUILDING	LESSORS OF OTHER REAL ESTATE PROPERTY	\$158,400
AEA	DTEAEA-06-L-00006	SYSTEMS ATLANTA INC.	LEASE/RENTAL FACILITIES-OFFICE BUILDING	LESSORS OF NONRESIDENTIAL BUILDINGS (EXCEPT MINIWAREHOUSES)	\$147,712
ANM	DTEANM-06-P-00183	DYANNE ROUTH, SUCCESSOR ROUTH FAM. TRUST	ADP SUPPORT EQUIPMENT	SOFTWARE PUBLISHERS	\$110,080
AWP	DTEAWP-06-L-00055	IKON OFFICE SOLUTIONS INC	LEASE/RENTAL FACILITIES-OFFICE BUILDING	LESSORS OF NONRESIDENTIAL BUILDINGS (EXCEPT MINIWAREHOUSES)	\$182,474
AAC	DTEAAC-06-P-02693	QUAD VENTURES	MAINTENANCE, REPAIR, REBUILDING EQUIP	SERVICE ESTABLISHMENT	\$253,200
AAL	DTEAAL-06-L-00023	50 STATES SECURITY SERVICES INC	LEASE OR RENTAL OF FACILITIES	EQUIPMENT AND SUPPLIES	\$294,454
ASO	DTEASO-06-P-00357	MID GEORGIA AMBULANCE INC	GUARD SERVICES	LESSORS OF OTHER REAL ESTATE PROPERTY	\$137,990
ASW	DTEASW-06-P-00263	CXR LARUS	OTHER VEHICLE CHARTER FOR TRANS. THINGS	AMBULANCE SERVICES	\$204,884
AWP	DTEAWP-06-P-00294	POWER DISTRIBUTION INC			\$102,299
AWA	DTEAWA-06-C-00007	NORTHROP GRUMMAN SYSTEMS CORP	ENGINEERING & TECHNICAL SERVICES		\$338,527
AWA	DTEAWA-06-C-00008	TECH ELECTRONICS	MISC ALARM, SIGNAL, & SECURITY DETECTION	ELECTRICAL CONTRACTORS	\$16,308,000
ACE	DTEACE-06-C-00007	VERTEX RSI	ANTENNAS, WAVEGUIDES, & RELATED EQUIP	OTHER ELECTRONIC AND PRECISION EQUIPMENT REPAIR AND MAINTENANCE	\$320,150
AAC	DTEAAC-06-C-00016	LARUS CORP	OPTOELECTRONIC DEVICES & ASSC HARDWARE		\$368,704
ASO	DTEASO-06-P-00442	RREEF AMERICA REIT II CORP AAAA		LESSORS OF NONRESIDENTIAL BUILDINGS (EXCEPT MINIWAREHOUSES)	\$142,564
AAC	DTEAAC-06-L-00001	MCALESTER CITY OF			\$520,884
ASW	DTEASW-06-L-00074	APS IV	GUARD SERVICES	SECURITY GUARDS AND PATROL SERVICES	\$125,000
AGL	DTEAGL-06-C-00013	ESCHER GRAD TECHNOLOGIES INC	MAINT REPAIR REBUILD EQUIP-SERV-MISC		\$653,355
AAC	DTEAAC-06-P-03832				\$122,400

AWA	DTFAWA-06-P-00023	ACTON PARTNERS LLC	OTHER ADMINISTRATIVE SUPPORT SERVICES	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	\$236,895
ASW	DTFASW-06-L-00072	TULSA AIRPORTS IMPROVEMENT TRUST		LESSORS OF NON-RESIDENTIAL BUILDINGS (EXCEPT MINIWAREHOUSES)	\$152,868
AAL	DTFAAL-06-C-00019	GARMIN AT INC CENTRAL WEST VIRGINIA REGIONAL AIRPORT AUTHORITY	V DEV	SEARCH, DETECTION, NAVIGATION, GUIDANCE, AERONAUTICAL AND NAUTICAL SYSTEM AND INSTRUMENT MANUFACTURING	\$172,675
AEA	DTFAEA-06-L-00048			LESSORS OF OTHER REAL ESTATE PROPERTY	\$110,340
AAL	DTFAAL-06-C-00017	MQC ENTERPRISES INC	CUSTODIAL- JANITORIAL SERVICES	JANITORIAL SERVICES	\$408,567
AWA	DTFAWA-06-P-00063	GENESIS LAMP CORP NORTHROP GRUMMAN ES	ELECTRIC LAMPS	ELECTRICAL CONTRACTORS	\$203,600
AWA	DTFAWA-06-C-00013	DENRO SYSTEMS		ENGINEERING SERVICES	\$500,000
AWA	DTFAWA-06-P-00036	CONTRONBREAK INTL CORP		COMMUNICATION EQUIPMENT REPAIR AND MAINTENANCE	\$104,647
AWA	DTFAWA-06-C-00016	NORRIS ELECTRO OPTICAL SYSTEMS			\$400,000
AAC	DTFAAC-06-P-05253	DCT INC	GUARD SERVICES		\$122,726
ASO	DTFASO-06-P-00551	NATIONAL RAILROAD PASSENGER CORP	OTHER VEHICLE CHARTER FOR TRANS-THINGS	ALL OTHER TRANSPORTATION OTHER FOUNDATION, STRUCTURE, AND BUILDING EXTERIOR CONTRACTORS	\$299,877
AEA	DTFAEA-06-C-00006	VALMONT MICROFLECT I	AL FAC		\$550,592
AAC	DTFAAC-06-P-05358	GENERAL DYNAMICS C4 SYSTEMS INC	RADIO & TV COMMUNIC EQUIP, EXCEPT AIRBN ENGINEERING & TECHNICAL SERVICES	INSTRUMENTS AND RELATED PRODUCTS MANUFACTURING FOR MEASURING, DISPLAYING, AND CONTROLLING INDUSTRIAL PROCESS VARIABLES	\$332,150
ACT	DTFACT-06-P-00094	GOLDEN GATE SOFTWARE CROWLEY MARINE SERVICES INC			\$470,140
AAL	DTFAAL-06-P-00093	VERIZON FEDERAL, INC		OTHER FUEL DEALERS	\$203,901
ANE	DTFANE-06-C-00007	CROWLEY MARINE SERVICES INC		ELECTRICAL CONTRACTORS	\$114,210
AAL	DTFAAL-06-P-00094	CROWLEY MARINE SERVICES INC		OTHER FUEL DEALERS	\$115,047
AAL	DTFAAL-06-P-00095		FUEL OILS	OTHER FUEL DEALERS	\$197,507
ACT	DTFACT-06-P-00106	OC SYSTEMS INC		COMPUTER AND COMPUTER PERIPHERAL EQUIPMENT AND SOFTWARE MERCHANT WHOLESALERS	\$198,500

ACT	DTEFACT-06-C-00007	FOAMEX INTERNATIONAL INC	ENGINEERING & TECHNICAL SERVICES	ENGINEERING SERVICES	\$669,000
ASO	DTEASO-06-P-00605	WSI CORP 1	NAVIGATIONAL INSTRUMENTS	INSTRUMENTS AND RELATED PRODUCTS MANUFACTURING FOR MEASURING, DISPLAYING, AND CONTROLLING INDUSTRIAL PROCESS VARIABLES	\$286,896
AWA	DTEAWA-06-A-00010	WISCONSIN AVIATION CONFERENCE		ELECTRICAL CONTRACTORS	\$332,000
AWA	DTEAWA-06-C-00012	US TOWER SERVICES LTD		ENGINEERING SERVICES	\$445,000
ACT	DTEACT-06-P-00132	SUNHILLO CORP 1			\$133,800
ASW	DTEASW-06-P-00393	ACADIAN AMBULANCE SERVICE, INC.	SPACE TRANSPORTATION & LAUNCH SERVICES	AMBULANCE SERVICES	\$945,927
ASO	DTEASO-06-C-00024	50 STATES SECURITY SERVICES INC	GUARD SERVICES	SECURITY GUARDS AND PATROL SERVICES	\$253,694
AAC	DTEAAC-06-P-07653	TELEDYNE CONTROLS 2	HARDWARE, COMMERCIAL	STORAGE BATTERY	\$116,637
AAC	DTEAAC-06-P-07616	SAAB AIRCRAFT OF AMERICA, LLC	MISCELL AIRCRAFT ACCESSORIES & COMPONENT RADIO & TV COMMUNIC EQUIP, EXCEPT AIRBRN	OTHER AIRCRAFT PARTS AND AUXILIARY EQUIPMENT	\$190,005
AAC	DTEAAC-06-P-07723	GENERAL DYNAMICS		OTHER ELECTRONIC COMPONENT MANUFACTURING	\$128,400
ASO	DTEASO-06-K-00005	CLERK OF COURT NORTHERN DISTRICT OF GEORGIA	LEASE OR RENTAL OF FACILITIES	LESSORS OF OTHER REAL ESTATE PROPERTY	\$134,500
ASW	DTEASW-06-U-00017	OKLAHOMA GAS AND ELECTRIC CO	ELECTRIC SERVICES		\$170,079
AWA	DTEASO-06-C-00032	VALDOSTA LOWNDES COUNTY AIRPORT AUTHORITY	FACILITIES OPERATIONS SUPPORT SERVICES		\$133,460
ACT	DTEACT-06-P-00155	STEVENS INSTITUTE OF TECHNOLOGY	TRAINING/CURRICULUM DEVELOPMENT	COLLEGES, UNIVERSITIES AND PROFESSIONAL SCHOOLS	\$112,125
AWA	DTEAWA-06-A-00011	WISCONSIN AVIATION CONFERENCE	ENGINEERING & TECHNICAL SERVICES	ENGINEERING SERVICES	\$1,127,700
AWA	DTEAWA-06-C-00015	BOEING CO			\$1,000,000
AAL	DTEAAL-06-A-00004	NORTH SLOPE BOROUGH	AL FAC	SITE PREPARATION CONTRACTORS	\$329,750
AAC	DTEAAC-06-P-08137	QUARTERWAVE CORP	CONVERTERS, ELECTRICAL, NONROTATING	ALL OTHER MISCELLANEOUS ELECTRICAL EQUIPMENT AND COMPONENT MANUFACTURING	\$109,890
AAC	DTEAAC-06-P-08181	AMETEK AEROSPACE	ELECTRICAL-HARDWARE & SUPPLIES	OTHER AIRCRAFT PARTS AND AUXILIARY EQUIPMENT MANUFACTURING	\$115,760
AWA	DTEAWA-06-A-00009	ALASKA, STATE OF	MISC ELECTRICAL & ELECTRONIC COMPONENTS	ELECTRICAL CONTRACTORS	\$4,205,280
AAC	DTEAAC-06-C-00034	KOEPFEN ELLIOTT & ASSOCIATED LTD	TRAINING AIDS	TRANSLATION AND INTERPRETATION SERVICES	\$147,078

ASW	DTFASW-06-C-00036	J M WALLER ASSOCIATES ADVANCED MANAGEMENT TECHNOLOGY	ENGINEERING & TECHNICAL SERVICES SERVICES NOT ELSEWHERE CLASSIFIED -	REMEDATION SERVICES COMPUTER SYSTEMS DESIGN SERVICES	\$100,676
AAC	DTFAAC-06-C-00026	WILKES BARRE/SCRANTON INTERNATIONAL AIRPORT		LESSORS OF OTHER REAL ESTATE PROPERTY	\$1,732,414
AEA	DTFAEA-06-L-00092	L3 COMMUNICATIONS	ELECTRON TUBES & ASSOCIATED HARDWARE	AIR TRAFFIC CONTROL	\$226,650
AAC	DTFAAC-06-P-06941	INTEGRATED SYSTEMS TECH GROUP INCORPORATED		ALL OTHER SPECIALTY TRADE CONTRACTORS	\$181,875
ASO	DTFASO-06-C-00037	ALBERCORP SIEMENS AIRFIELD SOLUTIONS INC	INSTALLATION OF EQUIPMENT ELECTRICAL HARDWARE & SUPPLIES	ALL OTHER MISCELLANEOUS ELECTRICAL EQUIPMENT AND COMPONENT MANUFACTURING	\$208,738
AAC	DTFAAC-06-P-08803	RENOT/AHOE INTERNATIONAL AIRPORT	LEASE/RENTAL FACILITIES- OFFICE BUILDING	LESSORS OF NONRESIDENTIAL BUILDINGS (EXCEPT MINIWAREHOUSES)	\$729,135
AGL	DTFAGL-06-P-00457	TURKS & CAICOS ISLAND GOVT	LEASE OR RENTAL OF FACILITIES	LESSORS OF OTHER REAL ESTATE PROPERTY	\$150,274
AWP	DTFAWP-06-L-00022	LS TECHNOLOGIES, LLC	ENGINEERING & TECHNICAL SERVICES	ELECTRICAL CONTRACTORS INSTRUMENT MANUFACTURING FOR MEASURING AND TESTING ELECTRICITY AND ELECTRICAL SIGNALS	\$173,078
ASO	DTFASO-06-L-00029	BOONTON ELECTRONICS CORP BPA CONSULTING ENGINEERS AMCOR OLDCASTLE PRECAST INC	ELECTRICAL & ELECTRONIC PROPERTIES TEST AL FAC	ELECTRICAL CONTRACTORS INSTRUMENT MANUFACTURING FOR MEASURING AND TESTING ELECTRICITY AND ELECTRICAL SIGNALS	\$180,000
AWA	DTFAWA-06-D-00011	ALVAREZ & ASSOCIATES, LLC	ENGINEERING & TECHNICAL SERVICES	ARCHITECTURAL SERVICES	\$600,000
AAC	DTFAAC-06-P-08998	INVENTIVE ELECTRONICS INC			\$388,835
ANM	DTFANM-06-C-00038	COLLIERS KEENAN INC HONEYWELL INC. 2	MAINT REPAIR ALTER REAL PROPERTY-OFFICE		\$399,182
ASO	DTFASO-06-P-00644	TRANE COMPANY (001)	MISCELLANEOUS ITEMS		\$102,519
AWA	DTFAWA-06-C-00023	ROGGE GENERAL CONTRACTORS, INC. ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY	MAINT REPAIR REBUILD EQUIP SERV-MISC	ENGINEERING SERVICES INSTRUMENT MANUFACTURING FOR MEASURING AND TESTING ELECTRICITY AND ELECTRICAL SIGNALS	\$220,000
AAC	DTFAAC-06-P-09519				\$149,201
ASO	DTFASO-06-P-00948				\$256,994
AAC	DTFAAC-06-P-09596				\$128,520
ACE	DTFACE-06-C-00038				\$189,679
ACE	DTFACE-06-C-00039				\$164,279
ANM	DTFANM-06-L-00083				\$100,506

AEA	DTFABA-06-C-00022	IRON EAGLE ENVIRONMENTAL EQ MANAGEMENT CONSULTANTS INC	MAINTENANCE REPAIR ALTER MISC BUILDINGS	PLUMBING, HEATING AND AIR-CONDITIONING CONTRACTORS	\$549,736
AWA	DTFAWA-06-P-00146	TECHNICAL ASSISTANCE ENGINEERING & TECHNICAL SERVICES	ALTER MISC BUILDINGS	COMPUTER SYSTEMS DESIGN SERVICES	\$182,600
AWA	DTFAWA-06-C-00041	MCGRAW HILL COMPANIES	ENGINEERING & TECHNICAL SERVICES		\$295,089
ACT	DTFAC-06-C-00018	CMC ELECTRONICS INC	SERVICES NOT ELSEWHERE CLASSIFIED -	OTHER SUPPORT ACTIVITIES FOR AIR TRANSPORTATION	\$999,500
ACT	DTFAC-06-P-00210	ROCKWELL COLLINS EMS	SERVICES NOT ELSEWHERE CLASSIFIED -	OTHER AIRCRAFT PARTS AND AUXILIARY EQUIPMENT MANUFACTURING	\$113,968
AWA	DTFAWA-06-P-00188	SIEMENS AIRFIELD SOLUTIONS INC	MISC ELECTRICAL & ELECTRONIC COMPONENTS	ELECTRICAL CONTRACTORS TELECOMMUNICATIONS	\$211,300
AAC	DTFAC-06-P-10436	ONE TOUCH SYSTEMS INC	EDUCATION SERVICES	RESELLERS	\$173,812
AWA	DTFAWA-06-P-00161	EDWARDS MEDICAL SUPPLY, INC	OTHER ADMINISTRATIVE SUPPORT SERVICES	EQUIPMENT AND SUPPLIES MERCHANT WHOLESALERS	\$124,954
AWA	DTFAWA-06-P-00200	ANTHROTECH GREAT LAKES MOUNTAINEER PARTNERS, JV	OTHER ADMINISTRATIVE SUPPORT SERVICES	OTHER SCIENTIFIC AND TECHNICAL CONSULTING SERVICES	\$101,700
AGL	DTFAGL-06-C-00118				\$855,426
AAC	DTFAC-06-C-00048	REIFF MANUFACTURING INC	ANTENNAS, WAVEGUIDES, & RELATED EQUIP	INSTRUMENT MANUFACTURING FOR MEASURING AND TESTING ELECTRICITY AND ELECTRICAL SIGNALS	\$136,476
AAC	DTFAC-06-P-10830	ESSCO COMMUNICATIONS AIRCRAFT OWNERS AND PILOTS ASSOC	ANTENNAS, WAVEGUIDES, & RELATED EQUIP	RADIO AND TELEVISION BROADCASTING AND WIRELESS COMMUNICATIONS EQUIPMENT MANUFACTURING	\$197,900
AWA	DTFAWA-06-P-00198	LS TECHNOLOGIES, LLC	TRAINING AIDS		\$115,000
AWA	DTFAWA-06-C-00040				\$840,000
ACE	DTFACE-06-P-00114	GENERAL DYNAMICS C4 SYSTEMS INC	TRANSMITTING & RECEIVING EQ, NO AIRBORN	RADIO AND TELEVISION BROADCASTING AND WIRELESS COMMUNICATIONS EQUIPMENT MANUFACTURING	\$172,170
AWA	DTFAWA-06-A-00016	PENNSYLVANIA SUBSYSTEMS TECHNOLOGIES INC	ENGINEERING & TECHNICAL SERVICES	ENGINEERING SERVICES	\$1,000,000
AWA	DTFAWA-06-C-00054	MOSAIC ATM, INC.		ENGINEERING SERVICES	\$819,738
AWA	DTFAWA-06-C-00056	STATE OF ALASKA DPS	NAVIGATIONAL INSTRUMENTS		\$900,000
AWA	DTFAWA-06-A-00013			ELECTRICAL CONTRACTORS	\$5,300,000

AAAL	DTFAL-06-C-00054	STR SPEECHTECH LTD 0001	ELECTRICAL & ELECTRONIC EQUIP COMP MAINT	COMMUNICATION EQUIPMENT REPAIR AND MAINTENANCE	\$142,151
AWA	DTFWA-06-C-00052	MCR FEDERAL INC ENVIRONMENTAL TECTONICS CORP 2	SERVICES NOT ELSEWHERE CLASSIFIED -	ENGINEERING SERVICES	\$251,000
AAC	DTFAC-06-C-00052			FACILITIES SUPPORT SERVICES	\$335,002
AWA	DTFWA-06-P-00183	CONTROLBREAK INTL CORP BEACON MANAGEMENT GROUP LLC	ADP SYSTEM ACQUISITION SUPPORT SERVICES	OTHER MANAGEMENT CONSULTING SERVICES	\$621,000
AWA	DTFWA-06-P-00170	GUICE ASSOCIATES	OTHER ADMINISTRATIVE SUPPORT SERVICES		\$155,000
ACT	DTEACT-06-P-00290	VERTEX RSI	ENGINEERING & TECHNICAL SERVICES		\$169,613
AAC	DTFAC-06-C-00051	BLR GROUP OF AMERICA, INC. ADVANCED MANAGEMENT TECHNOLOGY	SPECIALIZED TEST & HANDLING EQUIP.NCL O	CUSTOM COMPUTER PROGRAMMING SERVICES	\$250,000
AWA	DTFWA-06-P-00205	TELEDYNE CONTROLS 1	TECHNICAL ASSISTANCE		\$150,000
AWA	DTFWA-06-C-00036		ADP SUPPORT EQUIPMENT		\$215,000
AAC	DTFAC-06-C-00050		TECHNICAL ASSISTANCE	ALL OTHER PROFESSIONAL, SCIENTIFIC AND TECHNICAL SERVICES	\$883,410
AWA	DTFWA-06-P-00151	ACIT PERFORMANCE TECHNOLOGIES INC	MISCELLANEOUS ITEMS	HARDWARE MANUFACTURING OTHER ELECTRONIC COMPONENT MANUFACTURING	\$412,480
ACT	DTEACT-06-P-00219	FARR AND CONTROLS DIV OF RUIHE	MAINT REPAIR ALTER REAL PROPERTY-OFFICE		\$408,988
AAC	DTFAC-06-C-00066	COLLIERS KEENAN INC	MAINT REPAIR ALTER REAL PROPERTY-OFFICE		\$1,231,274
ASO	DTFASO-06-P-01233	COLLIERS KEENAN INC	MAINT REPAIR ALTER REAL PROPERTY-OFFICE		\$2,200,000
ASO	DTFASO-06-P-01234	OFFICE SYSTEMS INSTALLATIONS	MAINT REPAIR ALTER REAL PROPERTY-OFFICE		\$120,000
ASO	DTFASO-06-P-01235		MAINT REPAIR ALTER REAL PROPERTY-OFFICE		\$400,000
AAC	DTFAC-06-C-00067	CAE ELECTRONICS LTD	TRAINING AIDS ENGINEERING & TECHNICAL SERVICES	SEARCH, DETECTION, NAVIGATION, GUIDANCE, AERONAUTICAL AND NAUTICAL SYSTEM AND INSTRUMENT MANUFACTURING	\$337,998
ACT	DTEACT-06-C-00001	KLINE TRENCHING	OTHER ADMINISTRATIVE SUPPORT SERVICES	SITE PREPARATION CONTRACTORS RESEARCH AND DEVELOPMENT IN THE PHYSICAL, ENGINEERING, AND LIFE SCIENCES	\$2,562,188
AWA	DTFWA-06-C-00059	SEEAERO LTD	MISCELLANEOUS ITEMS		\$130,000
AWA	DTFWA-06-P-00232	MORTARA INSTRUMENT INC	MISCELLANEOUS ITEMS		\$169,500
AWA	DTFWA-06-P-00246	KISCAL, LLC	MISCELLANEOUS ITEMS	INDEPENDENT ARTISTS, WRITERS, AND PERFORMERS	\$114,000
AWA	DTFWA-06-P-00236	PITNEY BOWES GOVERNMENT		OFFICE EQUIPMENT MERCHANT	\$312,652

	SOLUTIONS				
AWA	DTFAWA-06-C-00069	AIRLINE PILOTS ASSOCIATION ALPA	MEDICAL AND HEALTH STUDIES	PROFESSIONAL AND MANAGEMENT DEVELOPMENT TRAINING	\$128,500
AWA	DTFAWA-06-C-00064	SIMPLEX DATA SOLUTIONS	ADP SYSTEM ACQUISITION SUPPORT SERVICES	CELLULAR AND OTHER WIRELESS TELECOMMUNICATIONS	\$977,560
AWA	DTFAWA-06-C-00072	VERACITY ENGINEERING LLC	ENGINEERING & TECHNICAL SERVICES		\$150,000
AWA	DTFAWA-06-C-00055	AIR TRANSPORT ASSOCIATION OF AMERICA INC	TECHNICAL ASSISTANCE	OTHER SCIENTIFIC AND TECHNICAL CONSULTING SERVICES	\$990,000
ANM	DTFANM-06-A-00004	SPOKANE AIRPORT BOARD	OTHER ARCHITECT & ENGINEERING SERVICES		\$2,900,000

**Legend - FAA Regions and Centers**

- AWA - Washington
- AEA - Eastern
- AWP - Western Pacific
- ASO - Southern
- ASW - Southwest
- ANM - Northwest Mountain
- ACE - Central
- AGL - Great Lakes
- ANE - New England
- AAL - Alaskan
- AAC - Mike Monroney  
Aeronautical Center
- ACT - FAA Technical Center

**CONTRACTING**

**QUESTION:** Has FAA made any attempts to ensure that each contractor/grantee be required to certify that they had read, were aware of, and would abide by applicable laws and regulations governing expenditures and reimbursements?

**RESPONSE:** We have not implemented a separate certification that contractors must sign, stating that they have read, were aware of, and would abide by applicable laws and regulations governing expenditures. There is a basic presumption that our contractors read and are aware of all terms and conditions of any pending contract to which they may be legally bound. Once the contract is signed, contractors must abide by all contract terms, including those terms related to expenditures and reimbursements.

We use various mechanisms to manage contractor expenditures. For example, for contracts involving cost reimbursement:

- Prospective contractors must certify before contract award to disclosure of cost accounting practices and standards for estimating, accumulating, and reporting costs.
- As a condition of contract award, prospective contractors must have a Government-approved accounting system that properly records and accumulates costs.
- We use pre- and post-contract award audits performed by Defense Contract Audit Agency to help ensure our contractors only bill allowable and allocable costs to the contract.
- We include certain payment clauses that allow us to review and reject any request for reimbursement that is not allowable, allocable, or reasonable under our contract cost principles.
- We include a contract clause that allows audit of records at any time during contract performance.

**CONTRACTING**

**QUESTION:** The Office of Personnel Management posted some of the results from the Federal Human Capital Survey for 2006 on their website. Could you provide the subcommittee with the complete results for the FAA?

**RESPONSE:** Attached are the results for the FAA.

Question	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	# of Respondents
(1) The people I work with cooperate to get the job done.	30.10%	51.20%	9.40%	7.00%	2.30%	1,047
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b># of Respondents</b>
(2) I am given a real opportunity to improve my skills in my organization.	16.70%	35.30%	20.80%	20.40%	6.80%	1,047
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b># of Respondents</b>
(3) I have enough information to do my job well.	12.90%	48.90%	22.20%	13.10%	2.90%	1,048
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b># of Respondents</b>
(4) I feel encouraged to come up with new and better ways of doing things.	14.40%	31.00%	18.60%	22.60%	13.40%	1,047
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b># of Respondents</b>
(5) My work gives me a feeling of personal accomplishment.	25.10%	48.10%	14.30%	7.80%	4.70%	1,048
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b># of Respondents</b>
(6) I like the kind of work I do.	41.20%	45.40%	8.50%	3.60%	1.30%	1,047
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b># of Respondents</b>

Question	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	# of Respondents
(7) I have trust and confidence in my supervisor.	24.00%	30.90%	17.70%	13.50%	14.00%	1,048
Question	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	# of Respondents
(8) I recommend my organization as a good place to work.	20.60%	30.80%	20.70%	11.80%	16.10%	1,049
Question	Very Good	Good	Fair	Poor	Very Poor	# of Respondents
(9) Overall, how good a job do you feel is being done by your immediate supervisor/team leader?	27.10%	30.10%	21.20%	11.20%	10.40%	1,047
Question	Very Good	Good	Fair	Poor	Very Poor	# of Respondents
(10) How would you rate the overall quality of work done by your work group?	32.70%	46.50%	16.00%	3.90%	0.80%	1,044
Question	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Do Not Know
(11) The workforce has the job-relevant knowledge and skills necessary to accomplish organizational goals.	16.50%	54.00%	14.40%	10.90%	3.60%	0.70%
Question	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Do Not Know
(12) My supervisor supports my need to balance work and family issues.	31.10%	37.70%	15.10%	6.80%	8.40%	0.90%

Question	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Do Not Know
(13) Supervisors/team leaders in my work unit provide employees with the opportunities to demonstrate their leadership skills.	17.40%	34.80%	21.10%	15.20%	10.30%	1.10%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(14) My work unit is able to recruit people with the right skills.	7.10%	26.60%	25.10%	18.20%	18.00%	4.90%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(15) The skill level in my work unit has improved in the past year.	9.70%	29.20%	28.90%	17.60%	12.10%	2.60%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(16) I have sufficient resources (for example, people, materials, budget) to get my job done.	8.20%	31.90%	15.10%	25.50%	18.00%	1.40%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(17) My workload is reasonable.	8.20%	47.60%	16.70%	16.70%	10.10%	0.60%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(18) My talents are used well in the workplace.	12.60%	42.80%	20.30%	13.50%	9.80%	0.90%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>

Question	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Do Not Know
(19) I know how my work relates to the agency's goals and priorities.	23.30%	48.90%	12.40%	7.10%	6.90%	1.50%
<b>Question</b> (20) The work I do is important.	<b>Strongly Agree</b> 52.40%	<b>Agree</b> 39.10%	<b>Neither Agree nor Disagree</b> 6.70%	<b>Disagree</b> 0.70%	<b>Strongly Disagree</b> 0.60%	<b>Do Not Know</b> 0.50%
<b>Question</b> (21) Physical conditions (for example, noise level, temperature, lighting, cleanliness in the workplace) allow employees to perform their jobs well.	<b>Strongly Agree</b> 21.80%	<b>Agree</b> 40.20%	<b>Neither Agree nor Disagree</b> 15.50%	<b>Disagree</b> 11.30%	<b>Strongly Disagree</b> 10.50%	<b>Do Not Know</b> 0.60%
<b>Question</b> (22) Promotions in my work unit are based on merit.	<b>Strongly Agree</b> 5.20%	<b>Agree</b> 18.40%	<b>Neither Agree nor Disagree</b> 27.90%	<b>Disagree</b> 18.90%	<b>Strongly Disagree</b> 26.10%	<b>Do Not Know</b> 3.50%
<b>Question</b> (23) In my work unit, steps are taken to deal with a poor performer who cannot or will not improve.	<b>Strongly Agree</b> 1.80%	<b>Agree</b> 20.20%	<b>Neither Agree nor Disagree</b> 23.90%	<b>Disagree</b> 21.90%	<b>Strongly Disagree</b> 25.50%	<b>Do Not Know</b> 6.70%
<b>Question</b> (24) Employees have a feeling of personal empowerment with respect to work processes.	<b>Strongly Agree</b> 4.80%	<b>Agree</b> 30.80%	<b>Neither Agree nor Disagree</b> 27.60%	<b>Disagree</b> 18.40%	<b>Strongly Disagree</b> 17.10%	<b>Do Not Know</b> 1.40%

Question	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Do Not Know
(25) Employees are rewarded for providing high quality products and services to customers.	5.50%	25.30%	20.70%	25.70%	21.70%	1.20%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(26) Creativity and innovation are rewarded.	5.80%	20.30%	25.50%	24.50%	22.20%	1.60%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(27) Pay raises depend on how well employees perform their jobs.	3.20%	13.20%	23.50%	24.90%	31.90%	3.20%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(28) Awards in my work unit depend on how well employees perform their jobs.	5.80%	22.00%	23.10%	19.90%	26.00%	3.30%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(29) In my work unit, differences in performance are recognized in a meaningful way.	2.40%	16.70%	26.80%	25.60%	24.70%	3.70%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(30) My performance appraisal is a fair reflection of my performance.	11.50%	37.40%	27.00%	11.50%	10.80%	1.70%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>

Question	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Do Not Know
(31) Discussions with my supervisor/team leader about my performance are worthwhile.	11.90%	35.30%	23.40%	14.60%	13.40%	1.30%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(32) I am held accountable for achieving results.	26.40%	50.60%	11.90%	6.20%	3.80%	1.10%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(33) Supervisors/team leaders in my work unit are committed to a workforce representative of all segments of society.	15.00%	28.80%	30.80%	6.90%	8.80%	9.80%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(34) Policies and programs promote diversity in the workplace (for example, recruiting minorities and women, training in awareness of diversity issues, mentoring).	14.80%	31.30%	30.20%	6.60%	6.60%	10.50%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(35) Managers/supervisors/team leaders work well with employees of different backgrounds.	18.20%	37.70%	24.50%	6.00%	9.60%	4.00%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(36) I have a high level of respect for my organization's senior leaders.	9.20%	21.80%	20.80%	17.00%	31.10%	0.00%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>

<b>Question</b> (37) In my organization, leaders generate high levels of motivation and commitment in the workforce.	<b>Strongly Agree</b> 4.60%	<b>Agree</b> 17.60%	<b>Neither Agree nor Disagree</b> 26.50%	<b>Disagree</b> 20.70%	<b>Strongly Disagree</b> 29.40%	<b>Do Not Know</b> 1.20%
<b>Question</b> (38) My organization's leaders maintain high standards of honesty and integrity.	<b>Strongly Agree</b> 8.60%	<b>Agree</b> 23.10%	<b>Neither Agree nor Disagree</b> 22.50%	<b>Disagree</b> 15.60%	<b>Strongly Disagree</b> 25.60%	<b>Do Not Know</b> 4.60%
<b>Question</b> (39) Managers communicate the goals and priorities of the organization.	<b>Strongly Agree</b> 9.90%	<b>Agree</b> 37.10%	<b>Neither Agree nor Disagree</b> 20.50%	<b>Disagree</b> 14.00%	<b>Strongly Disagree</b> 17.90%	<b>Do Not Know</b> 0.70%
<b>Question</b> (40) Managers review and evaluate the organization's progress toward meeting its goals and objectives.	<b>Strongly Agree</b> 12.20%	<b>Agree</b> 34.50%	<b>Neither Agree nor Disagree</b> 23.30%	<b>Disagree</b> 9.10%	<b>Strongly Disagree</b> 10.60%	<b>Do Not Know</b> 10.20%
<b>Question</b> (41) Employees are protected from health and safety hazards on the job.	<b>Strongly Agree</b> 17.80%	<b>Agree</b> 44.60%	<b>Neither Agree nor Disagree</b> 16.70%	<b>Disagree</b> 10.60%	<b>Strongly Disagree</b> 8.60%	<b>Do Not Know</b> 1.60%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>

(42) My organization has prepared employees for potential security threats.	14.50%	51.60%	17.20%	10.50%	4.90%	1.30%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(43) Complaints, disputes or grievances are resolved fairly in my work unit.	8.70%	26.10%	21.70%	13.80%	18.70%	11.10%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(44) Arbitrary action, personal favoritism and coercion for partisan political purposes are not tolerated.	12.50%	24.60%	23.30%	16.30%	14.40%	9.00%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(45) Prohibited Personnel Practices (for example, illegally discriminating for or against any employee/applicant, obstructing a person's right to compete for employment, knowingly violating veterans' preference requirements) are not tolerated.	19.50%	31.90%	19.10%	5.50%	7.80%	16.20%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(46) I can disclose a suspected violation of any law, rule or regulation without fear of reprisal.	13.00%	29.20%	21.50%	14.70%	12.90%	8.60%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(47) Supervisors/team leaders provide employees with constructive suggestions to improve their job performance.	9.20%	38.00%	25.10%	17.40%	9.50%	0.80%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>

Question	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Do Not Know
(48) Supervisors/team leaders in my work unit support employee development.	14.30%	40.60%	20.60%	14.80%	9.10%	0.60%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(49) Employees have electronic access to learning and training programs readily available at their desk.	22.90%	51.00%	8.70%	8.00%	7.40%	2.00%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(50) My training needs are assessed.	11.60%	37.10%	23.40%	14.70%	10.70%	2.40%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(51) Managers promote communication among different work units (for example, about projects, goals, needed resources).	10.90%	34.20%	20.10%	15.50%	15.20%	4.10%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(52) Employees in my work unit share job knowledge with each other.	20.50%	52.90%	12.60%	8.20%	5.50%	0.20%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>
(53) Employees use information technology (for example, intranet, shared networks) to perform work.	28.00%	48.50%	11.90%	4.40%	6.00%	1.30%
<b>Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Do Not Know</b>

Question	Very Satisfied	Satisfied	Neither Satisfied nor Dissatisfied	Dissatisfied	Very Dissatisfied	# of Respondents
(54) How satisfied are you with your involvement in decisions that affect your work?	11.60%	33.20%	19.40%	21.30%	14.50%	1,049
<b>Question</b>	<b>Very Satisfied</b>	<b>Satisfied</b>	<b>Neither Satisfied nor Dissatisfied</b>	<b>Dissatisfied</b>	<b>Very Dissatisfied</b>	<b># of Respondents</b>
(55) How satisfied are you with the information you receive from management on what's going on in your organization?	7.80%	25.50%	24.60%	22.70%	19.40%	1,048
<b>Question</b>	<b>Very Satisfied</b>	<b>Satisfied</b>	<b>Neither Satisfied nor Dissatisfied</b>	<b>Dissatisfied</b>	<b>Very Dissatisfied</b>	<b># of Respondents</b>
(56) How satisfied are you with the recognition you receive for doing a good job?	9.60%	26.80%	22.80%	23.40%	17.40%	1,049
<b>Question</b>	<b>Very Satisfied</b>	<b>Satisfied</b>	<b>Neither Satisfied nor Dissatisfied</b>	<b>Dissatisfied</b>	<b>Very Dissatisfied</b>	<b># of Respondents</b>
(57) How satisfied are you with the policies and practices of your senior leaders?	6.60%	21.00%	23.20%	24.50%	24.70%	1,048
<b>Question</b>	<b>Very Satisfied</b>	<b>Satisfied</b>	<b>Neither Satisfied nor Dissatisfied</b>	<b>Dissatisfied</b>	<b>Very Dissatisfied</b>	<b># of Respondents</b>
(58) How satisfied are you with your opportunity to get a better job in your organization?	6.00%	21.90%	33.10%	20.10%	19.00%	1,048
<b>Question</b>	<b>Very Satisfied</b>	<b>Satisfied</b>	<b>Neither Satisfied nor Dissatisfied</b>	<b>Dissatisfied</b>	<b>Very Dissatisfied</b>	<b># of Respondents</b>



Question	Very Satisfied	Satisfied	Neither Satisfied nor Dissatisfied	Dissatisfied	Very Dissatisfied	No Basis to Judge
(65) How satisfied are you with life insurance benefits?	7.40%	44.40%	23.00%	12.10%	5.90%	7.20%
(66) How satisfied are you with long term care insurance benefits?	3.80%	19.00%	30.00%	10.10%	5.50%	31.50%
(67) How satisfied are you with the flexible spending account (FSA) program?	10.90%	25.60%	22.30%	3.50%	1.90%	35.80%
(68) How satisfied are you with paid vacation time?	34.60%	50.70%	8.50%	4.10%	2.20%	1,048
(69) How satisfied are you with paid leave for illness (for example, personal), including family care situations (for example, childbirth/adoption or elder care)?	32.40%	48.90%	9.90%	4.70%	4.00%	1,048

Question	Very Satisfied	Satisfied	Neither Satisfied nor Dissatisfied	Dissatisfied	Very Dissatisfied	No Basis to Judge
(70) How satisfied are you with child care subsidies?	1.20%	4.20%	21.20%	2.80%	3.50%	67.10%
(71) How satisfied are you with work/life programs (for example, health and wellness, employee assistance, elder care, and support groups)?	2.70%	15.40%	23.60%	7.60%	5.40%	45.40%
(72) How satisfied are you with telework/telecommuting?	4.20%	7.60%	16.70%	7.90%	11.00%	52.60%
(73) How satisfied are you with alternative work schedules?	25.80%	29.50%	11.60%	8.10%	10.70%	14.30%

**NEW YORK/NEW JERSEY/PHILADELPHIA AIRSPACE REDESIGN**

**QUESTION:** In response to the serious congestion problem in the nation's most complicated airspace, the FAA is instituting a new airspace redesign plan for the NY/NJ/Philadelphia region. After spending 8 years on this plan, and holding 120 meetings, the FAA issued a record of decision in September 2007. Please describe where the FAA is in the process of implementing the airspace redesign and tell us when will we start seeing the results?

**RESPONSE:** The New York/New Jersey/Philadelphia Metropolitan Area Airspace Redesign project is in stage one of implementation. As part of stage one, the FAA incorporated dispersal headings at Newark Liberty International and Philadelphia International Airports. Currently, the FAA is in the planning stages for stage two of implementation. The FAA anticipates implementation of the project to be complete by the end of 2011.

While the FAA is currently studying the benefits of the departure headings, our initial review indicates a reduction in overall departure delays. It will require a review of additional data over a longer period of time, in different conditions within the system, considering items such as weather, other airport ground delays, etc., before the FAA can provide a detailed analysis of delay reductions. However, the FAA is encouraged by the initial data.

**NEW YORK NEW JERSEY/PHILADELPHIA AIRSPACE REDESIGN**

**QUESTION:** What has been the total cost of the FAA's airspace redesign effort in the NY/NJ/Philadelphia region?

**RESPONSE:** The total funding for the FAA's airspace redesign effort in NY/NJ/Philadelphia region through FY 2008 is \$58 million.

**JOHN F. KENNEDY AIRPORT AND OPERATIONS CAP**

**QUESTION:** Also to address congestion in the New York area, on March 30 the FAA will institute an operations cap of roughly 83 operations an hour at John F. Kennedy airport to continue until October 2009. What impact will the cap have on markets that are currently being served? For instance will it reduce international flights out of JFK and or service to rural markets?

**RESPONSE:** FAA does not expect the limitations placed on scheduled operations at JFK to have adverse impacts on the markets currently being served by the airport because none of the carriers with existing service at JFK reduced their daily schedules to meet the adopted limits. Rather, air carriers rescheduled certain peak-hour operations to off-peak hours. In addition, the order allows for about 100 more daily operations in summer 2008 than in the summer 2007.

Similarly, we do not expect the caps at JFK to reduce international operations because foreign flag carriers were granted operating authorizations to meet their historic schedules. The FAA order does not distinguish between domestic and international operating authorizations. U.S. carriers are able to use their approved slots to fly either domestic or international routes. However, new flights by foreign flag and domestic carriers above summer 2007 levels will need to operate at times when the airport has available capacity, or the carriers may trade allocated operating times with other carriers to obtain their preferred times.

**LOW COST GROUND SURVEILLANCE**

**QUESTION:** Since ASDE-X and its add-ons are very expensive technology, the FAA is testing less comprehensive ground surveillance systems to be used at less busy airports. These systems provide incremental situational awareness for controllers; they cost less than \$1 million each and can go operational in less than week. What are the results of the test?

**RESPONSE:** As part of our Runway Incursion Reduction Program (RIRP), the FAA has conducted technical evaluations of two candidate Low Cost Ground Surveillance (LCGS) products - the Critical Area Management System (CAMS) proposed by Lockheed Martin/Transtech Inc. and the NOVA 9000 Surface Management System proposed by Park Air Systems. Each of these systems was installed at the Spokane International Airport and evaluated against a proposed set of minimum performance requirements. Both systems were found to meet about 90% of the requirements that were initially established and the impact of the unmet requirements remains to be assessed. A follow on phase of evaluation -- one that exposes both systems to tower controllers - will be conducted during FY 2008 to assess the systems' operational utility from a controller perspective. It should be noted that one of the systems - the NOVA 9000 - has not received sufficient exposure to adverse weather conditions and requirements that go toward system performance in weather remain to be evaluated.

**LOW COST GROUND SURVEILLANCE**

**QUESTION:** What airports would this be appropriate for?

**RESPONSE:** At the very first level, airports for which deployment of ASDE-X is not presently planned are candidates for LCGS technology. Beyond that, the FAA will conduct a cost-benefit analysis that considers safety risks and other operational conditions to determine airports for which an LCGS program investment would yield the greatest benefit.

**LOW COST GROUND SURVEILLANCE**

QUESTION: When could you start installing these systems?

RESPONSE: The FAA has initiated a pilot project to extend the evaluation of LCGS products to airports beyond Spokane. Under the pilot project the FAA plans to install LCGS products at up to six additional airports during FY 2009 with the objective of determining the suitability of the candidate products under varying operational conditions. Our expectation is that the pilot will provide additional real-world performance and cost data with which to narrow the investment alternatives and ultimately determine the extent and schedule of a wider deployment.

### **RUNWAY INCURSIONS AND LOW TECH SOLUTIONS**

**QUESTION:** FAA has recognized that there are also low-tech solutions to runway incursions, such as better signage, markings, and lighting at airports. The FAA has required airports with more than 1.5 million enplanements improve signage and markings by June 2008. In addition, the FAA recently evaluated 20 airports based on runway incursion data and wrong runway departure data and identified short-, mid- and long-term runway safety initiatives. What steps is the FAA taking to encourage airports to improve signage, markings and lighting?

**RESPONSE:** The FAA Call for Action encouraged airports to voluntarily implement the enhanced taxiway centerline marking to help alert pilots they are approaching a runway holding position. Prior to the Call for Action the enhanced taxiway centerline was only required at the 75 largest airports (more than 1.5 million annual passenger enplanements). 90 of the remaining 492 certificated airports (18 percent) have voluntarily installed the enhanced taxiway centerline. 332 of the remaining airports (67 percent) have plans to install the enhanced taxiway centerline. On March 31, 2008 the FAA issued a change to the Marking Standards Advisory Circular to require all certificated airports to implement the enhanced taxiway centerline. For airports with less than 1.5 million annual passenger enplanements but more than 370,000 passenger enplanements the enhanced taxiway centerline must be implemented by March 31, 2009. For the remaining smaller certified airports, the enhanced taxiway centerline must be implemented by March 31, 2010.

Reviews of all 20 airports are complete and have resulted in more than 100 short-term and numerous mid- and long-term initiatives. Almost all of the short-term initiatives identified have already been completed. The agency has evaluated lessons learned from the initial surface analysis and modified the format for future Runway Safety Action Team (RSAT) meetings and incorporated evaluation of the wrong runway risk factors identified by the Commercial Aviation Safety Team (CAST) into the RSATs.

The 20 airports evaluated were: Hartsfield-Jackson Atlanta International; Dekalb Peachtree (Atlanta); Logan International; O'Hare International; Dallas/Ft. Worth International; Denver International; Ft. Lauderdale-Hollywood International; McCarran International (Las Vegas); North Las Vegas; Long Beach/Daugherty Field; Los Angeles International; Miami International; General Mitchell International (Milwaukee); John F. Kennedy International; Orlando International;

Philadelphia International; Reno-Tahoe International; San Francisco International; Norman Y. Mineta San Jose International; and John Wayne Airport (Orange County) Santa Ana.

The FAA is also moving to accelerate installation of runway status lights that alert aircraft when it is unsafe to cross or initiate takeoff on a runway. Prototype systems have been installed at Dallas Ft. Worth Airport and San Diego. We recently signed an agreement with Los Angeles World Airports (LAX) to also install Runway Status Lights at LAX for evaluation. The FAA will be announcing the schedule for installing production Runways Status Light systems later this summer.

### **RUNWAY INCURSIONS AND LOW TECH SOLUTIONS**

**QUESTION:** How is the FAA tracking to ensure that the identified short-, mid-, and long term initiatives are being implemented?

**RESPONSE:** All Call to Action initiatives are entered into a database. The Regional Runway Safety Program Managers obtain a weekly status on all initiatives. When the status changes it is updated in the database and reported in the Regional Runway Safety Program Manager (RRSPM) weekly reports sent to the headquarters. The completion status is verified at follow-up visits or at the next scheduled Runway Safety Action Team (RSAT) visit. When there is difficulty in implementing and initiative assistance is requested.

The FAA Office of Airport Safety and Standards (AAS-1) tracks the enhanced runway centerline marking projects and the progress made to develop ground vehicle driver training plans. Each FAA regional office reports their progress to AAS-1 monthly. AAS-1 evaluates the data and uses the information to prepare reports, or provide guidance, and responds to inquiries if necessary to clarify the requirements.

**RUNWAY SAFETY ZONES**

**QUESTION:** This committee, in the 2006 Appropriation Act, required that commercial airports upgrade the runway safety area to FAA design standards by 2015. Is the FAA tracking airport compliance with the 2006 directive? And are airports upgrading the runway safety areas in advance of the 2015 deadline?

**RESPONSE:** Yes. The FAA has worked with airports and developed a master schedule for completing RSA upgrades by 2015. We exceeded the FY 2007 RSA completion goal by completing 40 RSA improvements. The goal had been 36. We are on track for completing 39 RSAs in FY 2008. By 2010, 87 percent of the RSA improvements will be completed and 100 percent by 2015.

**RUNWAY SAFETY ZONES**

**QUESTION:** How will airports that have significant space constraints comply with this directive?

**RESPONSE:** Each FAA region reviews individual airport Runway Safety Areas (RSAs) and makes a determination on whether it is practicable to improve the RSA to meet standards. If not, a determination is made as to what is the practicable extent that the RSA can be improved. The FAA has also developed the Engineered Materials Arresting System (EMAS). EMAS is a crushable concrete bed that safely stops an overrunning aircraft. EMAS is specifically designed for airports that do not have the land for a standard 1,000 foot RSA. A standard EMAS can be installed in 600 feet. Currently, 30 EMAS systems have been installed at runway ends at 21 airports. An additional 14 EMAS systems are under contract for installation at 8 airports.

**RUNWAY SAFETY ZONES**

**QUESTION:** Can we expect a larger percentage of AIP dollars applied to this purpose?

**RESPONSE:** The FAA is committed to meeting the congressionally mandated date of December 31, 2015, for owners of certificated airports to improve the airport's runway safety areas to the extent practicable.

In Fiscal Year (FY) 2002, the FAA started an ambitious program to accelerate runway safety area (RSA) improvements at commercial service runways that do not meet standards. The FAA has met all of its interim goals to meet this commitment through FY 2007. Between FY 2002 and FY 2007, the FAA spent a total of approximately \$1.25 billion for RSA projects. The cost is approximate because some of the RSA improvements were done as part of larger runway improvement projects and the RSA cost portion was not separated. Plans are in place to improve 168 more priority runways to the extent practicable by the year 2015.

The Airport Improvement Program (AIP) grants to support RSA improvements are estimated to range from approximately \$150 million to \$300 million over the next five years, a funding level roughly commensurate with recent years. We anticipate this will be adequate to meet the 2015 completion goal.

**NEXTGEN RISKS AND VULNERABILITIES**

QUESTION: As the FAA embarks on this major modernization initiative, both the GAO and DOT Inspector General have highlighted some of the risks and vulnerabilities with the NextGen program. These include lack of a detailed transition plan; need to develop a strategy for assembling a skilled workforce, and cuts to aeronautical research. What specific steps has the FAA taken to strengthen its transition plan from the old system to its replacement?

RESPONSE: The FAA has converted its Operational Evolution Plan to the *Operational Evolution Partnership* and is using that very successful process to support the development of the transition plans. This work builds on the FAA National Airspace System Architecture which provides the long term strategy for moving from the “as-is” to the “to-be” which is NextGen Vision. The OEP uses seven customer focused outcomes, the OEP solution sets, to structure the more detailed transition planning and activities captured in our budget plans.

The risk associated with transition is addressed by building on the capabilities provided by recent system investments such as the enroute automation modernization program ERAM while the new NextGen transformational systems such as ADS-B are in development and implementation. This approach provides for a smooth transition for pilots and controllers from operations of today to the changes required to fully achieve the NextGen capabilities. For example, in high demand metropolitan areas we will continue on a path of expanding the use the advanced capabilities of the aircraft to provide for more precise, energy and environmentally efficient operations to the runway while adding capabilities to our planning tools such as Traffic Management Advisor to achieve improved operations even in peak periods. Ultimately these plans will be carried as digital messages to the aircraft over the NextGen DataComm capability - a transformational program in investment today.

This approach allows for improvements throughout the NextGen investment period rather than deferring until each ultimate capability is in place. This strategy for transition provides the near and mid-term improvements which will accommodate the demand of 2015 and provide a path to the capabilities to accommodate the demand beyond that year.

**NEXTGEN RISKS AND VULNERABILITIES**

QUESTION: What are the NextGen's workforce needs and how are you addressing them?

RESPONSE: Eighty new program managers, engineers and information technology specialists will be brought on board by the end of this fiscal year. FAA has also contracted with the National Academy of Public Administration (NAPA) to establish a panel of experts to identify skill sets required to integrate and implement the Next Generation Air Transportation System (NextGen) and strategies to obtain the expertise necessary to manage, integrate and implement the complex activities inherent in the transformation to NextGen. Recommendations from this panel are expected in September 2008 and will be used to determine staffing requirements in Fiscal Year 2009.

**NEXTGEN RISKS AND VULNERABILITIES**

**QUESTION:** If the Congress accepts the Administration's \$58 million cut to NASA's aeronautical research program, won't that place a heavier burden on the FAA to conduct the developmental research needed for NextGen?

**RESPONSE:** The cuts in aeronautical research at NASA have resulted, in many cases, in a change of the point of transition for the research. In the past NASA has carried successful research up to and into implementation to support technology transfer. Recognizing that this will not be the standard for transition for the future, the FAA has included support for research maturation and transition within its funding request for NextGen System Development.

In the Research, Engineering and Development budget specific requests have also been included for research for which there was an identified gap. This includes, for instance, funding for environmental programs involving clean technologies for aviation and some human factors research.

**ADS-B**

**QUESTION:** If the ADS-B ground stations are expected to be operationally nationwide by 2013, why is there a seven year delay before aircraft will be required to be equipped with ADS-B technology?

**RESPONSE:** Based on the planned issuance of the final rule, aircraft could equip over a ten year period (from 2010 – 2020). Air Transport usually conducts an upgrade cycle to aircraft every seven years. Based on feedback from the aviation community through the Air Traffic Management Advisory Committee (ATMAC)<sup>1</sup>, it was considered reasonable to provide a time period that would naturally accommodate the seven year maintenance cycle plus provide general aviation enough time to comply with the rule. It is anticipated that approximately 185,000 general aviation aircraft will need to meet the rule compliance date (2020) over the ten year period.

In summary, the required equipage date was designed to give aircraft owners/operators time to equip with proper avionics. This compliance date was based on:

- Recommendations from the user community
- Amount of aircraft (air transport and general aviation) that are in service today
- The length of time the aircraft would be pulled out of service

---

<sup>1</sup> Current membership of the ATMAC includes Northwest Airlines, Air Transport Association of America, United Parcel Service, ARINC, Lockheed Martin, Airbus Industries, National Business Aviation Association, Aircraft Owners & Pilots Association, Harris Corporation, Air Carrier Association, Regional Airline Association, National Air Traffic Controllers Association, Pinnacle Airlines, JetBlue, Rockwell Collins, ITT, Joint Planning and Development Office, Airports Council International, Department of Defense, Delta Air Lines, Air Line Pilots Association, Honeywell, DFS Deutsche Flugsicherung, MITRE CAASD, European Commission, RTCA, Inc.

**ADS-B**

**QUESTION:** The FAA's proposed rule only requires that aircraft have the capability to transmit ADS-B data "out" for the benefit of controllers-why isn't the FAA requiring the data to be transmitted "in" so that pilots could benefit from situational awareness that ADS-B could potentially provide.

**RESPONSE:** In the proposed rule, ADS-B Out will be required for aircraft flying in certain classes of airspace.<sup>1</sup> This is necessary because it enables the FAA to provide the NextGen foundation and a homogenous surveillance system. ADS-B Out will also make the ADS-B In applications possible.

Currently, the ADS-B In requirements are only partially defined. The FAA has asked industry, through Radio Technical Commission for Aeronautics (RTCA), to develop the requirements for the ADS-B In equipment, including the requirements for the Cockpit Display of Traffic Information (CDTI). These standards are scheduled to be completed later this year (2008).

The Surveillance and Broadcast Services (SBS) Program Office received \$9 million in the 2008 Omnibus to accelerate ADS-B In applications. The program office is developing a plan that aims to solicit NAS users and incentivize early adoption of ADS-B In by lowering investment risks.

---

<sup>1</sup> ADS-B Out avionics will be required, as described below.

- Class A, B, and C airspace.
- All airspace at and above 10,000 feet MSL (mean sea level) over the 48 contiguous United States and the District of Columbia.
- Within 30 nautical miles of airports listed in 14 CFR Part 91, Appendix D, from the surface up to 10,000 feet MSL.
- Class E airspace over the Gulf of Mexico from the coastline of the United States out to 12 nautical miles, at and above 3,000 feet MSL.

### OUTSOURCING AND SAFETY OVERSIGHT

**QUESTION:** Over the past several years, airline companies are outsourcing maintenance more and more to facilities in other areas, including foreign locations (such as Europe, El Salvador, Canada and Mexico). What steps is the FAA taking to make sure that these facilities receive appropriate levels of oversight?

**RESPONSE:** When an air carrier uses a contract maintenance provider to provide all or part of its aircraft maintenance, under Title 14 Code of Federal Regulations (14 CFR) part 121 regulations, that maintenance provider's organization becomes an extension of the air carrier's maintenance organization. Therefore, the air carrier is responsible for all the maintenance performed by the contract provider. The air carrier must direct or supervise all work, and all work must be performed in accordance with the air carrier's manual and maintenance program.

- There are approximately 700 FAA-certificated repair stations located outside the United States. FAA inspectors re-certificate some foreign repair stations yearly and others every other year. Those not renewed annually are inspected annually.
- Additionally, repair stations located outside the U.S. must demonstrate the need to perform maintenance, preventive maintenance, or alterations on U.S. registered or U.S. owned/operated foreign aircraft.
- If an air carrier or a certificated repair station chooses to contract maintenance with a non-certificated provider, then the above regulations still apply; that is, the air carrier must direct or supervise all work.
- The air carrier is required by regulation to maintain a list of any person or persons that perform inspections, maintenance, or alterations, including a general description of the work performed on behalf of the air carrier.
- FAA inspectors with maintenance oversight responsibilities have access to the carrier's list and may inspect these providers to determine that they are performing maintenance in accordance with the air carrier's FAA-approved maintenance program.

- FAA inspectors perform surveillance on the facility, equipment, personnel, and operating requirements that repair stations must meet in order to be certificated.
- Over the past few years, we have made improvements to our surveillance systems by including a risk-based Enhanced Repair Station Oversight Process which utilizes risk management tools and processes to effectively target FAA resources to the areas of identified risks.

Part 121.105 states, “ Each certificate holder conducting domestic or flag operations must show that competent personnel and adequate facilities and equipment (including spare parts supplies, and materials) are available at such points along the certificate holders route as are necessary for the proper servicing maintenance and preventative maintenance of airplanes and auxiliary equipment.”

**FACILITY SAFETY**

**QUESTION:** The FAA has not completed the display upgrades at the four critical sites (Minneapolis, St. Louis, Chicago, and Denver). The two viable contractors came together and this was to save 10 months on completing the first installation. The estimated completion date for all four facilities was July, 2008. Has the timeline changed – when will the facilities be completed?

**RESPONSE:** The timeline for these sites has not changed and we plan to deploy all systems by July 2008. In June 2005, the FAA's Joint Resources Council approved an additional investment (Phase 2) under the FAA's on-going Terminal Automation Modernization/Replacement Program (TAMR) to modernize or replace the automation systems at nine facilities including Chicago, Denver, Minneapolis, and St. Louis.

The FAA recognizes the need to replace the aging terminal automation displays at Chicago, Denver, Minneapolis, and St. Louis and is proceeding to modernize or replace the terminal automation systems at these facilities.

**FAULTY PARTS SUPPLIED BY AVIATION MANUFACTURER'S SUPPLIERS**

**QUESTION:** The Inspector General recently released a report that raised serious concerns about FAA's oversight of domestic and international part suppliers to our nation's aircraft manufacturers. Over the past forty years, aircraft manufacturers have gone from building aircraft entirely in the United States to a more international business approach where parts are built by various suppliers in different countries. What specific changes will FAA make to ensure that manufacturers are providing effective oversight of their suppliers and that the manufacturers' quality assurance programs are being adhered to?

**RESPONSE:** By September 2008, FAA will revise FAA Order 8120.2, *Production Approval and Certificate Management Procedures*, to enhance the safety-based risk assessments used for the selection, frequency of scheduling, and conduct of supplier control audits by FAA's Aviation Safety Inspectors (ASIs). This revision will include enhanced criteria to:

- Assess the manufacturer's use of suppliers providing flight-critical parts;
- Reduce the level of subjectivity in evaluating FAA-approved manufacturers so that safety-based risk assessments will be more consistent and standardized. This will be accomplished through development of specific instructional material targeted to reduce subjectivity;
- Require that ASIs perform a review of the manufacturer's prior audits of their suppliers as part of their overall analysis of safety-based risk and determination of appropriate resource targeting;
- Implement a supplier control audit quantity approach that will require the number of FAA conducted supplier control audits be more directly correlated to the overall number of the manufacturer's suppliers;
- Improve evaluation of the flow down of the manufacturer's quality system requirements to their suppliers; and,
- Provide for a follow-on assessment of the supplier's adherence to the manufacturer's flowed down quality system requirements.

In addition, FAA will revise its Advisory Circular 21-20, *Supplier Surveillance Procedures*, by September 2009. This revision will establish new requirements for manufacturers to conduct improved supplier control oversight and further refine their internal procedures to assure that the appropriate facilities are audited at the necessary intervals. The FAA will propose specific criteria for inclusion in a manufacturer's quality system for the selection, evaluation and approval, re-evaluation, and disapproval of suppliers based on safety risks associated with the parts and components procured by the manufacturer. These criteria will include advisory information on such items as:

- An evaluation of all suppliers to determine their capability to meet the manufacturer's design and quality requirements. The manufacturer should conduct the initial evaluation before permitting suppliers to furnish any parts, components, or services. An onsite evaluation of the supplier by the manufacturer may not be required if the supplier:
  - Provides parts or components which are deemed non-critical and would have no affect on aircraft safety if they were to fail;
  - Provides parts or components which may be fully inspected for design and quality requirements upon receipt at the manufacturer;
  - Provides records (e.g., material certifications, interim inspection records, functional testing documentation, test samples, first article inspection documentation, etc.) with their supplied parts and components for review by the manufacturer; and,
  - Holds their own FAA production approvals for the same parts and components provided to the manufacturer.
- Ongoing evaluations of supplier-furnished parts and components to assure continued adherence to the manufacturer's design and quality requirements. The frequency and location (e.g., at the manufacturer facility or at the supplier's facility) of such evaluations should be determined using safety-based risk indicators, such as:
  - The technical complexity and safety criticality of the supplied parts or components;
  - Whether the supplied parts or components may be fully inspected for design and quality requirements upon receipt at the manufacturer;

- The supplier's "track record" or history for providing compliant parts and components with no known defects, nonconformities, or failures in service; and,
  - Whether the parts and components are procured from a supplier who holds an FAA production approval.
- Periodic onsite evaluations, process reviews, document reviews, or independent product evaluations at a supplier's facility based on safety associated risks. Periodic onsite evaluations would normally be required when:
    - The supplier provides parts and components which have known defects, nonconformities, or have been reported to fail in service;
    - The manufacturer introduces a change in design (e.g., special manufacturing process changes, material content changes, critical dimensional changes, etc.) that would necessitate verification of compliance by the supplier; and,
    - The supplier changes the site of its manufacturing facilities, undergoes a significant change in its quality organization and/or management personnel, or modifies its procedures which may have an effect upon how products are inspected.
  - The means by which the manufacturer should identify, disapprove, and discontinue, when warranted, the use of any supplier who fails to meet the manufacturer's design and quality requirements.

When a manufacturer does not perform onsite evaluations at a supplier's facility, they could perform an assessment of the supplied parts and components at their own manufacturing facility. Another common practice for determining the conformity of design and quality requirements for supplied parts and components, is the "source inspection process." This procedure is used when the supplied parts and components can not be fully inspected upon receipt at the manufacturer, are technically complex, critical to safety, etc. In this case, an employee of the manufacturer (or a properly delegated representative of the supplier acting on the manufacturer's behalf) is positioned at the supplier facility to directly watch over the actual fabrication, inspection, and conformity determination of the supplied parts and components.

Another approach by manufacturers to assist in their supplier control and oversight responsibility is the use of "other party" evaluators. The FAA does permit, with appropriate procedures and controls, the information derived from such evaluations to be used by the manufacturers for their own purpose of supplier evaluations.

This program is described in FAA's Order 8120.12, *Production Approval Holder Use of Other-Parties to Supplement Their Supplier Control Program*.

Much of the information provided in this response was also provided to the DOT-OIG in FAA's response to their report entitled, *Assessment of FAA's Risk-Based System for Overseeing Aircraft Manufacturers' Suppliers*, Report Number: AV-2008-026, dated February 26, 2008. The FAA's commitments to the findings and recommendations of the DOT-OIG are attached in an appendix to the report entitled "Management Comments" (in an FAA Memorandum dated December 18, 2007).

**FAULTY PARTS SUPPLIED BY AVIATION MANUFACTURER'S  
SUPPLIERS**

**QUESTION:** Since so many parts of varying size and importance are used to build modern aircraft, does the FAA plan to implement a risk assessment process that targets the highest priority parts (avionics and navigation equipment) and largest-volume parts which, if defective, could have the most adverse impacts?

**RESPONSE:** The FAA has been using a resource targeting-based assessment process since 2003 that focuses on the manufacturers (and their suppliers) producing the most complex and safety critical products and parts. The FAA is in the process of developing a new risk assessment tool entitled Risk-Based Resource Targeting (RBRT) scheduled for implementation in FY09. The RBRT tool will put more focus on manufacturers and suppliers of flight-critical parts, increasing the frequency of audits at such facilities, and improving evaluation criteria for more in-depth assessments and evaluations. The use of RBRT for manufacturers with a production approval is scheduled for March 2009. The risk assessment indicator questions, used for determining the number and frequency of supplier control audits, are currently being developed and should be available in June.

This information was also provided to the DOT-OIG in the FAA's response to their report entitled, *Assessment of FAA's Risk-Based System for Overseeing Aircraft Manufacturers' Suppliers*, Report Number: AV-2008-026, dated February 26, 2008. The FAA's commitments to the findings and recommendations of the DOT-OIG are attached in an appendix to the Report entitled "Management Comments" (in an FAA Memorandum dated December 18, 2007).

**FAULTY PARTS SUPPLIED BY AVIATION MANUFACTURER'S SUPPLIERS**

**QUESTION:** How will the FAA improve training requirements within your own FAA staff as well as for manufacturers so they can perform more effective audits?

**RESPONSE:** The FAA will update its technical training courses to better address the following items: (a) auditing systems or processes; (b) individual or task-specific elements of a supplier's operations; and, (c) processes for documenting audit results. The FAA is conducting a review of its primary technical training course for the evaluation of manufacturers and their FAA-approved quality systems, entitled Aircraft Certification Systems Evaluation Program (ACSEP), which FAA plans to complete by September 2008. Based on the results of the evaluation, the FAA will create new ACSEP Directive material by spring 2009. In addition, the FAA's Aviation Safety Inspector (ASI) Job Functions course is scheduled to undergo a thorough content review in FY09.

With regard to manufacturers, the FAA will further enhance existing advisory materials to emphasize the need for appropriate employee training on how to perform effective supplier audits.

This information was also provided to the DOT-OIG in the FAA's response to their report entitled, *Assessment of FAA's Risk-Based System for Overseeing Aircraft Manufacturers' Suppliers*, Report Number: AV-2008-026, dated February 26, 2008. The FAA's commitments to the findings and recommendations of the DOT-OIG are attached in an appendix to the Report entitled "Management Comments" (in an FAA Memorandum dated December 18, 2007).

**FAULTY PARTS SUPPLIED BY AVIATION MANUFACTURER'S  
SUPPLIERS**

**QUESTION:** What requirements will the FAA require supply facilities to follow (and manufacturers to ensure through their quality assurance programs) in order to ensure that only the highest quality parts are used in American built aircraft?

**RESPONSE:** The FAA regulates and oversees FAA-approved manufacturers and the quality systems forming the basis for such approvals. We ensure that manufacturers are providing proper oversight and control of their suppliers, as defined in their quality system, in accordance with approved policy and procedures. The future changes proposed to the FAA's advisory material, policy, and procedures for supplier control will help to ensure that only the highest quality parts are used in aircraft production.

This information was also provided to the DOT-OIG in the FAA's response to their report entitled, *Assessment of FAA's Risk-Based System for Overseeing Aircraft Manufacturers' Suppliers*, Report Number: AV-2008-026, dated February 26, 2008. The FAA's commitments to the findings and recommendations of the DOT-OIG are attached in an appendix to the Report entitled "Management Comments" (in an FAA Memorandum dated December 18, 2007).

### MANAGING MAJOR CAPITAL PROJECTS

**QUESTION:** Given that the FAA is embarking on the massive NextGen project to overhaul the way air traffic is controlled in this country, the FAA will need to take great care to reduce project integration risks, rein in cost growth and keep NextGen on schedule. What lessons have you learned from previous capital acquisition projects and how are you applying them to NextGen.

**RESPONSE:** The lessons learned deal with the major factors contributing to legacy cost, schedule and performance shortfall. Leading factors were determined to be: funding allocation, system engineering, risk management, human factors, software cost estimation, and program monitoring.

Since 2004, FAA has taken a number of actions to implement solutions to the lessons learned above in order to control cost and schedules and to maximize its capital funds allocations that will increasingly play an important role in the development and implementation of NextGen. Specifically, the FAA has taken the following actions:

- Large or complex capital programs are now segmented into manageable phases to improve executive oversight and control. By segmenting large capital programs into phases such as development, demonstration, and production, the Joint Resources Council (JRC) is able to review incremental progress against cost and schedule baselines and approve subsequent program phases based upon program performance achieved to date.
- Revised the Acquisition Management System (AMS) to ensure that funding for contract audits throughout a project's lifecycle are included in the acquisition program baseline.
- Within the ATO, a Capital Investment Team (CIT) has been established to review and evaluate the costs and benefits of existing and proposed capital investments. The CIT also provides guidance and recommendations for those investments seeking approval from the JRC
- To prepare engineers for the Next Generation Air Transportation System, the ATO has launched a new graduate certification program in system engineering.

- Major acquisition program managers must now be certified by the Project Management Institute based on the industry standard Program Manager's Body of Knowledge. Currently all major capital acquisitions are managed by qualified certified program managers.
- Contract awards, including contract modifications to existing contracts greater than \$10 million go through review within ATO Finance and the FAA Chief Financial Officer (CFO) prior to approval.
- Integrated AMS and Circular A-11 Capital Planning, Budgeting, and Acquisition control process to implement a process for tracking, analyzing and assessing the risks associated with FAA major capital investments.
- Quarterly reviews within ATO have been implemented with the Senior Vice President for Finance and the ATO Service Unit Vice President's responsible for management of the capital programs within their domains. Financial status, acquisition baseline milestones, annual milestones, earned value management performance data and technical requirements stability are covered in the reviews.
- Use of Earned Value Management (EVM) techniques is now required for contracts where there is significant risks to the government. EVM provides a consistent methodology for measuring program progress and detection of underlying problem areas. Major programs were assessed against the industry accepted ANSI-EIA-748 standard for EVM compliance.

The steps taken over the past four years have contributed to the FAA achieving its annual acquisition goals and along with continual process improvements being implemented positions FAA with the capability to manage NextGen programs within cost, schedule and performance targets.

**MANAGING MAJOR CAPITAL PROJECTS**

**QUESTION:** The FAA maintains a Construction in Progress (CIP) account to track all of its major acquisitions and has attempted to enhance the CIP by developing new business practices. What is the status of the CIP enhancements and are you confident at producing accurate, annual accounting statements? Have these enhancements been integrated throughout the FAA's contracting practices?

**RESPONSE:** FAA uses its Construction In Progress account to track all expenditures related to the deployment of assets valued at \$25,000 or higher with a useful life of two or more years. Over the past several years, FAA has struggled with recording assets on the books in a timely manner so that depreciation costs are recorded timely.

In FY2007, FAA performed a major clean up effort that reduced the CIP balance from \$4.6 billion in September 2006 to \$2.8 billion on September 2007. At the same time, we made significant improvements in policy/procedures, systems, and business processes. As a result of the hard work in FY2007, and continuous improvement efforts and timely capitalization of assets in FY2008, the CIP balance at the end of the second quarter was reduced to \$2.4 billion.

During FY 2008, we are meeting with all of our major acquisition program offices to ensure we institutionalize these revised processes. These meetings include program managers, contracting officers, contracting officer technical representatives, logistics staff, and regional/field personnel, all of whom are involved with asset deployments. Our goal is to educate the acquisition program teams on the capitalization process and their fiscal responsibilities in supporting the timely capitalization of assets. Going forward, we plan to conduct meetings throughout the year with acquisition teams to ensure we have the most current information on their deployment plans and schedules.

### USE OF COST-PLUS-AWARD FEE (CPAF) CONTRACTS

**QUESTION:** The IG recently completed an interim report on the award-fee criteria used for the National Airspace System Implementation Support (NISC II) contract (in effect for past 10 years) and the follow-on bridge contract which was awarded on 21 February 2008. The IG found that when the FAA awarded the NISC II contract in 1997, it did not develop specific evaluation criteria to determine whether the contractor met the required goals. The IG recommended that the FAA revise its award criteria to ensure monetary awards were directly linked to attainment of measurable goals, and that the FAA should reevaluate whether the use of cost-plus-award contracts are justified for major procurements in the future. The IG acknowledged that the FAA is making progress on the first recommendation but could not ascertain whether any action was being made on the second. Has the FAA fully implemented the changes to the NISC II bridge contract? If not, what is the status of those changes and when do you anticipate them being completed?

**RESPONSE:** The FAA is working to improve the award fee process by more closely aligning contract performance with goals and objectives. To achieve this, the FAA plans the following actions:

- A phased approach is being utilized to train all contract users and to review and revise more than 120 existing Task Orders. The NISC Program Office (NPO) will first train contract users on development of performance based objectives and measures. Next the NPO will identify and modify all existing task orders where performance metrics can be established. The NPO will revise the award-fee plan for the NISC II bridge contract to further align the award fee outcome with the measurable criteria within each task order. We envision the phased approach beginning with training in April of 2008 under the current bridge contract; and fully implemented by October 1, 2009.
- The NISC contracting officer will evaluate the contract type used to provide support services that will be used for the follow-on contract before December 1, 2009 as part of the acquisition plan. The Contracts office will review and compare the following types of contracts in justifying the appropriate type of contract: Indefinite Delivery Indefinite Quantity (IDIQ), Cost Plus Fixed Fee (CPFF), Cost Plus Award Fee (CPAF) and Cost Plus Incentive Fee (CPIF).

**USE OF COST-PLUS-AWARD FEE (CPAF) CONTRACTS**

**QUESTION:** Has the FAA started reviewing the agency's own guidelines to determine the appropriateness of cost-plus-award contracts for future acquisitions? Are there procedures in place to prevent these types of contracts from being used when another, more advantageous to the government, contract type could be used instead?

**RESPONSE:** In FY 2007, the FAA analyzed its policy and guidance relating to the various contract types, which included an emphasis on cost-reimbursement contracts. In July 2007, the FAA revised the description of the various contract types, when each should be utilized, and considerations FAA should review when making a selection in its Acquisition Management System (AMS). A section on cost-plus-award fee contracts was included. To expand on the AMS Policy and Guidance, FAA issued a guide, *Award-Fee Contracting Guidance*, in October 2007 to elaborate AMS Policy and to provide examples and practical concerns towards cost-plus-award fee contracts. For acquisitions over \$10 million, the Office of the Chief Financial Officer (CFO) reviews requirements to ensure better fiscal control and oversight of FAA contracting. This review includes an analysis of contract type. For all procurement levels, contracts management periodically reviews acquisitions to ensure they meet the best interests of FAA and the Federal Government. In addition, the FAA Acquisition Executive (FAE) established the FAA National Acquisition Evaluation Program (NAEP) to provide oversight of FAA acquisition management through the evaluation of contracts, programs, and acquisition management practices. Included in the NAEP program is a review of contract type selection.

**ACQUISITION WORKFORCE**

**QUESTION:** In order to conduct the increased amount of audits necessary to manage and control a growing number of cost-reimbursable contracts, all of the agencies within DOT need to have personnel with the right type of skills sets. OMB has recently mandated that all Departments create a human capital strategic plan to meet this challenge. What is the status of DOT's Human Capital Plan and how does it impact the FAA?

**RESPONSE:** The Department of Transportation's Strategic Plan 2006-2011 identifies the importance of conducting workforce planning to understand both mission and workforce trends, assess mission critical core competencies, and implement plans to close skill gaps through systematic learning and knowledge management approaches, targeted recruitment, and succession planning. To achieve this objective the Department developed its multi-year Strategic Human Capital Plan, 2007-2011 to set the strategic and operating priorities of human capital management across the Operating Administrations, including FAA. DOT updates annually its workforce analysis which provides a snapshot of the DOT workforce at the end of the preceding fiscal year. The DOT workforce analysis examines significant trends in employee demographics, analyzes turnover and retirement eligibility, discusses competency analyses and gap closure, and focuses specific attention on these issues for Mission Critical Occupations (MCOs).

Each of DOT's Operating Administrations, including FAA, has its own multi-year strategic plan and human capital plan that supports their unique mission and business requirements and aligns with and supports the Departmental goals and objectives.

Under the President's Management Agenda (PMA), Strategic Management of Human Capital (PMA-HC) requires that all agencies analyze segments of their workforce, identify competency gaps and submit a Gap Analysis Report and Improvement Plan for various government-wide MCOs by FY2009. The Acquisition and Contracting workforce is deemed mission-critical in all agencies.

To ensure that we have the talented Acquisition workforce to meet our future mission and business needs, DOT and all its Operating Administrations, including FAA, participated fully in the government-wide competency assessments for this MCO. The assessment results were used to perform a thorough competency gap analysis across the entire Departmental enterprise to identify the types and levels

of skills currently available in the Acquisition workforce, skill gaps and mitigating strategies.

The Department's Acquisition workforce demonstrated proficiency in many assessed competency areas. Both the Contracting Officer and Contract Specialist series had few gaps in the majority of their general and technical competencies and where gaps were identified they tended to be medium or small in range. In DOT's *Acquisition Workforce Gap Analysis Report and Improvement Plan, Measurement Year October 1, 2007-September 30, 2008*, the assessment results are documented and three competency gap areas were identified for closure: Project Management, Defining Government Requirements/Performance Based Acquisition Strategies, and Understanding the Marketplace. Specific gap closure activities underway for the Acquisition workforce include development/training, recruitment, and retention initiatives tailored to each DOT Operating Administration, including FAA, to ensure strategies meet their unique business objectives.

**ACQUISITION WORKFORCE**

**QUESTION:** How many contract specialists are assigned to the oversight of NextGen programs?

**RESPONSE:** The Office of Acquisition Policy and Contracting has three contract divisions. The NextGen programs currently are covered by two of these divisions. Although contract specialists do not have oversight of programs, we have approximately 20 contracting officers and contract specialists who support the NextGen programs in varying degrees.

The number of NextGen programs will increase as the programs mature to the point of contract award in coming years. FAA will align the staff and other resources needed to ensure strong support for these efforts as circumstance requires.

### ACQUISITION WORKFORCE

QUESTION: What are your strategic goals for the acquisition workforce at FAA?

RESPONSE: The FAA's overarching strategic goal for the acquisition workforce is to ensure the agency has the talent and skills it needs to satisfy both its immediate and strategic, mission and business requirements. In particular, to ensure the FAA has the technical and acquisition skills needed to define, develop, procure, integrate, and implement the complex systems of the Next Generation Air Transportation System (NextGen). The FAA is planning a number of initiatives related to recruitment, retention, certification, development and strategic human capital management for its acquisition workforce. These include:

- Establishment of an executive-level ATO Acquisition Workforce Council to provide cross-organization focus and to serve as a decision-making body for acquisition workforce matters, including strategic direction and oversight for development, implementation, and ongoing monitoring of the annual Acquisition Workforce Plan.
- Contracted with the National Academy of Public Administration in June 2007 to form a panel of external experts and conduct an independent, impartial assessment of capabilities to support NextGen. The Academy's study has two primary objectives: 1) identify the skill sets required by the ATO to integrate and implement NextGen, including but not limited to technical and contract management skills; and 2) define the strategies to obtain the expertise necessary to manage, integrate and implement the complex activities inherent in the transformation to NextGen. The final report of findings and recommendations are due September, 2008.
- Education, development, and certification programs in program/project management; systems engineering; human factors engineering; contracting/procurement; investment analysis and cost estimating; and business and financial management. Included in this is a newly-expanded graduate level certificate program in systems engineering.
- FAA Acquisition Career Development and Certification Program for Program/Project Management Professionals, which specifies experience, training, and certification requirements for acquisition program and project managers.

- Use of recruitment and retention incentives to attract and retain both experienced talent and entry talent, to develop a pipeline of candidates as retirements occur and bring in the sharpest new technical skills. At the entry level, FAA is increasing the use of Co-op and college level intern programs, and expanding recruitment at colleges and universities that have the technical and business programs that match FAA's needs. To attract experienced talent, FAA is expanding outreach efforts and using HR flexibilities to offer variety of recruitment incentives – such as bonuses and enhanced leave. FAA is currently developing implementing policy that allows agencies to re-employee retirees to fill acquisition-related positions, without a reduction to their annuities. FAA also utilizes retention incentives to retain individuals with critical qualifications.

**QUESTIONS FOR THE RECORD  
RANKING MEMBER JOE KNOLLENBERG**

**AIRPORT IMPROVEMENT PROGRAM**

**QUESTION:** Turning first to Airport Improvement Program (AIP), I am trying to get a handle on what may be a serious, even if unintended, consequence of the most recent extension. Is it not the case that many of the smaller eligible airports will protect or save their allotment from one year to the next, and that airports can protect their allotment for three years?

**RESPONSE:** Yes; airports that receive non-primary entitlement funds can carryover these funds for three years.

**AIRPORT IMPROVEMENT PROGRAM**

**QUESTION:** Is it true that the 25% reduction in AIP contract authority that was included in the most recent extension applies to the saved or protected portion of funding as well as what might be called the current year allotment?

**RESPONSE:** The 25% reduction applies to protected carryover (unused entitlements from previous years) as well.

Therefore, FAA made available 75% of prior-year protected carryover funds under the 9-month extension. Furthermore, because carryover funds expire after 3- or 4-years (depending on the type of airport) if not used by the airport, the FAA fully funded the oldest carryover for each airport first. Fully funding an airport's oldest carryover first minimizes the risk of an airport losing funds that will expire by the end of the fiscal year if AIP is not extended beyond June 30. As a result, only \$187,008 of prior-year protected carryover funds are at risk of expiring at the end of the fiscal year if AIP is not extended and the remaining 25 percent of total carryover funds are not made available.

**AIRPORT IMPROVEMENT PROGRAM**

**QUESTION:** Was this known to the authorizing committee members before the bill was passed? By that I mean did you or your Department express that this outcome would occur to the members or staff?

**RESPONSE:** It is our understanding that they were aware of this impact. Including the carryover funds in the 25 percent reduction allows the maximum amount of discretionary funds available to reach high priority projects, such as Runway Safety Area improvements.

**AIRPORT IMPROVEMENT PROGRAM**

**QUESTION:** Can you tell us how many airports had protected prior year funds and will lose a portion of their protected funds and how much each will lose?

**RESPONSE:** Primary airports can carry over entitlements for two years while non-primary airports can carry over funds for three years. Carryover funds, if not used by the airport sponsor, expire at the end of the third fiscal year in the case of primary airports, and at the end of the fourth fiscal year in the case non-primary airports.

There are 448 sponsors that have carryover funds on the books that will expire at the end of this fiscal year. However, virtually none of these airports will lose a portion of their expiring carryover funds as a result of the 9-month extension, as long as the airports request these funds be used to fund an AIP eligible project before the end of the 9-month extension. Since unused carryover funds expire after 3- or 4-years, the FAA fully funded the oldest carryover for each airport first. Fully funding an airport's oldest carryover first minimizes the risk of an airport losing funds that will expire by the end of the fiscal year if AIP is not extended beyond June 30. Our review of expiring carryover funds, as of the end of this fiscal year, show that only 12 airports will lose protected carryover funds as a direct result of the 9-month extension and only \$187,008 of prior-year protected carryover funds are at risk of expiring at the end of the fiscal year if AIP is not extended and the remaining 25 percent of total carryover funds are not made available.

**AIRPORT IMPROVEMENT PROGRAM**

**QUESTION:** Have you informed the impacted airports of the fact that the saved or protected funds were cut by the 25% reduction, as of this time?

**RESPONSE:** Yes. The FAA issued a Federal Register notice on April 4, 2008, advising sponsors that there will be a 25% reduction in the amount of protected carryover funds as well as current year entitlements made available under the 9-month extension. In addition, the FAA notified each sponsor, by letter, of the total carryover and entitlement funds being made to them under the 9-month extension.

**AIRPORT IMPROVEMENT PROGRAM**

**QUESTION:** I know it will vary across airports but can you give us an idea of how serious a problem this could be? Do you have a recommendation for fixing the problem if you believe the problem is serious and needs to be fixed?

**RESPONSE:** Given that the Sponsor is aware of the expiring funds, and that the FAA has made arrangements to make available for obligation the total expiring funds to the Sponsor (assuming they proceed with a project in FY-08), we do not believe that the expiring funds constitute a material issue. Only 12 airports and \$187,008 of prior-year protected carryover funds are at risk of expiring at the end of the fiscal year if AIP is not extended and the remaining 25 percent of total carryover funds are not made available.

**AIRPORT IMPROVEMENT PROGRAM**

**QUESTION:** The FAA has requested \$2.7 billion for AIP for 2009, about the same as enacted for 2008. I am aware, however that the needs estimate for airside improvements alone ranges from \$7 to \$10 billion per year. I am interested in how you arrived at the 2009 estimate given the needs estimate? More importantly given that the AIP program level is not likely to ever be \$7 to \$10 billion a year, what is your recommendation for closing that gap or what are you assuming will happen to reduce the backlog over the long run?

**RESPONSE:** If Congress adopts the formula changes in the FAA's Reauthorization proposal, AIP funding of \$2.75 billion will be sufficient to meet critical safety needs for airports. The Administration's proposal increases the minimum discretionary fund and establishes a minimum state apportionment. These changes, together with the proposed increase in Passenger Facility Charges (PFCs), will enable the FAA to reach all high priority safety, capacity and security projects. In addition, the Administration's proposal will provide enough funds to meet all current and expected letter of intent commitments and continue work on critical rehabilitation and phased projects.

**AIRPORT IMPROVEMENT PROGRAM**

**QUESTION:** According to the General Aviation Manufacturers Association, the number of revenue shipments increased by 13 percent and billings increased by 24 percent during 2005 and 2006. These are huge increases. Is that trend going to continue? Will that increase significantly alter the relative costs of General Aviation compared to the total costs of operating the National Airspace System?

**RESPONSE:** The high increases in revenue shipments over the past few years have been driven by sales of high value, corporate-type aircraft such as business jets, which report robust export sales. Other areas of general aviation (GA) shipments, such as single-engine piston aircraft, have experienced lower growth rates. In 2007, this trend continued. According to GAMA, total shipments of GA aircraft by domestic manufacturers increased 4.2%, total billings were up 15.2%, and the number of aircraft exported rose by 28.2%. The growth was concentrated in the high value aircraft segments as business jet shipments were up 34.9%. Piston aircraft shipments actually fell 4.9%, the first decline since 2002.

We forecast that the business jet portion of the GA fleet will continue to grow at a rapid rate in the coming years. Given that these high-end aircraft generally use more FAA services than piston aircraft, the relative costs of the GA segment should increase. Since we forecast that GA jet activity will grow at a significantly higher rate than commercial jet activity over the next decade, it is likely that the relative shares of FAA costs will change over time, with a gradual shifting of costs to the high-end GA segment. Because the FAA's cost allocation methodology is repeatable, we will be able to measure and monitor these changes on a regular basis.

**AIR TRAFFIC CONGESTION**

**QUESTION:** We all remember that last summer was a particularly difficult time at airports in the northeast, especially Kennedy, LaGuardia and Newark. Are the operating measures that were put in place to ease or reduce delays last summer still in effect and will they remain in effect this summer as well? If not, which ones will expire and what additional measures are being introduced soon?

**RESPONSE:** We believe operational improvements will provide some relief to congestion in both the short and long term. We have seen early delay reduction benefits from the initial implementation of the New York/New Jersey/Philadelphia Metropolitan Area Airspace Redesign. The FAA is also working on over 77 measures identified by customer groups to improve operations at the New York airports.

We continue to expect demand to exceed capacity in the near term at the major commercial airports. To mitigate delays, we put in a cap at LaGuardia Airport (LaGuardia) following the expiration of the High Density Rule in January 2007, as we continue to work toward implementation of a new rule. We capped John F. Kennedy International Airport (Kennedy), effective March 30, 2008, following a successful scheduling reduction process with air carriers. In addition, we recently published an order to cap operations at Newark Liberty International Airport (Newark) at an average of 83 total operations per hour to prevent new flights during peak hours from adding to the already high delay levels. The Kennedy and Newark caps are expected to continue until at least October 2009.

Longer term, we believe market-based measures hold promise to provide the best economic incentives to address congestion. We will continue to explore how these measures may be used to address this regional issue.

**AIR TRAFFIC CONGESTION**

**QUESTION:** Looking a little further down the road, while the administration's initiative to modernize the nation's air traffic control system, NextGen, will help to reduce delays in the future, full implementation is not planned until 2025. What initiatives are you planning to address delays in the interim?

**RESPONSE:** In response to the growing delays in the New York metro area, the President, Secretary Peters, and Acting Administrator Sturgell met to discuss the unacceptable impact these delays were having on the Nation's airspace. We formed a New York Aviation Rulemaking Committee (ARC) to work with industry and community stakeholders to come up with a list of potential solutions. On December 19, the Secretary announced a number of steps being taken in New York as a result. These steps include a cap on flights at JFK and Newark, a list of 77 operational improvements to reduce congestion in the region, and establishment of a New York airspace "czar". Many of these solutions can be implemented in the short-term, but longer-term efforts such as airspace redesign and NextGen will also be required in order to provide additional capacity. We have completed 8 of the list of 77 recommendations. We anticipate completing an additional 9 initiatives by this summer. The remaining 60 recommendations from the original list are being reviewed. We plan to reconvene the stakeholders for a meeting this spring to determine which high-priority initiatives will be implemented in FY 2009.

Beginning March 30, as a short-term solution, hourly operations at JFK are capped at 82 to 83 per hour. These caps will be in place through October 2009 and follow the conclusion of a schedule reduction meeting we held with the air carriers and airport. We also recently announced a cap on scheduled operations at Newark. Total operations will be capped at an average of 83 per hour, effective June 1, 2008 (through October 2009). In addition, we are expediting implementation of the latest air traffic control technology at airports in the Philadelphia and New York region. We have appointed an interim aviation "czar" to serve as director of the newly-created New York Integration Office while we complete a national search for the permanent appointment.

In the near-term, as part of NextGen, we will be adding information sharing and decision support capabilities. Improved coordination and traffic planning will result in more efficient use of system capacity. This summer we will complete the

first part of this nation-wide effort. We have accelerated the introduction of our surface surveillance system, ASDE-X, at JFK, and augmented it with surveillance to the gate. We will add information sharing and coordination capabilities and processes to improve aircraft movement between the runway and gate in order to maximize the runway use. We will install this capability at the other ASDE-X airports over the next few years.

The Traffic Management Advisor system is an automated decision-making support tool that enables air traffic controllers to sequence aircraft heading to an airport to reduce congestion and optimize airport arrival capacity. While it has proven very beneficial in operation, the high density airports of the Northeast have complexities for which system enhancements are required. We are in the first stages of augmenting our arrival planning Traffic Management Advisor with capabilities that will increase performance at airports in highly-congested airspace.

We prefer to expand capacity in order to meet demand. The aviation industry is a major economic engine, supporting growth and job creation at the national and local levels. We need to find a way to address congestion and allocate limited space efficiently and fairly. We believe that a market-based approach provides the best outcome because it sets the right incentives for efficient use of the system. That is why we are also looking at market-based measures for longer-term solutions to congestion, particularly in New York.

On January 14, we published a Federal Register Notice of Proposed Amendments to the Airport Rates and Charges Policy. The notice proposes two changes and one clarification to the Rates and Charges Policy, and to add a definition of “congested airport.”

The first change would clarify that airports may use a “two-part” fee structure with an operation-based and weight-based element. The second change would permit an operator of a congested airport to charge for work under construction. Finally, the third change would expand the authority of an operator of an airport system to charge users of the congested airport in the system for the airfield costs of other airports in its system.

If adopted, the amendments will allow a congested airport to raise the price of using its runways. This, in turn, could provide a financial incentive to aircraft operators to consider alternatives, such as scheduling flights outside of peak demand times, increasing aircraft size to use the congested runways more efficiently or meeting regional air service needs through alternative, less congested facilities.

**AIR TRAFFIC CONGESTION**

**QUESTION:** Based on FAA's projected increase of one hundred flights to that area, are the operating improvements measures alone sufficient to solve the congestion problem there and, perhaps elsewhere, over the long run? If not what other non-operating restrictions are being contemplated and when will the final regulation be issued?

**RESPONSE:** We believe operational improvements will provide some relief to congestion in both the short and long term. We are already seeing early delay reduction benefits from the NY/NJ/PHL airspace redesign. However, we do see demand in the region continuing to exceed capacity even as elements of the Next Generation Air Traffic Control System (NextGen) are introduced.

As interim measures, we placed a cap on operations at LaGuardia on January 1, 2007, when the High Density Rule expired. We continue to work toward implementing a new rule. We also capped operations at JFK effective March 30. We will cap operations at Newark, effective June 1, to prevent flights from spilling over from JFK as well as to limit other peak hour flight increases that would add to delays. These caps will remain in place until at least October 2009. Even with the caps, we are still able to add approximately 100 more daily operations at JFK and 30 more operations at Newark by depeaking operations and spreading traffic out more evenly throughout the day. In the longer term, we believe market-based measures hold promise to provide the best economic incentives to address congestion, and will continue to look at how they may be used to address this regional issue.

**AIR TRAFFIC CONGESTION**

**QUESTION:** Are these new measures considered to be short term measures until the Next Gen technology is implemented to expand the capacity of the national airspace system or will both Next Gen and some system of capping or pricing be needed to allocate airspace and terminal space at those airports and as a general observation about the National Airspace system?

**RESPONSE:** We prefer to address congestion by increasing capacity wherever possible. We expect some operational improvements in the New York region and across the National Airspace both in the near-term and as a result of NextGen over time. In the near-term, as part of NextGen, we will be adding information sharing and decision support capabilities to help improve the coordination and traffic planning in an effort to improve the overall use of the capacity. The first part of this effort, in place this summer, will be at JFK where we have accelerated the introduction of our surface surveillance system ASDE-X.

However, LaGuardia, JFK and Newark airports themselves are all constrained by their locations, and we expect demand to continue to grow and to continue to exceed capacity. In the longer term, we believe market-based measures hold promise to provide the best economic incentives to address congestion and will continue to look at how they might be used in the region.

**AIR TRAFFIC CONGESTION**

**QUESTION:** Last summer the FAA launched an ambitious runway safety initiative, "Call to Action". What is the status of this program, and how has it helped reduce runway incursions?

**RESPONSE:** The FAA has made runway safety a critical focus since 1999, and the aviation community has made great progress over the years in improving runway safety. In FY 2007, we met our performance target of no more than 0.530 per million operations for the most serious runway incursions, Category A and B, and ATO's goal is 0.450 per million operations by 2010. Over the past 6 years alone, we have reduced the number of serious runway incursions by more than 50 percent. The FY 2008 performance target is a limit of 0.509 serious runway incursions per million operations. Although there was an increase in serious runway incursions during the first quarter of FY 2008, as of March 4, 2008, we are at 0.501 serious incursions per million operations, slightly below the limit.

Last August, more than 40 representatives from a cross-section of the aviation industry agreed to an ambitious plan focused on solutions in improving cockpit procedures, airport signage and markings, air traffic procedures, and technology. The "call to action" plan committed the group to a list of five short-term actions that could be completed within 60 days. These actions included upgrading runway entrance markings, improved training programs, development of an Air Traffic Controller Aviation Safety Action Program (ASAP) to encourage voluntary reporting, and reviews of surface operations and cockpit procedures. Since then, all of these actions have either been implemented or are on schedule, and the operational reviews have resulted in more than 100 short-term and numerous mid- and long-term initiatives.

As a result of "Call to Action," we accelerated the installation of enhanced taxiway centerline markings for those certificated airports hosting greater than 1.5 million annual enplanements. System wide, 75 airports are required to install the markings by the June 30, 2008. As a result of our efforts, 71 of these airports completed their enhancements at least 6 months ahead of the regulatory deadline. The remaining airports will achieve their mandates well ahead of schedule.

In addition, we urged the remaining certificated airports install enhanced taxiway centerline markings. While there is currently no regulatory mandate in place, more than 75 percent of the remaining certificated airports have developed a plan for

installing of upgraded markings. A significant number of these airports have already completed upgrades per their plans.

We also expanded the recurrent driver training requirement to all who have access to ground movement areas at certificated airports. As a result of our Call for Action efforts, 400 airports now require recurrent driver training for all with access to movement areas, and 82 more airports plan to adopt similar training.

**AIR TRAFFIC CONGESTION**

**QUESTION:** What is the status of the FAA's New York-New Jersey-Philadelphia airspace redesign initiative, and what impact will this program have on reducing delays in the New York metropolitan area?

**RESPONSE:** The FAA's Record of Decision separates the implementation approach of the New York/New Jersey/Philadelphia (NY/NJ/PHL) Metropolitan Area Airspace Redesign into four stages. Each stage of implementation will take anywhere from 12 to 18 months. We anticipate completing implementation by the end of 2011.

On December 19, 2007, we implemented dispersal headings at Newark Liberty International Airport (EWR) and Philadelphia International Airport (PHL) on a limited basis. We do not anticipate any project elements to be implemented that will create additional noise impacts before fall 2008. The use of dispersal headings will be refined and adjusted to meet traffic demands while maintaining the integrity of the environmental process.

We are currently in a detailed planning process of further implementation steps.

Congestion is typically measured in terms of the delay needed to move traffic safely. The 20 percent delay reduction described in the Record of Decision (ROD) is the extent to which congestion and delay will be addressed when airspace redesign is fully implemented. The analyses that supported the ROD did not cover the entire Nation. However, more than 20 percent of the delays in the United States in 2007 occurred in the New York/New Jersey/Philadelphia area. Approximately one-third of the Nation's flights and one-sixth of the world's flights either start or traverse the airspace that supports the New York and New Jersey regions. As a result, any reduction in the delays for flights in the New York/New Jersey region will have a significant, positive impact on local, national, and global air traffic efficiency.

**ASDE-X**

QUESTION: I would like to turn just for a moment to get a feel for how well the ASDE-X system is working as a near and mid term safety improvement. I understand that [there] were two incursions last week or the week before that involved wings being clipped. In your opinion would the installation of ASDE-X have prevented those incidents?

RESPONSE: The incident at Reagan National (DCA) occurred in the ramp area. The ASDE-X system is not intended to cover the ramp area. This area is the responsibility of the Airport Authority and the individual airlines as FAA separation standards do not apply in the ramp or gate areas.

The Dulles International (IAD) incident occurred on a taxiway. Nether the Airport Movement Area Safety System (AMASS) nor the ASDE-X Safety Logic provides alerts on taxiways. Again, there is no FAA separation standards applied to taxiways; the pilots are responsible for self separation in the ramp, gate areas as well as the taxiways.

**ASDE-X**

**QUESTION:** In the eight commissioned places that ASDE-X has been installed, has it eliminated Class A and Class B incursions?

**RESPONSE:** There are 12 commissioned ASDE-X systems. Although the results for each individual airport do not show a sizable change, the group results show a reduction of A & B incursions after ASDE-X is operational. In 2007, overall serious incursions were down to 24 from 31 in FY 2006.

**ASDE-X**

**QUESTION:** Based on what you know now, would you recommend that ASDE-X installation be accelerated? I am anxious to learn more about how well the system is performing since Detroit is scheduled for August installation.

**RESPONSE:** The FAA has already taken steps to accelerate the ASDE-X Program. ASDE-X implementation at all 35 sites will now be completed in FY 2010, one year ahead of the original schedule. ASDE-X is doing what it's supposed to. ASDE-X is increasing the situational awareness and extending the eyes of the air traffic controllers.

Detroit Metro Wayne County Airport (DTW) site delivery was May 16, 2007. The initial operating capability (IOC) is scheduled for June 2008, which is in concert with the overall program acceleration.

**ASDE-X**

**QUESTION:** I guess I question why we are not greatly accelerating the implementation of runway status lights and STARS to avoid accidents now. For example, perhaps you could explain why funding for ASDE-X will actually decline in 2009?

**RESPONSE:** We are accelerating the implementation of runway status lights. The revised schedule aims to complete program deployment by 2011. A Final Investment Decision on the waterfall for the RWSL Program will be made in June 2008. The STARS (TAMR Phase I) replacement of 46 of the 47 sites has been completed and is fully operational. The final site (Dayton, OH) has been deferred pending completion of new facility construction which is scheduled for completion in FY 2010.

The FAA's FY 2009 request for ASDE-X reflects the approved September 2005 program baseline and the FAA's commitment to accelerate the entire ASDE-X deployment schedule for completion in 2010 instead of 2011. It takes approximately three years for an ASDE-X system to become operational at an airport. This process includes site survey, site design, lease approval, completion of environmental requirements, site preparation and construction, installation, system optimization, training, and acceptance and commissioning activities. All remaining 24 ASDE-X systems are in various phases of the implementation process.

Funding for each of the six phases of the ASDE-X implementation process is usually required prior to beginning a new phase. For instance, funding has already been obligated for the system hardware for all 35 sites, all planned software development and system enhancements, and the current activities at the remaining 24 airports. To effectively accelerate the schedule, more funding is required in FY 2008 than FY 2009, which is consistent with FAA's requests.

**NEXTGEN**

**QUESTION:** According to your NAS Capital Investment Plan, between 2009 and 2013 the nation will invest over \$3 billion in new technology and over \$300 million in research to implement the next generation technology for aviation travel. Total funding by 2025 will be between \$15 and \$20 BILLION by your own accounting. Annual funding requests will steadily rise over the next five years to reach a staggering \$900 million in 2012 and 2013. Needless to say, those of us in the business of appropriating funds need to be cautious before we leap into that ocean. First, just as a matter of process and to help get a better handle on who needs what, is it possible for the JPDO to submit a consolidated unified cross agency budget request showing all the partners and how each is part of or impacted by the request. If you do that now, just for internal purposes, could you share that with the committee?

**RESPONSE:** The JPDO worked with DOT in developing a joint business case for the Next Generation Air Transportation Initiative. This joint business case is available at <http://www.dot.gov/exhibit300/pdf/faaxx712.pdf> and shows contributing agency investments in NextGen. The following table represents the NextGen federal investment portfolio for FY 2008 and FY 2009.

This table includes FAA, NASA, and Department of Commerce investments. While they are active participants in NextGen, the Departments of Defense and Homeland Security are not yet included in this table. One of the goals for FY 2010 is to better represent all agencies in the NextGen investment portfolio.

NextGen Portfolio-- Capital Investment Programs (\$ in millions)	FY08	FY09
<b>Federal Aviation Administration</b>		
ADS-B	95.0	300.0
SWIM	23.4	41.0
Data Communications for Trajectory Based Operations	7.4	28.8
NextGen Network Enabled Weather	7.0	20.0
NAS Voice Switch	3.0	10.0
Trajectory Based Operations		39.5
Collaborative Air Traffic Management		27.7
Reduce Weather Impacts		14.4
Increase Arrivals/Departures at High Density Airports		18.2
Flexible Terminals and Airports		37.1
Improved Safety, Security and Environment		8.0
Networked Facilities		17.0
NextGen Systems Development		41.4
NextGen Demonstrations and Infrastructure Development	50.0	28.0
NextGen - Integrated Airport	2.0	0.0
<b>Subtotal FAA</b>	<b>187.7</b>	<b>631.1</b>
<b>Department of Commerce/NOAA</b>		
NextGen 4D Weather Cube	0.4	0.5
NextGen DOC Activities	0.2	0.2
Airborne Water Vapor Sensors	2.0	3.0
<b>Subtotal DOC/NOAA</b>	<b>2.6</b>	<b>3.7</b>
<b>Capital Total</b>	<b>190.3</b>	<b>634.8</b>

<b>NextGen Portfolio-- Operations Programs (\$ in millions)</b>	<b>FY08</b>	<b>FY09</b>
<b>Federal Aviation Administration</b>		
NextGen - Environmental Performance		0.7
<b>Subtotal FAA</b>		<b>0.7</b>
<b>Operations Total</b>		<b>0.7</b>
<b>NextGen Portfolio-- Research Programs (\$ in millions)</b>	<b>FY08</b>	<b>FY09</b>
<b>Federal Aviation Administration</b>		
Flightdeck/Maint./System Integration Human Factors	1.0	0.0
Air Traffic Control/Technical Operations Human Factors Human Factors	1.0	0.0
Joint Planning and Development Office	14.3	14.5
Wake Turbulence	8.0	7.4
NextGen – Air Ground Integration	0.0	2.6
NextGen – Self Separation	0.0	8.0
NextGen – Weather in the Cockpit	0.0	8.0
NextGen Environmental Research--Aircraft Technologies, Fuels, and Metrics	0.0	16.1
<b>Subtotal FAA</b>	<b>24.3</b>	<b>56.5</b>
<b>Department of Commerce/NOAA</b>		
4DDB Testbed/Prototype	0.2	0.2
Forecast Product Integration Techniques	0.1	0.9
Model Development	0.0	0.3

NextGen Performance Measures	0.2	0.2
JPDO Program Support	0.2	0.2
<b>Subtotal DOC/NOAA</b>	<b>0.7</b>	<b>1.8</b>
<b>National Aeronautics and Space Administration</b>		
NextGen--Airspace	66.2	61.3
NextGen--Airportal	13.8	13.3
Aircraft Aging and Durability	10.4	10.6
Integrated Intelligent Flight Deck	14.6	15.2
Integrated Vehicle Health Mgmt	19.9	19.7
Integrated Resilient Aircraft Controls	15.6	17.1
Subsonic Fixed Wing	84.4	89.0
Subsonic Rotary Wing	23.6	23.2
Supersonics	35.4	35.2
<b>Subtotal NASA</b>	<b>283.9</b>	<b>284.6</b>
<b>Department of Homeland Security</b>		
[blank pending work to capture DHS in the portfolio]		
<b>Subtotal DHS</b>	<b>0.0</b>	<b>0.0</b>
<b>Research Total</b>	<b>308.9</b>	<b>342.9</b>
<b>Department of Defense</b>		
[blank pending work to capture DOD in the portfolio]		
<b>Subtotal DOD</b>	<b>0.0</b>	<b>0.0</b>
<b>NextGen Portfolio Total</b>	<b>499.2</b>	<b>978.5</b>

**NEXTGEN**

**QUESTION:** Second, the Next Gen transformation indicates that five new business models have to be decided: ADS-B, system wide information management, data communications, national voice switch and Weather Enabler. Has the business model for each of these been approved or are initial investment decision still pending on some and if so which ones?

**RESPONSE:** ADS-B and SWIM Segment 1 both had final investment decision in FY 2007 and their full implementation has begun. Our Data Communications program will go to its initial investment decision this summer. The other two transformational programs, NNEW our NextGen weather dissemination program and the new voice switch (NVS) are moving through the first stages of investment analysis.

**NEXTGEN**

**QUESTION:** In going forward, which of these transformation building blocks are ready to go with mature existing and proven technologies? Which will be based on existing but yet to be fully tested technologies? And which will need to wait on research to reach the development stage?

**RESPONSE:** Within the NextGen portfolio in 2009, five transformational programs are based on mature, existing, and proven technologies. These five programs represent \$400 million of the total \$688 million requested for NextGen. Automatic Dependent Surveillance-Broadcast (ADS-B) has been investigated, prototyped and in use in our Capstone program in Alaska. Data communications (Data Comm) is a technology that has been available for at least a decade. System-Wide Information Management (SWIM) is leveraging best industry practices for dissemination of information and DoD's Global Information Grid (GIG). NAS Voice Switch (NVS) will be selected from existing switch and routing technologies. NextGen Network-Enabled Weather (NNEW) uses best industry practices for managing volumes of information and the experience of the Air Force in its development of GIG-based weather applications. Since the NAS is a safety critical environment, as part of our investment and implementation the FAA validates that the chosen technology meets all requirements. These transformational programs are well past the research stage.

**NEXTGEN**

**QUESTION:** I noted earlier that while Next Gen technology-related funding is increased to \$631 million, funds to upgrade existing systems would be reduced by \$237 million from 2008 enacted levels. Given the long lead times that “Next Gen” implementation will involve and given the rather urgent needs to upgrade facilities and equipment now, I would like your assurance and explanation of why the tradeoff is worth it.

**RESPONSE:** While the ATO capital (i.e. Facilities and Equipment) funding for NextGen increases to \$631 million in FY 2009 and the legacy funding decreases by \$237 million, we are not mortgaging today’s system to pay for NextGen. Most of the decline in legacy funding is attributable to programs reaching the point where capital funding is either ramping down according to plan or is no longer needed. For example, ERAM requirements for FY2009 declined over \$165 million from this year.

So our choice is not between current operations versus the future good. Rather we are looking for opportunities to replace existing systems and their inherent limitations with alternatives that provide the operational flexibility needed to meet our NextGen goals. This is the case of the NextGen voice switch which directly addresses the need to replace the old voice switches in en route, terminal and tower – a critical sustaining that is needed – with an alternative that meets the NextGen operational goals.

NextGen builds off many of our recent investments such as ERAM and TFM-M to add capabilities that support the evolution to NextGen operations. Since it is evolutionary and builds off prior investments, the lead times need not be long.

**NEXTGEN**

**QUESTION:** While NEXT GEN has great promise I suspect it will not come cheaply for the aviation industry. Do you have any sense of what the costs will be on the General Aviation sector, including airplane manufacturing, due to the new equipment requirements on board the aircraft?

**RESPONSE:** One of the challenges in estimating the total costs of NextGen is anticipating the behavior of those in the system. General aviation includes a broad range of system users, and their equipment incentives will vary considerably. In the NextGen environment, users should be able to match their investments in new equipment to their need for performance-based airspace. The owner of a high-performance business jet, with clients who need to traverse congested airspace in a timely manner, will have greater incentives to equip than the recreational pilot who stays out of complex airspace. NextGen will allow for these differences.

The JPDO, together with its government and industry partners, is building an avionics road map. The first version of the road map is expected in September 2008, and it will lay out the likely timing of avionics changes driven by NextGen. Estimating the cost of those changes is part of building the road map, and the intent is to share initial estimates when the first road map is published.

**NEXTGEN**

**QUESTION:** Given the shift from radar to satellite technology envisioned by NEXT GEN why does the long range Capital Investment Plan assume the continued operation of radar and ARSR4 around the perimeter of the country? Is this being done at the request of the Defense Department?

**RESPONSE:** Long range radars (LRRs) are jointly funded by FAA, DoD, and DHS. DoD/DHS cost-share funding for LRR ARSR operations and maintenance (O&M) to FAA was \$59 million in FY 2008 and \$61 million in FY 2009. The facilities associated with the Long Range Radars also house FAA En route Secondary Beacon Radars, all of which are required until at least 2020 when equipage for the ADS-B program will be required. A subset of these secondary radars will then be required as part of the ADS-B backup strategy on a continuing basis after that. The 2009 funding request covers updates to the facility grounding at approximately 10 sites, completion of facility assessments of 66 sites, and critical system upgrades as part of the sustaining of the secondary beacon systems.

**NEXTGEN**

**QUESTION:** We are aware that the workload for the engineers and other staff needed to install this new surge of Next Generation equipment as well as the other Facilities and Equipment will increase significantly. However, it appears that the staffing level for F and E declines by more than 50 workyears to 2,830 workyears. Is that correct and if so what is the rationale for a declining workforce in a new era of increased equipment installation?

**RESPONSE:** The President's FY 2009 Budget contains a reduction of 53 work years (FTE) in the FAA's ATO Capital workforce (Activity 5), from the FY 2008 request level, from 2,790 to 2,737. This adjustment reflects the fact that over the last few years, FAA has had a small percentage of vacancies (approx. 2% of the workforce) in the ATO Capital workforce, largely due to slower than anticipated hiring, often associated with operating under long-term Continuing Resolutions. Under a CR, FAA prioritizes its hiring activities on the controller and safety inspector workforce. This situation has contributed to the agency hiring fewer than anticipated Activity 5 personnel in recent years. The FY 2009 Budget reflects FAA's effort to better align the funding request with the likely size of the workforce. FAA believes that the requested funding level will provide adequate resources for this activity in FY 2009.

**AIR TRAFFIC CONTROLLERS**

QUESTION: Traffic management specialists manage the flow of air traffic nation wide in the System Command Center and are considered the most experienced and I presume most senior controllers in the FAA. Is that fair to assume?

RESPONSE: Traffic management specialists at the David J. Hurley Air Traffic Control System Command Center are selected through a competitive bidding process to attract the best candidates. Selected candidates most often have previous field traffic management experience and come from our busier and more complex facilities.

**AIR TRAFFIC CONTROLLERS**

**QUESTION:** Given the large number of controllers that will be leaving and being replaced by entry level controllers over the next several years, what measures do you have in place to be sure that the Command Center will always have the level of experienced controller available?

**RESPONSE:** The competitive bidding process works very well in identifying the best candidates for these positions. The specialists at the David J. Hurley Air Traffic Control System Command Center are eligible to apply for a waiver to the age 56 mandatory retirement rule. Some waivers for these employees have already been approved. Additionally, the overall hiring plan for controllers takes into account retirement projections for traffic management specialists.

**AIR TRAFFIC CONTROLLERS**

**QUESTION:** Has consideration been given to increasing the mandatory retirement age for these individuals or are you confident that the experience level will be there in spite of the increase in traffic nation wide and the large number of new controllers?

**RESPONSE:** While FAA has a mandatory retirement age of 56 for air traffic controllers, we have for many years had a waiver process in place for people who wish to work past this age. If the conditions are met, the waiver is granted, and the controller may continue working. That said, due to the special early retirement program available to controllers, very few stay at the FAA long enough to reach 56 and leave under mandatory retirement.

**AIR TRAFFIC CONTROLLERS**

**QUESTION:** Your budget request and Capital Improvement Plan highlight the changing dynamic of the National Airspace System. The many changes all seem to point to a dramatically increased workload and rapid shifting in where the workload will occur. Do you believe that the recent agreement with the Air traffic controllers provides the FAA with sufficient authority and flexibility to meet that shifting demand? What features in the agreement allow for this?

**RESPONSE:** Yes, the new contract gives the agency maximum flexibility to move controllers to needed areas. Although we would exercise these options if necessary, we are cautious to ensure that we minimize the disruption to our employees.

Before resorting to a directed reassignment, we would first recruit volunteers through our competitive and non-competitive processes. Then we would assess our training pipeline and consider short and/or long-term temporary assignments to fill voids as needed. We have utilized both of these options over the past 18 months.

If volunteers were in short supply we would certainly use directed reassignments. Although this is a last resort for the agency, as in private industry, it can be a very effective and smart business decision in certain cases.

**AIR TRAFFIC CONTROLLERS**

**QUESTION:** Under this new agreement can the FAA move individuals from overstaffed to understaffed facilities and can individuals be shifted to meet changing skill requirements at other locations?

**RESPONSE:** The agency has the authority to use directed reassignments, but this can be very disruptive to our employees. Instead, we have chosen to use other, less drastic, options first.

The agency released several incentives, such as retention bonuses for existing controllers, relocation bonuses aimed at moving qualified personnel to other facilities, and recruitment bonuses to attract veteran controllers.

In FY 2007, we were able to hire more than 1,800 controllers, a third of them with air traffic experience from the military. We are optimistic that this strategy will be successful and directed reassignment will remain a last resort option.

**AIR TRAFFIC CONTROLLERS**

**QUESTION:** Does FAA have the authority to reassign controllers and will it use that authority or will it rely exclusively on incentives?

**RESPONSE:** Although the agency has the authority to use directed reassignments, this can be very disruptive to our employees. Instead, we have chosen to use other, less drastic, options first.

The agency released several incentives, such as retention bonuses for existing controllers, relocation bonuses aimed at moving qualified personnel to other facilities, and recruitment bonuses to attract veteran controllers.

In FY 2007, we were able to hire more than 1,800 controllers, a third of them with air traffic experience from the military. We are optimistic that this strategy will be successful and directed reassignment will remain a last resort option.

**AIR TRAFFIC CONTROLLERS**

QUESTION: Given the rapidly changing industry and the rapid changes that the FAA itself is imposing on the industry, what variables does the FAA employ to estimate its out year staffing levels and what is the confidence in your estimate?

RESPONSE: Staffing/hiring decisions are a function of:

- 1) facility specific traffic forecasts;
- 2) losses estimated at the facility level (retirements and other losses);
- 3) training lead time of 2-3 years depending on facility option; and
- 4) actual facility situation for mid-year adjustments. For example, where do we need to add more new hires and where do we need to attract transfers.

To evaluate staffing during the year, we use a range of metrics, including staffing level relative to target staffing range, overtime levels at a facility, and controller "time-on-position" and "productive time."

Our budget request fully supports the controller staffing plan, including the cost of new hires. The FY 2009 budget requests \$11.3M to hire and train a net increase of 306 in the controller work force.

### AVIATION SAFETY

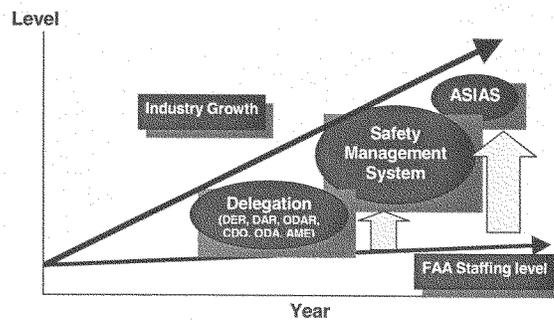
**QUESTION:** AVS is faced with new equipment, new aircraft, unmanned aircraft systems and the growth of outsourcing of domestic and foreign repair stations, all of which must be certified. And between 2007 and 2013 jet aircraft is predicted to increase from 16,000 to 22,000 units. Is that a fair assessment?

Yet there is little, if any, projected growth in staffing to accommodate the increase in workload. How does the FAA intend to manage this significant resource gap?

**RESPONSE:** FAA continues to forecast growth in the aviation industry, in particular and increase in new business jets. We expect that incremental staff growth combined with our delegation program, Safety Management System, and Aviation Safety Information Analysis and Sharing System will meet industry demands and provide the necessary oversight of the expanding air transportation system. As we move to a system safety approach, our hiring will not increase at the same rate as industry; therefore we will focus resources on the areas of highest risk, expand the use of designees, and increase our use of data to drive decision making.

The following is an illustration on how AVS plans to mitigate the disproportionate growth rate of industry to increases in staffing levels.

#### Managing the “Resource Gap”



**AVIATION SAFETY**

**QUESTION:** With respect to the increase in delegations or designees, is there any concern that most designees actually are members of the industry that you are charged to regulate?

**RESPONSE:** Designees have been authorized by Congress since the 1940's, and serve as an integral part of how we regulate the industry. Designation is an appropriate way to leverage the FAA's workforce to meet the certification needs of a growing aviation industry. FAA has strict requirements to become a designee and maintain designee status. Designees know that they hold this designation as a privilege, not a right, and that they can be terminated at any time.

We are currently strengthening and integrating designee management across the FAA. The Aviation Safety organization is establishing common selection, appointment, oversight, termination and renewal criteria across all designee types. These criteria are based on risk assessments and allow the FAA to focus on areas that may be of concern. In addition, specific designee oversight training courses are now available for inspectors, engineers, and physicians responsible for designee oversight. These process changes will make a currently strong oversight system even more robust.

**AVIATION SAFETY**

**QUESTION:** With respect to the Safety Management System (SMS), how dependent is the risk based model on self reported information that is exempt from penalty. As a general matter has the ability of individuals to report without the threat of punishment provided the FAA with valuable and verifiable information?

**RESPONSE:** The SMS relies on the acquisition of voluntary information as an essential part of the safety assurance function. Self-reporting by pilots, mechanics and others has resulted in improvements to airline training and maintenance programs, as well as to air traffic procedures. All these changes enhanced safety, and may not have been discovered as quickly without the voluntary reports. FAA's current view of SMS is to enhance non-punitive, voluntary acquisition of safety information.

**AVIATION SAFETY**

**QUESTION:** With respect to the new data system, can the confidentiality of the information be protected when the various existing systems are combined?

**RESPONSE:** In conducting critical safety analyses, there is an increasing need to combine various data sources. Some of the data sources include confidential information. Using state-of-the-art de-identification and encryption methodologies, confidential information is masked in such a way that the identity of individuals and/or organizations remains protected. This enables the agency to gain invaluable insights into safety issues that would not be possible without the ability to fuse or combine these data sources.

**QUESTIONS FOR THE RECORD  
CONGRESSMAN BUD CRAMER**

**AIRPORT TOWER EQUIPMENT**

**QUESTION:** Please explain each airport tower equipment system and what criteria the FAA uses to determine whether a community will receive refurbished/used or new airport tower equipment.

**RESPONSE:** The tower functionality and operations determine its type of equipment/system. However, each control tower normally has the following equipment: communications (receivers and transmitters, landline, recorders, and backup communications); weather (wind speed and direction, altimeter, and temperature); light gun(s); navigational aid monitors; airport lighting system panel; and Information Display System (IDS). Other equipment such as radar tower displays and Airport Surface Detection Equipment (ASDE) or Airport Movement Area Safety System (AMASS) are determined on a case-by-case basis using criteria such as traffic count, traffic complexity, and airport configuration. The FAA has an internal process that evaluates equipment lifecycle, availability, and project schedule. Based on the evaluation, the FAA determines whether a community will receive refurbished/used or new airport tower equipment.

### CONTROLLER STAFFING

**QUESTION:** Can you describe the controller staffing situation within FAA and what the FAA is proactively doing to relieve the fatigue and stress of our controllers?

**RESPONSE:** Air traffic controllers are an integral part of the National Airspace System (NAS). The work they do, every day of the year, is essential to the mission of FAA – providing the safest, most efficient aerospace system in the world.

Air traffic controller workload and traffic volume are dynamic. So are staffing needs. By "staffing-to-traffic," the FAA exercises the flexibility to match the number of controllers at various facilities with traffic volume and workload. Staffing-to-traffic requires the FAA to consider many facility-specific factors. They include traffic volumes based on FAA forecasts and hours of operation, as well as individualized forecasts of controller retirements and other attrition losses. Staffing ranges also ensure that there are enough controllers to cover operating positions every day of the year.

The FAA understands how critical it is to have an adequately staffed air traffic controller workforce. Staffing is, and will continue to be, monitored at all facilities. We will continue to take action at the facility level should adjustments become necessary due to changes in traffic volume, unanticipated retirements, or other attrition.

Air traffic controller (ATC) fatigue and its impact on human performance has been an area of long-standing interest to the FAA. Case studies and reviews of existing error databases indicate that ATC fatigue might play a role in safety incidents and accidents. However, there is no definitive study that shows this linkage directly. Fatigue is caused by disruptions of the normal day-night sleep-wake cycle as well as by sleep deprivation from extended hours on duty.

The FAA is addressing these issues with an evaluation of workshift scheduling policies and practices combined with fatigue awareness and countermeasure training. An FAA workgroup on ATC shiftwork scheduling has been convened to address potential fatigue affects on all safety-critical personnel across our entire ATC and technicians workforce including the supervisors and managers who oversee the workforce. Representatives from all FAA operational service units and technical representatives from the Civil Aerospace Medical Institute (CAMI) have

been invited to participate. The workgroup depends on bargaining units including NATCA and PASS to provide critical subject matter expertise. We have reviewed relevant fatigue research with the bargaining units and initiated discussions regarding possible approaches to minimize the effects of schedule-related fatigue. At the next working group meeting, NATCA representatives will provide information to the workgroup on their analyses in the area of fatigue and scheduling practices.

In addition, fatigue awareness and countermeasures training materials are currently under development for the ATC basic course by the Air Traffic Controller Training and Development Group in Oklahoma City in coordination with CAMI. The FAA is also planning a symposium on aviation fatigue risk management that addresses fatigue in air traffic control as well as aircraft operations and maintenance.

**NEXTGEN**

**QUESTION:** Can you discuss what NextGen has in store for rural communities?

**RESPONSE:** NextGen has a number of positive changes in store for rural communities. Here are a few examples of developing concepts:

- At small airports without air traffic control towers, NextGen may mean “virtual tower” services. The virtual tower concept, wherein controllers remotely monitor and manage arrivals and departures, would improve safety at non-towered airports.
- A more flexible system will better support new business concepts. On-demand carriers will be able to provide more responsive, personalized, point-to-point service. Such services are expected to grow in areas with smaller airports, offering options to small businesses and others with frequent travel between less populated areas.
- As NextGen seeks to manage congestion in urban areas, the program will look for ways to better utilize secondary and reliever airports. By seeking to optimize the system as a whole, and making fuller use of underutilized, smaller airports, NextGen can improve access to transportation for rural Americans.
- New aircraft concepts, such as microjets, are likely to support the new business concepts and facilitate travel to and from small airports.

**QUESTIONS FOR THE RECORD  
CONGRESSMAN JAMES T. WALSH**

**RUNWAY SAFETY**

**QUESTION:** I wanted to focus my questions on the issue of runway safety and focus on specific innovative technologies that are helping to prevent runway incursions. With the high costs of constructing controller towers and the continuing absolute need to ensure our runways are free from runway incursions, what are your thoughts for Virtual Staffed Tower program particularly as regards to airports that are not currently served by towers? How will the Virtual Staffed Tower program impact Air Traffic Controller jobs?

**RESPONSE:** The Virtual Staffed Towers Program holds significant promise on several fronts. Since new towers can cost the agency between \$50-\$140 million each, the construction savings alone is considerable.

Virtual towers will make it possible to shift the workload to controllers as needed, regardless of location. However, for airports without towers, the program would have little, if any, affect. If an airport does not already meet FAA criteria to have an air traffic control tower in place, it's doubtful that the facility would qualify for a virtual tower.

**ASDE-X**

**QUESTION:** With regards to the ASDE-X program, which I have strongly supported, can you tell the committee how many airports you plan to equip with the ASDE-X system this year and does the President's budget provide adequate funding to meet your deployment schedule? Also, how much additional funding would you need to enable you to expedite completion of the remaining ASDE-X sites?

**RESPONSE:** The FAA plans for ASDE-X systems to become operational at three airports in FY 2008 and five airports in FY 2009. The FAA has already taken steps to accelerate the ASDE-X program. The FAA's FY 2009 request for ASDE-X reflects the approved September 2005 program baseline and the FAA's commitment to accelerate the entire ASDE-X deployment schedule for completion in 2010 instead of 2011. The ASDE-X Program is working to meet the accelerated schedule commitment without increasing the program baseline.

**ASDE-X**

**QUESTION:** Has the FAA ever done a comparison between the older ASDE-3 and ASDE-X? If so, what were the results of that study and how has the implementation of the ASDE-X system improved runway safety? Can you point to specific situations in which ASDE-X has warned a controller of a dangerous situation and the controller took evasive action to defuse it?

**RESPONSE:** During system optimization and field familiarization (prior to Initial Operating Capability), the FAA completes a three month side-by-side comparison of the ASDE-3/AMASS and ASDE-X at each site that previously had ASDE-3/AMASS systems. The comparison has indicated that the ASDE-X system has better target detection. The ASDE-X system also provides alerts on some situations that ASDE-3/AMASS does not. However, mainly due to the increased system sensitivity, the ASDE-X system has been prone to more false and nuisance alerts. The FAA recognizes and is actively addressing this issue. ASDE-X system performance has improved with the installation of a new software build and through fine-tuning individual site parameters. The FAA is continuing to make improvements to reduce the likelihood of false and nuisance alerts.

There are a number of documented instances where ASDE-X alerted and a controller took action. A few examples follow:

During a midnight shift in January 2005, the ASDE-X system was instrumental in preventing a serious runway incident. During a heavy snowstorm, numerous snow removal vehicles were operating on the movement areas, including the primary instrument runway. The visibility was zero and the controllers were not able to see the runways and taxiways from the tower. Prior to the arrival of a cargo jet, the tower controller requested the Airport Authority verifies that snow removal vehicles were clear of the active runway, which they did. However, the veteran air traffic controller observed an "unknown" target still on the runway surface, on the ASDE-X display. She then requested that the Airport Authority drive to the location of the target on the runway and verify that the runway was clear. After doing so, the driver discovered a snow removal vehicle still on the runway. Both vehicles then cleared the runway and the aircraft landed without incident.

In May 2006, during foggy weather, an arriving aircraft was lined up to land on the wrong runway. In this case, the pilots probably saw the approach lights for the wrong runway because of the fog and displaced runway locations for the parallel

runways at this airport. (The approach lights for the wrong runway would have been visible before the lights of the runway they were supposed to land on.) The pilots started to veer to the left to line up visually with the lights that they saw, not realizing they were swerving to the wrong runway. Since there was an aircraft (on the wrong runway) about to take off, the ASDE-X system alerted. The controller issued a “go around” and the potential incident was avoided.

In January 2008, ASDE-X alerted controllers to a potential collision. The air traffic controller instructed aircraft #1 to turn onto a taxiway and hold short of the runway. Aircraft #2 was cleared for takeoff on that runway. Aircraft #1 crossed the runway without clearance and conflicted with aircraft #2 which had started its departure roll. The controller instructed aircraft #2 to abort the takeoff. The potential collision was averted.



WEDNESDAY, APRIL 2, 2008.

**HIGHWAY AND TRANSIT PROGRAMS: THE DOT PERSPECTIVE ON THE URGENT FUNDING NEEDS FOR TODAY AND TOMORROW**

**WITNESSES:**

**PHYLLIS SCHEINBERG, ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS AND CHIEF FINANCIAL OFFICER, U.S. DEPARTMENT OF TRANSPORTATION**

**JAMES SIMPSON, ADMINISTRATOR, FEDERAL TRANSIT ADMINISTRATION**

**JAMES RAY, ACTING ADMINISTRATOR AND DEPUTY ADMINISTRATOR, FEDERAL HIGHWAY ADMINISTRATION**

**OPENING REMARKS BY CHAIRMAN OLVER**

Mr. OLVER. The Committee will come to order. Let me welcome Phyllis Scheinberg, the Assistant Secretary of Transportation for Budget and Programs; Jim Simpson, the Federal Transit Administrator; and Jim Ray, the acting Administrator for the Federal Highway Administration.

This year's surface transportation hearing is going to consist of two panels. This morning we will explore with this panel whether the President's fiscal year 2009 budget request for surface transportation programs to prepare the nation to meet our short and long-term transportation challenges.

Our second panel this afternoon will be with members from the National Surface Transportation Policy and Revenue Study Commission, and Commission members will share their views on what policy and transportation financing changes may be needed to ensure that our surface transportation system is able to meet the demographic and economic challenges into the future.

For our panel this morning, the most immediate challenge that the Congress will face is the solvency of the Highway Trust Fund. The Highway Trust Fund will go broke in fiscal year 2009, and the future viability of transportation financing is in doubt. The administration has put forward two proposals to forestall the impending collapse of the Highway Trust Fund.

First, the administration has recommended underfunding the highway program. President's budget requests \$39.4 billion for the highway program, which is \$800 million below, again, the amount guaranteed in the SAFETEA-LU authorization.

Even with this adjustment, the administration projects that the highway account will still run a negative balance of over \$3 billion by the end of 2009, so short funding the guarantees will have very little impact on keeping the highway account solvent.

The second proposal from the administration is both short-sighted and controversial. The administration has recommended allow-

ing the highway account to borrow money from the mass transit account to make up the shortfall. Now, this proposal is potentially harmful to transit, certainly.

Taking money from the mass transit account will only hasten the bankruptcy of that account as the backlog of transit projects nationwide grows. The proposal is also extremely short-sighted in that it does nothing to address the long-term solvency of the overall fund and provides no guidance as to how to pay for the urgent future needs of our highway system.

Concerning transit, the administration has requested \$10.135 billion for Federal Transit Administration, which is just over \$200 million below the amount guaranteed in SAFETEA-LU. Every year the need to improve our nation's public transportation system grows. A case in point, SAFETEA-LU created a New Small Starts Program for smaller, less expensive fixed guide way projects, such as bus, rapid transit, commuter rail and streetcar projects.

While this program is only a few years old I would note from the budget request that there are sufficient projects in the pipeline to utilize the fully-authorized level of \$200 million. The National Service Transportation Policy and Revenue Study Commission believes our nation's annual public transportation needs are in the range of \$26 billion to \$46 billion, which is at least two and a half times this year's \$10 billion request.

Yet, the President's budget does not even meet the fully-authorized level for the New Starts Program. Furthermore, communities across the country have complained that the new starts process has become too lengthy and that FTA does not adequately incorporate economic development and land use criteria into the rating system for new starts, as required by law.

Mr. Simpson, I hope we can explore these issues with you when we get to questions. I am also very interested in promoting a transit-oriented development and the need for affordable housing within these transit corridors. In the 2008 budget, which was enacted in December, the Congress included funding for both the FTA and HUD to develop a best practices manual for local communities who want to establish or increase mixed income, transit-oriented development.

We also requested that the FTA and HUD report back to us on how they would better coordinate and provide incentives within existing programs to promote affordable housing near transit, and I will be interested to hear more about FTA's progress on that endeavor with HUD.

Finally, I would like to close with some general thoughts on our surface transportation systems. How we fund and think about transportation is clearly at a crossroads. The needs of the system are rising. The Policy Commission recommended an average of \$225 billion annually over the next 50 years.

That is far more than twice what we presently invest in surface transportation by federal, state and local governments combined in order to maintain, upgrade and expand our transportation networks; yet, our ability to adequately fund even the present level of investment in transportation is clearly in doubt.

From the ideological fervor to inject so-called premarket principles into transportation through congestion pricing, the privatiza-

tion of our public roads, and constant opposition to raising further federal revenues for the system to the yearly budget request that would shortfund our rail and transit system, I fear that there has been a deliberate effort by the administration to slowly chip away at the federal role in transportation.

Federal government must, in my view, remain an active partner with the states and local government when it comes to funding our transportation infrastructure. So I hope that we will be able to discuss each of your views on the proper role of the federal government in transportation policy this morning.

Now, before we have an opportunity to hear from you, I would like to recognize my Ranking Member, Mr. Knollenberg, who was former Chair of this Committee, now Ranking Member, for any opening remarks that he would like to make.

#### OPENING REMARKS BY CONGRESSMAN KNOLLENBERG

Mr. KNOLLENBERG. Mr. Chairman, thank you very kindly, and thanks to all of you for being here today, Ms. Scheinberg, Mr. Ray and Mr. Simpson. I think that you can judge by the number of people that are here—and the reason for that is the fact that there is several hearings that have pulled everybody away.

In fact, I think that check has already been made, and too many hearings and not enough people is what it amounts to, but we will get into it. Mr. Chairman, thank you. I appreciate your comments.

Let me also add, I appreciate your coming before us this morning as we continue to evaluate the President's proposal to allocate some \$51.7 billion for highways, for highway safety transit programs, as well as to discuss the future of surface service and public transportation programs and the means by which these programs will be funded in the years to come.

As you know, fiscal year 2009 marks the final year of the current surface transportation authorization, SAFETEA-LU, and in just a few months Congress will begin the task of reevaluating the overarching objectives for the Federal Aid Highway and Transit Programs, perhaps even redirecting funds to meet priorities to address transportation related issues, such as congestion mitigation and the aging surface transportation and transit infrastructure.

According to the Texas Transportation Institute's 2007 Annual Urban Mobility Study, which was released in September of 2007, which you are all familiar with, our nation's drivers sit in traffic on an average of 38 hours per year and waste 26 gallons of fuel doing so.

The recent collapse of the Minnesota's I-35W bridge during rush hour disrupted personal travel patterns as well as the movement of goods and freight, but even more so, a spotlight on the condition of the nation's transportation infrastructure.

With statistics, such as those found in the TTI report, and tragedies like the I-35W bridge collapse, it is apparent that we have become a nation of too many people taking too many trips over too short of a time period on a system that is too small.

For these reasons, we find ourselves in a unique position, a crossroads, if you will, of our nation's surface transportation infrastructure. This country is facing some hard questions. How do we com-

bat congestion efficiently and effectively? Do we simply build more roads or will that just create more incentive to drive?

Do we build a different infrastructure, such as high speed rails, instead of more roads or do we live with what we have for the most part, and keep it in good order and perhaps better allocate the cost of using highways to those who use it the most or cause the most damage?

I asked this question of the Secretary and had not yet received a response, but I think it is worth pursuing again. We, in my opinion, are looking at the highway version of the perfect storm. At the very time we are seeing rapidly diminishing trust fund revenues both of the prominent solutions are to increase taxes, one on gasoline and one on access to highways; yet, we, as a nation, have just decided to pursue the opposite pathway.

We have decided that it is best to reduce gasoline consumption through the use of new, advanced technology, such as the new diesel engines, hybrids, electric vehicles, lithium ion batteries, et cetera. We also, as a nation, have adopted the policy to reduce gasoline consumption at a great cost to the taxpayers, and we have decided to pursue alternative modes of transportation as well.

As a result, the old assumptions are no longer valid. Gasoline consumption will no longer be so directly tied to the amount of travel or the amount of damage done to the highway system. All of this suggests that perhaps neither of the approaches are allocating the costs of highway maintenance or construction to those who will actually be using the system and doing the damage.

Now, one could pursue this for a moment in both this morning's hearing and later this afternoon with the second panel, and perhaps an even more daunting question would be how do we pay for any and all of this because it is clear that the current level of highway receipts will not be sufficient to fund the current program. I know you all are aware of that.

This past January the Office of Management and Budget projected that the Highway Trust Fund would face a 2009 shortfall of \$3.2 billion. I have heard more, I have heard less, but it is in that ballpark.

In order to honor the guaranteed funding levels under SAFETEA-LU, the President's fiscal year 2009 budget proposal requests that temporary authority be granted to the Secretary of Transportation to advance funds between the highway and mass transit accounts to cover insufficient fund balances. Now, such a budgetary gimmick has not been used I believe since the 1960s.

That assumes that the funds would be there and that somehow it could be repaid, both of which are very huge ifs. Just one month prior to the release of OMB's estimates the report of the National Service Transportation Policy and Revenue Study Commission recommended an increase of 40 cents per gallon federal gasoline tax to be phased in over the next five years with automatic increases every year thereafter tied to inflation.

Now, there is no guarantee that either of these suggestions will keep the Highway Trust Fund solvent. In my opinion, I believe the Chairman agrees with me, proposals to borrow from other funds and programs only postpone the day of reckoning. Big gas taxes,

whatever their variety, come at what cost to low income families and small businesses across the country.

These are hard questions, I know, but nevertheless, hard questions that require a not just ideological answers but real life solutions and real taxpayer dollars. We need measured reforms to not only what we finance but how we finance. As I noted with Secretary Peters who came before this subcommittee, I am also troubled by several other areas in the President's budget proposal for highways, as I am sure others on this subcommittee feel as well.

I believe that we should carefully explore the unilateral decision by the Secretary to sweep \$175 million in funds previously appropriated by the Committee and allocate those funds to five cities for a demonstration program on congestion pricing. Why those five? We will have a question about that.

While certainly supportive of the Secretary's opinion that the price of travel should determine who gets to ride, this subcommittee has yet to agree to that as a matter of policy. The subcommittee needs to explore why the five cities were chosen and why their selection will in any way yield results or allow recommendations that are in any way representative of the nature of congestion that is widespread and diverse throughout the country.

Mr. Chairman, I will have questions for the three witnesses, the specifics of the request for their respective programs and the pathway forward. I appreciate the opportunity to highlight what I think are some very serious issues for not just this subcommittee but for the whole Congress.

To paraphrase the budget submission by the Federal Highway Administration, I look forward to exploring these topics this morning in an effort to strive to achieve progress in realizing the improvements to the nation's highway and transit system while looking ahead to the next surface transportation authorization and the challenges that lie ahead.

With that, I yield back my time. Thank you, Mr. Chairman.

Mr. OLVER. Thank you, Mr. Knollenberg. Now, we will hear from the panel. Ms. Scheinberg, I hear you are going to be providing oral testimony for the Department. Your written statement is before us. We will then go on from there to your right, and then to your left, I guess, or maybe I should be doing the opposite, but we will do it that way.

Ms. SCHEINBERG. Okay.

Mr. OLVER. We will do it that way. So, Ms. Scheinberg, your opening statement.

#### ORAL STATEMENT BY ASSISTANT SECRETARY SCHEINBERG

Ms. SCHEINBERG. Thank you, Mr. Chairman. On behalf of my colleagues, I want to thank you and the members of the subcommittee for the opportunity to appear before you today to discuss the President's budget for the Department of Transportation's surface transportation programs for Fiscal Year 2009.

I am very pleased to report to you that the President's budget for all of the Department's programs is \$68 billion. Of this amount, 76 percent, or \$51.7 billion, would go to our highways and for highway safety and transit programs. As you mentioned, fiscal year 2009 is the final year of the current surface transportation authorization

known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, or SAFETEA-LU.

Our request fulfills the President's commitment to provide the total six year, \$286.4 billion investment that was agreed to when SAFETEA-LU was enacted in 2005. It does so without raising taxes or subsidizing transportation spending with other tax dollars. The President's request for the Federal Highway Administration reflects the final installment to the total agreement for SAFETEA-LU.

It totals \$40 billion in new budgetary resources and reflects a downward adjustment of \$1 billion in accordance with the statutorily directed, revenue aligned budget authority calculation. The requested funding will be used to improve highway safety, improve the Nation's highway system.

The request also encourages new approaches to fighting gridlock by proposing to use \$175 million of inactive earmarks, and 75 percent of certain discretionary program funds, to fight congestion. The President's request for the Federal Transit Administration's 2009 budget provides a record level of funding, \$10 billion, for federal public transit programs.

Funding will be used to increase transit system capacity and improve safety. It will also leverage private investment in public transit through joint development activities. FTA's request fully funds what is needed in fiscal year 2009 for the New Starts and Small Starts Programs. The request for the major capital investment grant of \$1.6 billion includes funding for 15 existing and two pending full-funding grant agreements.

When completed, these projects will encourage transit-oriented development and promote new economic activity throughout the nation. Receipts in the Highway Trust Fund have not kept pace with SAFETEA-LU's funding levels. This has resulted in the continual decline of the cash balances of the Highway Trust Fund.

During fiscal year 2009, we are projecting a possible \$3.2 billion shortfall in the highway account of the Highway Trust Fund. However, the mass transit account is expected to remain solvent throughout this time with an estimated balance at the end of fiscal year 2009 of \$4.4 billion. This would leave a combined total of \$1.2 billion in the Highway Trust Fund at the end of fiscal year 2009.

To ensure that we can continue to meet our commitments to SAFETEA-LU, the Administration is proposing a new flexibility to manage the funds in the Highway Trust Fund. By allowing repayable advances between the Highway Account and the Mass Transit Account we will be able to support authorized levels for surface transportation programs.

Within the existing tax structure our proposal would not impact the transit program in fiscal year 2009. The President's budget builds on the exciting things we are doing at the Department of Transportation to help us move forward on a new course, a course that provides a high level of safety and mitigates congestion.

As we look to the next surface transportation authorization, we have an opportunity to come together and completely reassess our approach to financing and managing these programs. The Department looks forward to working with the Congress to address the

challenges we face in transportation and to meet our transportation financing needs.

Thank you for the opportunity to appear before you this morning. My colleagues and I would be happy to answer your questions.

[The information follows:]

**STATEMENT OF  
PHYLLIS F. SCHEINBERG  
ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS AND CHIEF  
FINANCIAL OFFICER  
U.S. DEPARTMENT OF TRANSPORTATION**

**BEFORE THE**

**COMMITTEE ON APPROPRIATIONS  
SUBCOMMITTEE ON TRANSPORTATION, HOUSING AND URBAN  
DEVELOPMENT, AND RELATED AGENCIES  
UNITED STATES HOUSE OF REPRESENTATIVES**

**APRIL 2, 2008**

Good Morning. Thank you, Chairman Olver and members of the Subcommittee, for the opportunity to appear before you today to discuss the President's fiscal year (FY) 2009 budget plan for the Department of Transportation's surface transportation programs. I am pleased to report to you that the President's FY 2009 Budget for the Department of Transportation is \$68 billion. Of this, 76 percent, or \$51.7 billion, is for our highway, highway safety, and public transportation programs.

As you know, FY 2009 is the final year of the current surface transportation authorization – the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Our FY 2009 request fulfills the President's commitment to provide the six-year, \$286.4 billion investment in highway, highway safety and public transportation programs that was agreed to when SAFETEA-LU was enacted in 2005, and does so without raising taxes or subsidizing transportation spending with other tax dollars. We are working with the President to hold the line on spending, while giving travelers and taxpayers the best possible value for their transportation dollars by transforming the way our transportation system works and is funded.

The President's Budget builds on the exciting things we are doing at the Department of Transportation to help us move forward on a new course -- a course that delivers high levels of safety, takes advantage of modern technology and financing mechanisms, and mitigates congestion with efficient and reliable transportation systems. However, it is increasingly clear that America's transportation systems are at a crossroads. Even as we continue to make substantial investments in our Nation's transportation systems, we realize that a business-as-usual approach to funding transportation programs will not work much longer. Long-term, we need a serious reform of our approaches to both financing and managing our transportation network. We need to not only maintain our infrastructure, but also win the battle against congestion.

## FEDERAL HIGHWAY ADMINISTRATION

The President's request for the Federal Highway Administration (FHWA) in FY 2009, \$40.1 billion in new budgetary resources, reflects the final installment to the \$286.4 billion total agreement for SAFETEA-LU. This level includes a Federal-aid highway obligation limitation of \$39.4 billion and \$739 million in exempt contract authority. The obligation limitation reflects a downward adjustment of \$1 billion from the base level in SAFETEA-LU, in accordance with the statutorily directed revenue aligned budget authority (RABA) calculation. The request supports the Department's goals and policy initiatives, and FHWA's priorities including improving highway safety, minimizing project delays, reducing traffic congestion, and promoting environmental stewardship and streamlining.

Since the enactment of SAFETEA-LU in 2005, FHWA has implemented new programs to improve highway safety, promoted innovative solutions to reduce traffic congestion, worked with other Federal agencies and States to streamline the project approval process, enhanced program oversight and stewardship, and responded to unforeseen events such as Hurricane Katrina and the collapse of the I-35W Bridge in Minneapolis, Minnesota. Funding requested in FY 2009 will enable FHWA to continue to improve the Nation's highway system while looking ahead to the next highway program authorization.

The budget request for FHWA will help address challenges that still confront us, such as congestion mitigation. The FY 2009 FHWA budget would encourage new approaches to fighting gridlock by proposing to use \$175 million in inactive earmarks and 75 percent of certain discretionary highway program funds to fight congestion, giving priority to projects that combine a mix of pricing, transit, and technology solutions. Congestion pricing of our highways will generate funding that can be used locally for transit projects. While State and local leaders across the country are aggressively moving forward, Congressional support and leadership is critical. These projects will help us find a new way forward as we approach reauthorization of our surface transportation programs.

The FHWA budget includes \$4.5 billion for the bridge program, as authorized in SAFETEA-LU. In FY 2009, FHWA will focus its bridge program on decreasing the percent of deck area of our Nation's highway bridges on public roads that are rated as either structurally deficient or functionally obsolete.

The FHWA safety program will continue to concentrate efforts to reduce the number of fatalities on our highways, focusing on four types of crashes: roadway departures, crashes at intersections, collisions involving pedestrians, and speeding-related crashes. The FHWA budget includes more than \$1 billion dedicated to safety purposes such as the Highway Safety Improvement Program (HSIP), and funds utilized by States to support safety infrastructure and operational improvements as part of other Federal-aid highway programs such as the National Highway System (NHS) and the Surface Transportation Program.

In FY 2009, FHWA will continue to assist States with the implementation of Strategic Highway Safety Plans and safety planning so that safety funds will be used where they yield the greatest safety improvement. The HSIP provides States with

flexibility to use safety funds for projects on all public roads and publicly owned pedestrian and bicycle paths, and to focus efforts on implementation of a State Strategic Highway Safety Plan.

Rural two-lane, two-way road fatality rates are significantly higher than the fatality rates on the Interstate. To address these higher rural road fatalities, and in support of our *Rural Safety Initiative*, highway safety program funds will provide a foundation for safety improvements in areas where the greatest need exists. The High Risk Rural Road portion of the HSIP sets aside \$90 million in FY 2009 to address safety considerations and develop countermeasures to reduce these higher rural road fatalities.

#### **FEDERAL TRANSIT ADMINISTRATION**

The President's request for the Federal Transit Administration's (FTA) FY 2009 budget provides a record level of funding, \$10.1 billion, for the Federal public transportation programs. This is an increase of \$643.8 million, or almost 7 percent above the Consolidated Appropriations Act, 2008. At this level of funding, FTA will achieve quantifiable and executable improvements that support the Secretary's priorities -- safety, system performance and reliability, and 21<sup>st</sup> century solutions for 21<sup>st</sup> century transportation problems.

FTA's budget focuses on priorities such as increasing transit system capacity and improving safety and performance with existing infrastructure; leveraging private investment in public transportation through public-private partnerships and joint development activities; finding transit solutions to reduce traffic congestion; implementing the President's "Twenty In Ten" plan by increasing the fuel economy of transit buses; improving customer service through targeted program delivery process improvements; and increasing productivity through an agency-wide continuous improvement program that identifies new opportunities for streamlining, efficiency, and performance measurement.

Within the \$10.1 billion, \$8.4 billion is requested in FY 2009 for transit services to provide stable, predictable formula funds to urbanized areas and increase funding for underserved rural communities. A total of \$59.6 million is requested in FY 2009 to support activities that improve public transportation through research and technical assistance.

FTA's budget fully funds the annual cost of multi-year construction projects under the New Starts and Small Starts programs, and is based on actual project requirements. The FY 2009 request for major capital investment grants of \$1.62 billion includes funding for 15 existing and 2 pending Full Funding Grant Agreements (FFGAs). The request is about \$52 million over the FY 2008 enacted level. When completed, these projects will encourage transit-oriented development and related initiatives by improving mobility, reducing congestion and pollution, and promoting new economic activity throughout the Nation.

The FY 2009 FTA budget will also provide financial support and technology to further our *Urban Partnerships*. Transit is critical to the success of the Urban Partners' efforts to reduce congestion. Increasing the quality and capacity of peak-period transit

service is necessary in order to offer a more attractive alternative to automobile travel and to accommodate peak-period commuters who elect to switch to transit in response to congestion pricing.

#### **STATUS OF THE HIGHWAY TRUST FUND**

The Highway Trust Fund is the principal source of funding for our Nation's highway, highway safety and public transportation programs. The President's 2009 budget projections reflect a continuing downward trend in the Highway Trust Fund cash balances. A fact sheet is attached to this statement that displays the current status of the Highway Trust Fund. The trust fund has two accounts – a Highway account that funds FHWA, the National Highway Traffic Safety Administration (NHTSA), and the Federal Motor Carrier Safety Administration (FMCSA) programs – and a separate Mass Transit Account that funds FTA programs. By the end of the SAFETEA-LU authorization period in 2009, the Administration is projecting a \$3.2 billion shortfall in the Highway Account. The Mass Transit Account is expected to remain solvent through FY 2009, with an estimated balance of \$4.4 billion, leaving a net total of \$1.2 billion in the combined Highway Trust Fund at the end of FY 2009.

Despite the anticipated shortfall in the Highway Account, the Administration retains its strong commitment to SAFETEA-LU programs. To ensure that the Administration can continue to meet its commitments, the budget proposes a new flexibility to manage funds in the Highway Trust Fund so the existing tax structure can continue to support authorized funding for surface transportation programs. By requesting temporary authority to allow "repayable advances" between the Highway Account and the Mass Transit Account, the FY 2009 President's Budget will enable us to complete the current authorization without any impact on transit programs in 2009. In addition to ensuring delivery of both FHWA and FTA programs, this mechanism will ensure that the vital safety programs funded through the Highway Trust Fund for NHTSA and FMCSA will also be able to continue without disruption.

However, as we look to the future, the projected shortfall in the Highway Account is evidence of the need to re-examine how surface infrastructure is funded in this country.

#### **FUTURE SURFACE TRANSPORTATION NEEDS**

For the first time since the creation of the Interstate Highway System, we have an opportunity to come together and completely reassess our approach to financing and managing surface transportation systems. For too long, we have tolerated exploding highway congestion, unsustainable revenue mechanisms and spending decisions based on political influence as opposed to merit.

Now, thanks to technological breakthroughs, changing public opinion and highly successful real-world demonstrations, it is clear that a new path is imminently achievable if we have the political will to forge it. That path must start with an honest assessment of *how* we pay for transportation, not simply *how much* (our current focus). In fact, our

continued transportation financing challenges are in many ways a symptom of these underlying policy failures, not the cause.

In a report released in July 2007 entitled “Surface Transportation: Strategies Are Available for Making Existing Road Infrastructure Perform Better,” the Government Accountability Office (GAO) cited existing revenue mechanisms as the culprit, stating:

The existing revenue-raising structure provides no incentive for users to take these costs (delays, unreliability and pollution) into account when making their driving decisions. From an economic perspective, a mechanism is needed that gives users price incentives to consider these costs in deciding when, where, and how to drive. Because the existing structure does not reflect the economic, social, and environmental costs of driving at peak periods, drivers who may have flexibility to share rides, use mass transit, use more indirect but less congested routes, or defer their trips to uncongested times have no financial incentives to do so. Without such incentives, the transportation system will be headed for more frequent occurrences of congestion that last longer, resulting in more time spent traveling, greater fuel consumption, and higher emissions in the long run.

We must decide what our national transportation priorities are, and what roles are appropriate for Federal, state and local government as well as the private sector, before we can adequately address our Nation’s infrastructure needs.

One of the biggest challenges we face is congestion. Technology must play an important role in relieving traffic on our Nation’s highways. Nationwide, congestion imposes delay and wasted fuel costs on the economy of at least \$78 billion per year. The true costs of congestion are much higher, however, after taking into account the significant cost of transportation system unreliability to drivers and businesses, the environmental impacts of idle-related auto emissions, increased gasoline prices and the immobility of labor markets that result from congestion, all of which substantially affect interstate commerce. Through programs like our *Urban Partnerships* and *Corridors of the Future* initiatives, we have been aggressively pursuing effective new strategies to reverse the growing traffic congestion crisis.

However, our funding is limited and trying to be all things to all people has proven to be an unsuccessful strategy. Options such as direct pricing of road use, similar to how people pay for other utilities, holds far more promise in addressing congestion and generating sustainable revenues for re-investment than do traditional gas taxes. Drivers have proven in a growing array of road pricing examples in the United States and around the world that prices can work to significantly increase highway speed and reliability, encourage efficient spreading of traffic across all periods of the day, encourage shifts to public transportation and encourage the combining of trips. Direct pricing will also reduce carbon emissions and the emissions of traditional pollutants. According to Environmental Defense, a nonprofit environmental organization, congestion pricing in the city of London reduced emissions of particulate matter and nitrogen oxides by 12 percent and fossil fuel consumption and carbon dioxide (CO<sub>2</sub>) emissions by 20 percent; a

comprehensive electronic road pricing system in Singapore has prevented the emission of an estimated 175,000 lb. of CO<sub>2</sub>; and Stockholm's congestion pricing system has led to a 10-14 percent drop in CO<sub>2</sub> emissions.

The Department believes that the highest priorities for Federal resources should be:

- Improving and maintaining the condition and performance of the Interstate Highway System. Roughly one quarter of all highway miles traveled in the United States takes place on the Interstate System;
- Reducing congestion in major metropolitan areas and increasing incentive funds to State and local officials that pursue more effective congestion relief strategies. A more effective integration of public transportation and highway investment strategies is central to this challenge;
- Investing in and fostering a data-driven approach to reducing highway fatalities;
- Using Federal dollars to leverage non-Federal resources;
- Focusing on cutting edge, breakthrough research areas like technologies to improve vehicle to infrastructure communications; and
- Establishing quality and performance standards.

A streamlined Federal role would allow the Federal Government to ensure accountability for specific investments that are in the national interest and give States greater flexibility to prioritize other investments in their transportation infrastructure.

We look forward to partnering with the Congress to address the challenges we face in transportation and to meet our Nation's transportation financing needs. Thank you for the opportunity to appear before you today. I would be happy to answer questions.

\*\*\*\*\*

Mr. OLVER. Thank you very much. I have been reminded that the plan here was that we would go directly to questions after your oral statement, so we will do that. I am going to turn, again, to my distinguished Ranking Member to start the questioning here. That is going to allow us to get to the other members of the subcommittee more quickly, rather than passing so much time through me.

ECONOMIC IMPACT OF TOLLING

Mr. KNOLLENBERG. Mr. Chairman, thank you very much for yielding that time to me, and I will begin with the first question. This would be for Administrator Ray.

In the creation of the Urban Partnership and Corridors for the Future Program, the Department has clearly come down on tolling as the best method for easing congestion and has rejected the notion of a significant increase in gasoline taxes, is that correct?

Mr. RAY. That is correct, sir.

Mr. KNOLLENBERG. Did the Department estimate, and will it consider as part of its two initiatives, the potential adverse impacts that both tolling and a gasoline tax may have on low and moderate income families and on small business, and is the economic impact of each being assessed, and, if not, why not? Those couple quick questions, if you can respond, and I have a follow-up question.

Mr. RAY. Sure. Yes, sir. I appreciate the question. It is one that we are very sensitive to and receives a lot of attention around the country. First and foremost, let me suggest that low-income citizens share the same transportation needs as high-income citizens, and we are very sensitive to that.

The data, frankly, does not indicate that these types of approaches would treat low-income individuals unfairly. In fact, studies of SR 91, which I am sure you are familiar with in California, show that only about a third of the users are, high-income individuals.

If you think about this in a real life experiment, if you were a plumber and you make your living based on how many houses you can get to in a given day, congestion is your enemy. Buying your way into a free-flow, reliable and safe transportation network is something that is absolutely in your interest.

A recent survey shows that 51 percent of those with incomes below \$25,000 support the mechanisms in place in SR 91, and those numbers actually go up and vary with other systems across the world and across the country.

I would also suggest that the gas taxes are applied to us evenly as citizens, everyone pays the exact same amount depending on the state that they are in, and that there is really no way to offset that burden.

Most of the time our low-income individuals live far from urban centers. They are the ones that are commuting the most; they oftentimes have the least fuel efficient vehicles, and right now the system that we have is not dynamic enough to take into account the impact on low-income individuals, but tolling can.

You can direct subsidies, if you wish to, from a policy perspective to those on the lower economic strata.

Mr. KNOLLENBERG. The economic impact of those that are in the lower income bracket still is going to be a factor.

In regard to the second, the tolling situation which you just brought up, with respect to tolling, does the Department agree that this would fundamentally alter what has always been a system that provides equal access historically and equal benefit to all to one that would provide more access and benefits to the wealthy at the expense of low and moderate income families?

Mr. RAY. I think not. I think that certainly there are a number of policy opportunities at our disposal with pricing and tolling that could target subsidies, whether they be free credits or discounted rates onto the systems. We can do that in a more effective way than we can with the gas tax.

So there is that opportunity and let me give you two statistics in terms of equal access. We certainly believe in equal access to the system, but right now the system is being used in largely irrational ways. Over 50 percent of the users during the a.m. and the p.m. peak periods are not making a trip to and from work.

In the a.m. peak periods here in the Washington, D.C., area, 23 percent of the users are retired. Now, we are not suggesting that these folks should not have access to the system during that time period. What we are suggesting is that some of those citizens have flexibility in their schedules.

We could make smarter use of our system with pricing strategies. We could squeeze more productivity out of our system and the Government Accountability Office recognizes this in its own studies.

#### STATES' USE OF TOLL ROADS

Mr. KNOLLENBERG. You know, the other thing is how many states actually have a system? I know California does and there are some others, but just quickly, how many states have that kind of a system in place right now?

Mr. RAY. Minnesota probably has the most advanced toll road in the world right now. It functions very well, and it comes with a performance guarantee. If your average operating speed drops below 45 miles an hour, your ride is free. Northern Virginia will put in place another dynamic system within the next few years.

Mr. KNOLLENBERG. With not having some figures from the Minnesota situation, I think we have got numbers from the California side, but if you can?

Mr. RAY. We would be happy to provide that, sir.

[The information follows:]

Demand-based tolling is used to manage demand on Express Toll lanes and HOT lanes. "HOT" is the acronym for "High Occupancy Toll." On HOT lanes, low occupancy vehicles are charged a toll, while High Occupancy Vehicles (HOVs), motorcycles, and public transit buses that meet the established occupancy requirement are allowed to use the lanes free of charge. HOT lanes create an additional category of eligibility to use HOV lanes. People can meet the minimum vehicle passenger requirement – or they can choose to pay a toll to gain access to the HOV lane.

Express Toll lanes are similar to HOT lanes. The difference is that all vehicles are required to pay a toll – HOVs are not required to get free service. This makes enforcement of toll evaders much easier. However, many travelers still have an incentive to carpool. By sharing the ride, each person in a two-person carpool pays only half the price, while each commuter in a four-person carpool only pays one-fourth.

If tolls are to be used to manage demand, they must vary by the level of demand. They may be set in advance by time of day, based on traffic volumes observed -- during the past week, month, or quarter. The toll schedule may appear as a "stepped" form.

Tolls to manage demand may also be set "dynamically." Under this approach, a maximum toll rate may be specified in advance for selected time periods, but actual tolls typically are below the maximum based on real-time traffic observed on the facility. While a driver knows the maximum rate that can be charged, actual rates (which are generally lower) are known to him or her only a few minutes in advance of approaching the priced facility. The driver can then choose to use the priced facility or continue to use toll-free facilities.

The table below lists all operating projects in the United States that employ variable tolls to manage demand and ensure congestion-free travel for toll-payers. In addition, there are several toll roads, bridges and tunnels in metropolitan areas, including New York, Chicago, Los Angeles, and Ft. Myers, Florida, that employ variable tolls that provide incentives for off-peak use. However, the toll rates on these facilities are not set to ensure *congestion-free* peak period travel.

#### Operational Value Pricing Projects in the United States – as of March 2008

State	Locality/ Year Implemented	Project
California	Orange County/1995	<i>Express Lanes</i> on SR91: Toll varies from \$1.20 to \$10.00 depending on traffic demand. Discounts provided for 3-person carpools during peak periods.
California	San Diego/ 1996 (low tech) 1998 (electronic tolls)	<i>HOT lanes</i> on I-15: Toll varies dynamically from 50 cents to \$4 depending on traffic demand. Two-person carpools free.

Texas	Houston/1998	<b>HOT lanes</b> on Katy Freeway (I-10): \$2 toll charged to 2-person carpools in the peak hour of the peak period; 3-person and larger carpools are free. Project being expanded. Will include dynamic tolls.
Texas	Houston/2000	<b>HOT lanes</b> on US 290: Toll policy same as for I-10, but applies only to morning peak period.
Minnesota	Minneapolis/2005	<b>HOT lanes</b> on I-394: Toll varies dynamically from 25 cents to \$8.00 depending on traffic demand. Two-person carpools free.
Colorado	Denver/2006	<b>HOT lanes</b> on I-25: Toll varies according to a fixed schedule from 50 cents to \$3.25 depending on traffic demand. Two-person carpools free.
Utah	Salt Lake City/2006	<b>HOT lanes</b> on I-15; limited number of flat rate monthly stickers priced at \$50.00 allow single-occupant vehicle access; variably priced electronic tolls planned for implementation in 2008.

#### **I-394 MnPASS (Minneapolis, Minnesota)**

In May 2005, Minnesota implemented I-394 *MnPASS* which converted the existing HOV lane into the State's first HOT lane. The lanes, which are dynamically priced, remain free to HOVs and motorcyclists during peak hours, and are free to all users in off-peak periods. I-394 is the primary east-west corridor between downtown Minneapolis and the western suburbs. The eastern portion of the HOT Lane (about 3 miles) is a reversible, two-lane, barrier-separated facility, whereas the western portion (about 6 miles in one direction and 9 miles in the other) is a single-lane HOV distinguished from the general purpose lanes by a solid white stripe. A key advance on this project was multiple entry and exit points in the portion of the HOT lane separated by the stripes.

According to the *2006: I-394 Attitudinal Study Wave III Report*, dynamic pricing ensures traffic flow at about 50 to 55 miles per hour by adjusting the toll based on the amount of traffic in the lanes. Single Occupancy Vehicles (SOVs) always incur the variable, per-trip fee in the reversible section, while fees are incurred in the peak direction during rush hour only in the diamond lane section. The system can adjust fees as often as every three minutes just before entrances to MnPASS lanes, with tolls ranging from 25 cents to \$8 and averaging \$1 to \$4 during rush hour. MnPASS subscribers pay a \$1.50 monthly fee for leasing the MnPASS transponder.

The *2006: I-394 Attitudinal Study Wave III Report* indicates that one year after the I-394 MnPASS Express Lane implementation, overall approval remained, with 65 percent believing it was a "good idea" and 22 percent believing it was a "bad idea." Further, support among lower-income households and carpoolers remained strong, and support among transit users remained stable. The *Report* concluded that users of the MnPASS lane generally perceive it as positively impacting their I-394 traveling experiences, but

noted that the January 2006 price increase mitigated users' perceptions of the toll as a good value.

**Quick Facts**

- Preliminary performance data for I-394 MnPASS for the two years of operation indicates 17,479 average toll trips per week, \$20,333 average revenue per week, and \$1.17 average toll per trip.
- The sale of MnPASS transponders and use of the lanes have grown since 2005. Some 9,000 transponders have been sold.
- Traffic counts from mid-2006 recorded 1,756 vehicles using the concurrent flow section in the morning peak hour. HOVs accounted for 63 percent of the traffic, tolled vehicles comprised 32 percent, and some 5 percent were toll violators.
- 84 percent of respondents reported they had used the MnPASS lanes for free as carpoolers, 9 percent had paid a fee as single drivers, and 2 percent had used the lanes for free as bus riders.
- Respondents in all income levels reported MnPASS usage, with 79 percent of higher-income, 70 percent of middle-income, and 55 percent of lower-income respondents indicating usage.

Sources: *MnPass web site <http://www.mnpass.org/index.html>, 2006: I-394 Attitudinal Study Wave III Report*

## REVENUE ALIGNED BUDGET AUTHORITY

Mr. KNOLLENBERG. This question, the next question, is for Secretary Scheinberg. The Department's budget proposal counts the fact that it maintains the \$286 billion multiyear levels authorized by SAFETEA-LU.

While the President's request of \$40.1 billion is required to maintain the guaranteed funding levels, I note that the fiscal year 2009 contract authority levels and the FHWA's budget submission did not include the downward adjustment that is statutorily mandated by the revenue aligned budget authority calculation and SAFETEA-LU.

Now, if you heard all that and got it all down, I do not want to repeat it a second time, but if both contract authority and obligation limitation are to be reduced pursuant to SAFETEA-LU, why even mention the reduction in the obligation limitation and not the reduction in contract authority? In other words, why is it even being mentioned?

Ms. SCHEINBERG. We are reducing both the contract authority and the obligation limitation for the fiscal year 2009 budget.

Mr. KNOLLENBERG. All right. If the fiscal year 2009 contract authority levels are to be reduced by \$1 billion, and I think you mentioned that, is it a fair assessment that although the amount being requested by the President fulfills the last installment of the guaranteed SAFETEA-LU funding levels that in all actuality it is an overestimate of what will actually be required. Would you agree with that?

Ms. SCHEINBERG. You are referring to RABA, which is the Revenue Aligned Budget Authority. The mechanism was established in TEA-21 to adjust for actual receipts versus the estimated receipts in the original bill.

Each year we go through this exercise, and in many years, the adjustment was positive. This year, reflecting the fact that SAFETEA-LU overestimated the receipts that were going to come in, the adjustment is a negative \$1 billion. We have followed the same formula each year. The fiscal year 2009 budget shows a negative \$1 billion in both contract authority and obligation limitations.

## FTA FISCAL YEAR 2009 BUDGET REQUEST

Mr. KNOLLENBERG. I know this is not average fodder for most people, but it is one that we question because it does kind of throw us a curve in trying to determine what is being done, but I appreciate your response. I have a question now for Administrator Simpson. This does not require a lot of talk. It is a very short question, by the way.

The FTA is requesting \$10.1 billion for fiscal year 2009, which is a \$644 million increase over 2008 levels. How will these additional funds be used, and have all programs received a slight increase or will the additional funding be used to a limited, specific initiative?

Mr. SIMPSON. Over 85 percent of the formula program is funded at the SAFETEA-LU levels. The \$202 million reduction from SAFETEA-LU in our 2009 budget request is primarily from the New Starts Program, not the Small Starts Program. The Small

Starts is fully-funded at the \$200 million limitation. All projects in the New Starts Program will be funded.

The short answer is everything in the program will be funded. We took a little bit of a haircut on the administrative budget which we just believe is good government.

We did not hire people, and we cut our travel and things like that. And we cut a little bit of our own just internal discretionary research money because quite honestly I, as the Administrator, am not happy with some of the outcomes from some of our research. We are refocusing our research and working in collaboration with the Research and Innovative Technology Administration organization within DOT. So all programs are being funded.

Mr. KNOLLENBERG. Nothing is left out?

Mr. SIMPSON. Nothing.

Mr. KNOLLENBERG. You are just adding a pinch to whatever is in there?

Mr. SIMPSON. Every New Start and Small Start Project will be funded fully, and every formula program will be funded at the SAFETEA-LU limit.

#### CLEAN FUELS PROGRAM

Mr. KNOLLENBERG. And one quick question. This would also be for you, Administrator Simpson. I would like to talk about the FTA's role in supporting the President's 2010 plan. The FTA is requesting \$51.5 million for the Clean Fuels Grant Program.

Since the conversion of the program from a formula-based last April, how many grants have been awarded, and on average, what was the amount of the award? Then, secondly, what is the FTA doing, aside from purchasing clean fuel buses, to contribute towards reaching the goals set forth in the 2010 program?

Mr. SIMPSON. Right. Well, first and foremost, we can start with 2008. We have \$49 million as per SAFETEA-LU for clean fuels. I believe this Committee asked for an additional \$24 million from the discretionary funding of 2008, so this year alone we will have at least \$73 million for clean fuels. I am happy to report that the number of clean fuel and hybrid buses, purchased exceeds 26 percent of the total now.

So we are seeing a big uptick in hybrid technology, which you know better than I, works to clean the environment. We also have \$3.3 million in fiscal 2009 for clean fuels and electric drive research. We have the SAFETEA-LU mandated National Fuel Cell Technology Program, which is \$49 million over four years, and that is matched dollar per dollar, so that is a total of \$98 million.

We have several demonstration projects, and if you would like, I can send you those for the record. I could go on if you would like as well.

Mr. KNOLLENBERG. It would be a help, if you would. Just a clean, quick sheet. I see my time has expired here, so I do not want to extend at the moment, but, yes, we would not mind having some of that data.

[The information follows:]

Mr. SIMPSON. Fine.

**Federal Transit Administration National Fuel Cell Technology Demonstration  
Program  
Projects Funded to Date**

<b>Consortia</b>	<b>Funding</b>	<b>Project</b>	<b>Description</b>	<b>Partners/Participants</b>
Center for Transportation and the Environment	\$84,000	Survey of Hydrogen Bus Demonstrations	A survey of all hydrogen bus demonstrations operated anywhere in the world from 2002 to 2007 to develop a report that reviews and analyzes technologies and results.	Breakthrough Technologies Institute (BTI), PE Europe, CIC Research, Inc.
Northeast Advanced Vehicle Consortium (NAVC)	\$500,000	National Fuel Cell Bus Working Group	Support for FTA U.S. Fuel Cell Bus Working Groups and data collection efforts	NAVC
NAVC	\$400,000	International Fuel Cell Bus Working Group	Support International Fuel Cell Bus Working Group and collaborative activities	NAVC
NAVC	\$255,000	International Fuel Cell Bus Workshops	Conduct workshops for FTA once per year from 2007-2010	Electric Drive Transportation Association
<b>Total Federal Amount</b>	<b>\$45 M</b>			
<b>Contingency</b>	<b>\$4 M</b>			
<b>Total Authorized Amount</b>	<b>\$49 M</b>			

Mr. KNOLLENBERG. Thank you. Thank you, Mr. Chairman. Thank you very much.

Mr. OLVER. We will now move to individual questions. Mr. Cramer. You are back on the five-minute rule.

HIGHWAY-RAILROAD INTERSECTION IN HARTSELLE, ALABAMA

Mr. CRAMER. Thank you. Yes, sir, I think I can do that. I will have to talk fast, though.

Administrator Ray, this is a question for you that you may need to take for the record. But I tried to help one of my local communities, Mr. Aderholt and I share parts of a town called Hartselle. I have the main part of it. But there is a big dangerous intersection, railroad intersection there, CSX. We are trying to build a bridge overpass there. The state DOT, Alabama State DOT says that we are in an impasse over an issue regarding CSX is requesting an increase in liability limits insurance from a certain cap and they have been denied that.

So would you take that for the record? I am told that there are certain criteria that FHWA uses to determine liability limits coverage. So if you could shed some light on that in general I would appreciate that.

Mr. RAY. Of course, sir. I would be happy to take that back and we will get an answer back to you for the record.

[The information follows:]

FHWA regulations in 23 CFR 646.107 - 646.111 establish standards for railroad protective insurance to be purchased on behalf of the railroad by contractors in connection with highway projects intended to eliminate hazards at railroad-highway crossings and other highway construction projects located in whole or in part within a railroad right-of-way. The standards are to be adhered to insofar as the insurance laws of the State will permit. Coverage is normally limited to damage the railroad incurs from the work of the contractor on or about the railroad right-of-way, independent of the railroad's general supervision or control of the contractor's work.

Section 646.111 provides that the coverage for railroad protective insurance for bodily injury, death and property damage that can be reimbursed from Federal funds is limited to a combined amount of \$2 million per occurrence with an aggregate of \$6 million applying separately to each annual period. However, the regulation authorizes exceptions for cases involving real and demonstrable danger of appreciably higher risks for which higher dollar amounts of coverage premiums would be reimbursable from Federal funds. These larger amounts depend on specific circumstances and are written for the individual project in accordance with standard underwriting practices upon approval of the FHWA. In determining whether a larger dollar amount of coverage is necessary for a particular project, FHWA policy indicates that consideration should be given to: (1) the size of the project in question; (2) the amount and type of railroad traffic passing through the project area; (3) the volume of highway traffic in the project area, including traffic generated by the contractor's activities; and (4) the safety rating, if available, for the contractor involved in the particular project.

The authority to approve larger amounts on a case-by-case basis has been delegated to the FHWA Division Administrators in each State. In addition, should the FHWA not agree to a higher coverage amount, or should the State DOT not request a higher coverage amount, the State, at its discretion, can reimburse the contractor for the higher amount with non-Federal funds.

There is an ongoing discussion regarding higher dollar limits of insurance on Alabama Department of Transportation (ALDOT) jobs with CSX involvement. CSX has requested higher railroad protective liability limits on all jobs in Alabama. Specifically, CSX has asked for \$5 million per occurrence and \$10 million aggregate limits, citing increasing costs of rolling stock and the other associated railroad operating costs. In a letter dated January 29, 2008, the FHWA Alabama Division Administrator denied the CSX request for higher railroad protective liability limits for the Hartselle bridge overpass project because CSX did not demonstrate that the project involves real and demonstrable danger or appreciably higher risks. ALDOT sent a letter to CSX on February 4, 2008, asking for the required justification to support CSX's requests for higher railroad protective liability limits. We are unaware of any response from CSX. The FHWA Division Administrator stands ready to review and, if justified, approve any request for higher limits of insurance in accordance with 23 CFR 646.107 - 646.111. In addition, the FHWA Associate Administrator of the Office of Safety met with railroad industry representatives on April 22, 2008 to discuss the issue of liability insurance limits.

## TOLLING AND PUBLIC/PRIVATE PARTNERSHIPS

Mr. CRAMER. All right. And then I want to come back to the issue of tolling. Secretary Peters was in my state and talked about the issue of tolling and public/private sector partnerships with regard to tolling. And in my area of Alabama, north Alabama, there are some 20,000 BRAC-related jobs that are coming to my area, so we have our version of struggles with congestion and moving work forces, income levels around our area. And there is a particular corridor that will be enormously expensive that we tried to engage the governor in to try to move these federal employees for the most part across this arsenal there. Could you shed some light on how you see public/private sector partnerships with regard to tolling, particularly my city that this would be in a medium size city of 300,000?

Mr. RAY. I would be happy to answer the question, sir. First and foremost, public/private partnerships can take a number of forms. In fact, I would suggest that we have not even seen the full panoply of forms that they can take. The most common is, as you have mentioned, tolling and direct user pricing. That is how the private sector recoups its investment and makes a return on equity.

We have estimated, and others have estimated, that there is the potential for \$400 billion of private investment in American infrastructure today. I would like to compare that to the total amounts used or invested over the life of SAFETEA-LU of \$286.4 billion. We are talking about a significant amount of money to invest in American infrastructure today. Once a state decides to take advantage of that, there are a number of paths they can take.

Mr. CRAMER. But is that strictly up to the state to decide that, the state DOT? Or is it state DOT in partnership with you?

Mr. RAY. It depends on the facility. If there is an existing interstate right-of-way or if there is an existing interstate facility that the state wants to bring the private sector in and put tolls on, then it is a partnership with us. If it is a state-only facility, then there is no federal role. There may be some intersection or issue where we have to provide access to the interstate or otherwise, but it depends.

We would be happy to work with your staff and explain some of these nuances to you. The private sector can bring a tremendous amount of efficiency both in the design and the construction of these facilities, as well as the management of these facilities to make sure that they are managed appropriately, and do not break down into parking lots. Certainly it was not the intent for our major arterials and interstate system to be parking lots restricting access. They were supposed to provide access and connectivity.

Mr. CRAMER. Then who owns that project in a public/private sector partnership?

Mr. RAY. The way the model is manifesting itself in the United States is consistent with the way it has manifested itself across the world. Ownership remains with the public entity. So in your case, it would be the state DOT or the state DOT would hold it in trust for the public, for the state. They would hold the ownership; they would own the deed to that.

The way the model is manifesting itself here is that the state enters into a concession agreement to allow the private sector to build and operate the facility for a period of time after which full title would revert back.

Mr. CRAMER. And who controls the tolls during that period of time?

Mr. RAY. Again that is a matter to be determined in an agreement. The contract is executed between the state and the private entity in terms of toll caps, revenue sharing, what the tolls will be, and how they will be levied.

#### TOLLING FLEXIBILITY

Mr. CRAMER. And then how about flexibility, would work forces, say you have a federal work force that has to travel this particular route to and from work—can exceptions be made for the payment of tolls there based on getting from point A to point B, or do you have any experience with that?

Mr. RAY. Sir, what I would say is that these models and the technology have enabled maximum flexibility. We can target these and we can do some creative, amazing things.

Mr. CRAMER. And you are doing that in places around the country?

Mr. RAY. Well, not so much with targeting federal employees, but you can target things in very interesting and dynamic ways. There is no reason that you could not think about it in other ways. I have not heard the federal employees mechanism. But you could do a number of things.

I would like to mention, though, there is a bar of course. We have a critical interest in interstate commerce. So if a state or a private entity were charging tolls to interfere with interstate commerce, we would have to intervene. We would have to have some say in that because that is vested at the federal level.

There are certain things that are appropriate at a state and local level, there are certain things that are appropriate at a federal level. Our forefathers vested interstate commerce here.

Mr. CRAMER. Well, I want to be more aggressive in working with you. Obviously we do not know as much about toll roads as some other areas of the country. And this is not an easy thing to kind of go back home and advocate for—

Mr. RAY. Sure.

Mr. CRAMER [continuing]. Without a full grip on the information. Thank you, Mr. Chairman. Thank you.

Mr. OLVER. Those questions opened quite a bunch of opportunities. I could imagine that we would have exemptions for members of staff and members of Congress and things like that. My goodness.

Mr. CRAMER. Sure.

Mr. OLVER. My goodness.

Mr. Walsh.

Mr. WALSH. Mr. Chairman, I came in after a number of the other members and I would just assume wait a little while to see if I could go back in turn later on. I would be prepared to wait.

Mr. OLVER. I will give you an exemption meanwhile farther down the road.

Mr. WALSH. Thank you.  
Mr. OLVER. Mr. Rodriguez.

#### NEW TOLL ROAD PROJECTS

Mr. RODRIGUEZ. Thank you very much.

Let me first of all indicate do we know how many states have already started to move on the toll road situation or how many do we have? I do not know who can answer this question.

Mr. RAY. There are a number of states. We can get the exact number to you later.

Mr. RODRIGUEZ. Can you get that for me? I would appreciate it. [The information follows:]

Presently, there are about 25 states that either have or are planning to have toll facilities. Most of these include states with existing toll (i.e., turnpike-type) facilities, such as New Jersey, Illinois, and Florida. Of these states, 5 are tolling existing or new highway lanes to create high occupancy toll (HOT) lanes or express toll lanes.

Mr. RAY. Absolutely.

Mr. RODRIGUEZ. I know we have language in Texas at least not to use existing roads that have been paid for by taxpayers to be turned into the private sector for the purpose of toll roads. Do we have, you know, do we have any of those occurring in any other states?

Mr. RAY. Sir, let me see if I understand the question correctly. Texas is the first one to restrict that. There are concession-type arrangements being conducted in other states similar to what was taking place in Texas before Senator Hutchison's amendment to the legislation that prevented that in the State of Texas.

#### USE OF THE HIGHWAY TRUST FUND

Mr. RODRIGUEZ. And let me also ask you, I know, Madam Secretary, you talked about no taxes but it reminded me of my child when they said that the tuition was going to remain the same and the fees kept going up. In this case you are raising the fees and doing those items. Do we know what that amount of revenue that would be anticipated based on trying to balance the budget on toll roads and fees?

Ms. SCHEINBERG. The reference to no taxes is specifically for 2009 to keep the transportation program within the Highway Trust Fund, without going outside of the trust fund to pay for 2009 programs.

Mr. RODRIGUEZ. What is the anticipation of the Administration that the deals with fees that would be coming into the former toll roads and those kinds of things?

Ms. SCHEINBERG. The Federal Government and the federal programs do not receive any of those revenues.

Mr. RODRIGUEZ. What are the amounts of resources, I know the same thing with the VA budget there were fees and co-payments on the part of veterans coming in, in this case it was part of balancing the budget, how much of these resources that are anticipated would be used in terms of trying to balance the budget that is being proposed in the later years?

Ms. SCHEINBERG. Revenues from fees that are levied at the state and local level go back to the state and local governments. The fed-

eral gas tax has stayed at 18.4 cents per gallon and the Administration is not proposing new fees.

#### CONGESTION MITIGATION

Mr. RODRIGUEZ. Okay. Now, I know that, you know, we had that language in Texas to restrict that from using existing roads. And I know that they are working on some other forms of mechanisms in order to make some of that happen. As it deals with highways and then mass transit, you know, what is the anticipated, you know, in terms of the Administration's perspective in terms of looking at how do we reduce the car loads on those highways and using some other, you know, and prioritizing mass transit, other forms of, you know, what are the plans on the part of the Administration?

Mr. RAY. I think I can respond and then defer to my colleague from the Federal Transit Administration.

First and foremost, you can price and toll for a number of reasons. One, you can do it for revenue generation; and two, you can do it for facility management. This is what is happening in New York City; you may have read a little bit about Mayor Bloomberg's ideas. You can toll for congestion management. If you toll for congestion management, it is really a surface transportation solution. Whether you are talking about buses or mass transit on light rail, there is tremendous opportunity there.

I will let my colleagues address this further.

Mr. RODRIGUEZ. I apologize. Maybe there is a misunderstanding of the question. More in terms of as we look at in terms of the future how do we come to grips with the situation that we need, you know, the resources for highways but the other way would also be to try to fund programs that allow for mass transit and reduce the flow so that we do not have to move in that direction?

Mr. RAY. We estimate that if you were to implement congestion pricing, in the 50 most urbanized areas, that would produce revenues in excess of \$100 billion. Those dollars could be used for highway as well as for transit purposes. Also, price signals are a very valuable tool. User demand tells us what facilities need to be expanded, what facilities need to be built, and what transportation solutions need to be implemented. We really see this as a multi-modal solution to congestion.

Again, our urban centers are the heartbeat of our economic lifeblood. Seventy-five percent of our GDP is produced in our most urbanized areas. Congestion is robbing us of opportunity there.

Administrator Simpson, would you like to comment on the transit side?

Mr. SIMPSON. Thank you.

In a nutshell, the way I see it as the FTA Administrator is there is no such a thing as congestion mitigation unless transit is part of the equation, unless you want to get people rollerskates and skateboards, which I know we do not want to do, or have them stay home. If you look at the structure of the urban partnership agreements, a major component of each one is transit.

And I will just take New York City, which happens to be the biggest one. We are about to grant New York \$324 million to implement a very aggressive and a very provocative congestion mitigation plan for Manhattan, without going into details. That one-time,

one-shot investment of \$324 million will unleash, let us call it profit, of at least \$300 million a year. New York pays for the additional amount of public transportation that is needed. So the goal is to free up the highway system because the arteries are clogged, to free commerce and all the things that go along with it, and then to use a lot of that money to make sure the roadways are adequate. Then you have to have robust transit; without robust transit it is a non-starter.

Mr. RODRIGUEZ. Yes. Let me just give quickly one example. I know we have had on the border we have had to because of 9/11 we, you know, started to look at the issue of security. But it has also hurt the border communities tremendously. In some cases we have lost 20, 40 percent of the, you know, traffic back and forth for commerce in the local communities. And there is some, you know, efforts there in terms of looking at something that makes more sense in terms of coming and going that, you know, and I would hope that we always keep that in mind in bringing down the number of vehicles on our highways.

Thank you.

Mr. OLVER. Mr. Aderholt.

#### HIGHWAY PROJECTS IN ALABAMA

Mr. ADERHOLT. Thank you, Mr. Chairman.

Thank you each for being here this morning. Thank you for your testimony. I want to mention the high referral road program, of course a part of the HSIP. We have been told that it is somewhat burdensome on the states as they try to implement this program. But saying that, even though with the fact that it can be burdensome, from what we have been told, it has been very helpful in trying to improve safety conditions in many areas. And for that reason I want to say that it has been a good program. The feedback that we are getting has been very positive.

The other program I wanted to mention that you mentioned in your testimony I think on page 2, you talk about the use of the \$175 million in active earmarks. And it is our understanding that our state, Alabama, has not been contacted about any of these projects. As you know, there are often environmental issues which slow down projects.

And such is the case, in particular with one of them, is a project which would in fact alleviate congestion in an industrial area near the airport. So I guess with that being said I would just like to note my concerns about that that, you know, sometimes these environmental and various other issues can slow down projects sometimes is the reason for that. And so that I would just say maybe take a closer look at this and reevaluate this particular issue. If you would care to respond to that?

Mr. RAY. Yes, I would. The \$175 million that the President has proposed for congestion is broken into two parts. Of this amount, \$75 million is for the Corridors of the Future Program. We have already solicited and selected the corridors. That money is meant to facilitate the wonderful dialogue that we have seen come from the states. At least in the context of this program, no longer does state transportation forecasting and planning start and stop at state borders. People are looking at problems existing in other

states, neighboring states, and even further downstream and looking at how to solve problems from a corridor context.

The \$100 million is intended for congestion reduction. So there may be an opportunity for Alabama. There has not yet been a solicitation. We do have the urban partnerships and the congestion reduction demonstration solicitation out. But there may yet be future opportunities should the Congress give us the \$175 million that the President has requested.

#### HIGHWAY PROJECT DELAYS

Mr. ADERHOLT. Let me ask your opinion on two matters which as we approach the reauthorization of the Federal Highway Program, what can be done in a future bill to alleviate the delays that occur due to environmental studies and historical studies?

Mr. RAY. First and foremost, Congressman, I would like to tell you that the average time for an environmental review to be completed has crept up to 68 months. We at the Federal Highway Administration see this as unacceptable. Five-and-a-half years is, frankly, a tragedy, and we need to do much better.

Now, SAFETEA-LU did provide us some new tools to reduce that time frame. It takes some time for these processes to be implemented. Frankly, it takes some time for states to become comfortable with them and begin using some of the new tools. But I think you will see some new ideas from this Administration about how to bring that number down even further, especially with the inflationary costs of construction. While it is important that we do things in an environmentally sensitive way, we must do things more quickly.

So let me just say that I hear your concern. We share it and are working hard to correct it.

Mr. ADERHOLT. Do we need more specific laws about how agencies respond by certain timelines, or perhaps boost their budgets so they can accomplish this? Is that something that we should consider?

Mr. RAY. It is certainly something worth considering and discussing. Those are concepts that we have discussed ourselves. There are some accompanying legal issues that would have to be dealt with. But I think those ideas and others are going to be the subject of a lot of debate through the next reauthorization. We have to bring that 68 month number down.

Mr. ADERHOLT. I realize that there are a lot of federal agencies who are required by law to be involved but yet answers are very slow forthcoming from those agencies. So that was something that was—

Mr. SIMPSON. Can I add something on SAFETEA-LU?

Mr. ADERHOLT. Please.

Mr. SIMPSON. SAFETEA-LU did add some provisions to have more of that. And it has been successful. So in the next reauthorization it should be looked at. But SAFETEA-LU has been helpful, at least at the FTA level.

Mr. ADERHOLT. It is helpful to some extent anyway.

Mr. SIMPSON. Yes.

Mr. ADERHOLT. Okay, thank you.

Thank you, Mr. Chairman.

Mr. OLVER. Ms. Roybal-Allard?

TRANSIT SYSTEM USER BENEFIT

Ms. ROYBAL-ALLARD. Administrator Simpson, first I would like to commend you and the FTA for fostering a very cooperative working relationship with the Los Angeles Metro which is the lead agency for the Eastside Light Rail Project, located in my district. As you know, the project is proceeding smoothly, it is on time, and on budget. And when it is completed it is going to play a very important role in connecting my eastside community to the rest of the metro system in L.A. County.

One exciting thing about the project is also the fact that it is going to generate much-needed economic development in the area. And so we are looking forward to starting the service next year. Again, I want to thank you, your staff at headquarters here in Washington, as well as your regional staff—for being so cooperative.

Mr. SIMPSON. Thank you.

Ms. ROYBAL-ALLARD. Mr. Simpson, the FTA relies on a formula called the Transit System User Benefit—

Mr. SIMPSON. Right.

Ms. ROYBAL-ALLARD [continuing]. To evaluate the worthiness of projects. The benefits of using just a piece of a methodology are not very clear to transit agencies in my district. A concern is that the formula places a disproportionately heavy emphasis on cost effectiveness which has not fully taken into account the potential economic development benefits of the transit project to a community. For example, the eastside project that I just spoke of earlier was one of the most highly-rated projects when it was evaluated several years ago. However, in spite of this high rating it was still a major struggle to obtain the full funding grant agreement, largely because of the restrictive nature of the TSUB formula.

I am also told that the TSUB is creating a situation where transit agencies make changes to their projects in order to increase the TSUB measurement even though the changes do not necessarily benefit the project. I understand and support the goal of trying to maximize federal investment by allocating dollars to the most worthwhile projects but it appears that it is becoming increasingly more challenging for worthwhile projects to satisfy the threshold requirement imposed by TSUB.

In an effort to avoid any of these concerns, is the Administration considering revising the TSUB formula or considering any other approaches to measure the potential economic success of a project?

Mr. SIMPSON. Congresswoman, the House T&I Committee had two stand-alone hearings on new starts process last year. We occupied four hours of the Congress's time to talk about TSUB and cost effectiveness in the New Starts process. And I probably spent an hour just talking about TSUB, which unfortunately we cannot do today. But in a nutshell you should know that L.A. does very well because of urban density. So if you look at it as a national program, L.A. is at an advantage because they have so much density so that it really does help.

And for those of you that do not know, TSUB is the closest thing to a true cost/benefit analysis. I like to use analogies because it

saves original thought. If you were talking about getting into school, you could look at the SAT scores. Really good schools every individual is different around the country. They need one metric that is cross-cutting. For them, that is the SAT score. For us it is the TSUB. We look at economic development and other measures. But at the end of the day, the TSUB says if you have a lot of mobility and you are getting people from point A to point B quickly in a cost-effective matter, you have a good surrogate measure for economic development.

There is really not enough time now to talk about the economic development issue, unless you would like to discuss it during the second round. It is very complex. But if you have a good project with good mobility, then you will have good economic development. We have been trying to measure economic development, and have hired the best transportation economists in the country. We have had a group working on this. It is a lot harder to quantify economic development. than TSUB.

The last thing which really bothers us, and that is probably a subject for another time, is we have come along with these multi-year projects and all of a sudden, the projects exceed the cost estimate by 20 or 30 percent. You have to start taking station coverings away or taking hubcaps off the buses and things like that. I will tell you that it is the perfect storm in this global economy, putting the pressure on commodities. We have seen a run-up of 37 percent from 2003 to 2007 in commodity prices. And the Inspector General just put out a highway report which hit my desk this morning that said from 2003 to 2007 commodity prices in projects have gone up 47 percent.

We take that into account, but I do not know if we have been keeping up with it. This is unprecedented as long as the New Starts process has been going on. We are trying, in a real life fashion, to deal with it. We look at the commodity costs and normalize everything, and then the Federal Government shares as well. We probably need a couple hours just to discuss this issue. But in an environment where you have unlimited projects and limited resources TSUB is the closest thing to a true cost/benefit analysis. Other departments like the Army Corps of Engineers and three or four other federal agencies have come to the FTA to say, could you show us how you do your TSUB and your cost/benefit analysis because we do not have anything like it? It is really cutting edge.

Ms. ROYBAL-ALLARD. I see that my time is up. I wanted to make the one comment that if it is true that transit agencies are downgrading materials or they are delaying necessary railcar purchases, in the long run it is going to be much more costly.

Mr. SIMPSON. Absolutely.

Ms. ROYBAL-ALLARD. So I see we need to find some balance there.

Mr. SIMPSON. Absolutely. We are aware of it. We are on the same page.

Ms. ROYBAL-ALLARD. Okay.

Mr. SIMPSON. Absolutely, positively.

Ms. ROYBAL-ALLARD. Thank you, Mr. Chairman.

Mr. OLVER. Mr. Wolf.

## DULLES METRORAIL EXTENSION

Mr. WOLF. Thank you, Mr. Chairman.

I want to welcome all three of you. I am in another hearing next door where I am the Ranking Member. But I wanted to come over to tell you to go back and tell the Secretary that I want to thank her personally for her openness on this rail thing, willing to look at this. And so I think I would have been neglectful had I not come back to say thank you. Please tell her that I said thank you.

## PUBLIC/PRIVATE PARTNERSHIPS

And then I was going to leave. But I think the comment was made by Mr. Cramer to Mr. Ray, I just wanted to tell you as you are push these public/private partnership perhaps there needs to be some standards. There is if you could take a look at the Greenway out in Northern Virginia, that is about a 13-mile road. The tolls will be \$4.80. It is having an impact on my area. What they are currently finding are trucks, heavy, heavy dump trucks and all who are using the road. Initially people got on the road, it was very low, kind of bait and switch, have it low, come and enjoy. Now new communities have been built up along there. It is now \$4.80. In fact, if you get on and go for 1.1 miles it is \$4.00, it will be \$4.80. It will be the most expensive toll road in the world: \$4.80 for 1.1 miles.

No standards. And so I think the department, I think public/private partnerships can be very, very helpful but it needs some standards. Now, as I said on trucks and truck safety, many trucks that were on the road are leaving the road and now are cutting, in order to save money are now cutting through neighborhoods, residential neighborhoods. And it has a safety aspect. Because if you ever go out on a truck inspection many of these trucks are bald tires and brakes are not very good. So it is really impacting.

We have a mom and dad, maybe the husband works at Tysons, the wife works downtown, it will be almost \$100 a week for tolls. Or maybe you are taking somebody to daycare or to a ballet lesson or to something else to get off, if you live in Leesburg, get off, go in and come back on it is now more expensive than, it will be more expensive than your cable bill.

And so this is 12 miles. I am not talking about 100; 12 point whatever miles. So I think the committee and the Congress and maybe, Mr. Ray, knowing that public/private partnerships are important to the country there ought to be some, some standards. And the concern is now we have this Australian company, McCary, has hired a powerful lobbyist in the state legislature, actually has hired a former Secretary of Transportation whose job was to help us, now he is hurting us. And it is really having an impact.

Now, we are really the test state for what is going to take place around the country. So I hope that Congress, I know Mr. Oberstar is interested, I think the department should say, okay, we are going to have these public/private partnerships, what are the standards that ought to go in? Who owns this? How can the public be protected?

And do you have any comments about that, about if we can have some standards that a community could look to as they were thinking of doing this?

Mr. RAY. I do. Sir, let me just say that we appreciate and we understand your concerns. You are not the only one to espouse them. This is occurring across the country.

Toll rates are certainly something that can be addressed through the contractual mechanism. That does not mean that they should not be addressed through a public policy forum, either by the state legislature or possibly in this body. But let me also caution you and others that we are learning so much so fast. Pocahontas Parkway just outside of Richmond, no one would do that deal the same way that it was done, and that is just 12 to 14 months old. The Commission report, which you will hear about later, has come forward with a number of restrictions.

I am not sure that we know enough about this very youthful model to come out from a kind of central government position, and then layer restriction upon restriction. We need to be very cautious about what we do, otherwise we will risk stifling innovation and the creativity that we see coming from these.

The Dulles Greenway is one of the earliest ones. Again, no one would do a deal like the Greenway again. I think we need to decide as a country how much tolerance we have for mistakes along the way, because we will make mistakes. How can we recalibrate and make up for those mistakes? We need to maximize the learning opportunity so that we can advance the country as fast and as quickly as possible.

Mr. WOLF. Should you be publishing standards or that any locality should go to to see what should be looking for?

Mr. RAY. We established guidelines and a list of smart practices. We are publicizing those around the country.

Mr. WOLF. Could I get a copy so I could see what you are doing? [The information follows:]

FHWA espouses "smart practices" when we discuss Public Private Partnerships (PPPs) around the Nation. There are a number of resources from which we draw in this regard, and several of the resources are highlighted prominently on the FHWA PPP website at [www.fhwa.dot.gov/ppp](http://www.fhwa.dot.gov/ppp). These include "Case Studies of Transportation Public-Private Partnerships in the United States" ([http://www.fhwa.dot.gov/ppp/us\\_ppp\\_case\\_studies\\_final\\_report\\_7-7-07.pdf](http://www.fhwa.dot.gov/ppp/us_ppp_case_studies_final_report_7-7-07.pdf)), and "Protecting the Public Interest: The Role of Long Term Concession Agreements for Providing Transportation Infrastructure" (<http://www.usc.edu/schools/sppd/keston/pdf/20070618-trans-concessionagreements.pdf>). FHWA is participating in a follow-up report to the "Protecting the Public Interest" paper as a National Cooperative Highway Research Program/Transportation Research Board effort. It is expected to be completed by the end of the year.

Further, FHWA has developed a "PPP Toolkit for Highways" (<http://www.pptoolkitfhwa.dot.gov>) and continues to expand this resource. The Department also is developing a document specifying best practices/guidelines for PPPs.

Mr. RAY. Absolutely.

Mr. WOLF. Anyway, if you have any help with the Greenway, we have asked the Attorney General, who has agreed to do it for an outside ethics but to comment, we are waiting for his comment. But nobody can justify \$4.80 for 1.1 miles. I just do not think you can. And I think you find, and so if anybody has any thought on what this committee could do for the Greenway we would be certainly open to offering that amendment.

But in closing, please take back to the Secretary I wanted to thank her very, very much. Thank you.

Thank you, Mr. Chairman.

Mr. OLVER. Mr. Wolf, of course, is a former chairman of this subcommittee so he speaks from long experience. I have heard the term "Lexus road" in some different way but it certainly seems it would also apply to that kind of situation. Although I am hearing that trucks have gotten in very heavily now; surely not low income people are getting in on that one I would guess.

Ms. Kaptur?

#### PITTSBURGH-CHICAGO CORRIDOR

Ms. KAPTUR. Thank you, Mr. Chairman, very much. Welcome.

Ms. Scheinberg, I wonder if you could take a message back to the department for me. I would like the Department's help in brokering a conversation between the governors of Pennsylvania, Ohio, Indiana and Illinois maybe when they come into town and your key people that are looking at rail corridors, high speed rail between Pittsburgh and Chicago and right-of-way easements. It is hard to find the right people to put in a room to have that discussion.

The reason I mention it while you are all here, even though you are the transit and highway folks, is because I represent the longest segment of Ohio Turnpike. And, of course, we have the Pennsylvania and the Indiana Turnpike and they all connect very close to the Pittsburgh-Chicago corridor. And let me posit this thought because the answer they always give us when we talk about high speed rail, and I mean really high speed: well, we do not have any dedicated revenue source, so therefore we cannot do it. And we never seem to be able to move anywhere.

Well, it is my understanding that in terms of turnpike funding those, the Ohio Turnpike, which is I-80/90, Interstate 80/90, receives no federal funds because it is a state turnpike. And I do not know about Pennsylvania and I do not know about Indiana, but as we look towards a new highway bill one of the thoughts in my mind is in my region what I see happening in Ohio is that because those federal gas tax dollars do not come back to I-80/90 in the north they are expended elsewhere in the state for I-30, I-70, Indiana to Pennsylvania Freeway corridors. So technically the aorta of my region is the Turnpike. But it is more costly as a corridor because people have to pay the toll.

So I see all these stories, you know, Columbus, fastest growing city in Ohio. You know, I—I guess 70 whips through it, free road. Here I am in the industrial north, beleaguered region of the state, with this economic tourniquet we call the Turnpike. And I cannot even bring back the gas tax dollars that my people pay to that interstate corridor.

Is Ohio the only state that has this anomaly of not using federal funds for the turnpike corridor or is this endemic across the system? Mr. Ray.

Mr. RAY. Please.

Ms. KAPTUR. All right.

Mr. RAY. That is common across the country.

Ms. KAPTUR. That is common.

Mr. RAY. Where a turnpike or tolling exists on the interstate, you do get credit for the interstate miles that you have. But federal interstate maintenance funds cannot be expended on those tolled portions, which means they have to be expended elsewhere in the state.

Certainly within the State of Ohio it is the State Department of Transportation and the state legislature who decide where those funds go to within the state. And where the funds go has to do with the statewide plan, et cetera. While the system that you have articulated is correct, the fact that those dollars are sent to the south and elsewhere is more of a state decision than it is a flaw in the federal system.

Ms. KAPTUR. I hear what you are saying.

Mr. RAY. Right.

Ms. KAPTUR. And but in looking forward rather than backwards, you know the greatest force in the world is inertia. Boy, that is true in everything. You know, you try to change something, you get caught up in history from 50 years ago or more. I want your best thinking about the turnpike corridor and its under utilized capacity.

Even its easements as we look at that particular corridor and we are looking at revenue, now you have to think pretty big for this, we cannot be down into, you know, subtitle FD0125, no, we have to think big. We have an old system we have inherited. And what are the powers that we have to create high speed rail between Pittsburgh and Chicago? That is the discussion I want to have.

And I want to put every asset we have on the table. And I want to look at where we are not using federal authorities effectively or just because of bureaucratic whatever that we have inherited we cannot look at it fresh and say, okay, as we move towards a new highway bill what can we do to relieve the congestion and create a high speed corridor there, even using some of the highway powers we currently have that we are not utilizing effectively?

And when you say, you know, depend on the State of Ohio; hey, if I had to depend on the State of Ohio for anything I could not get it done. All right? So that is not an answer for me. If you look at the politics of a place like Ohio, Cleveland, it is called the 3 C's: Cleveland, Columbus, Cincinnati. They have the political power down in the statehouse. And all you have to do is look at a map of Ohio and where the highways are to understand the power of Ohio; right? And you will see how skewed it is.

There is another Ohio, it goes from Toledo, which I represent, down to Marietta. There is no highway. There is a reason for that. It goes back to who settled in which cities when. Now it is 2008, so I am just asking your best thinking if you could help me broker a meeting, Ms. Scheinberg, back you know at the department bringing together these forces across the region to take a fresh look at that corridor. And I am thinking there is some role that some of the authorities you currently have could play in helping us find a financing answer to high speed across that. Even though "rail" is not in your title you have some of the power that I think is a part of the answer. But we have to think fresh.

Is it possible for you to help me broker that meeting?

Ms. SCHEINBERG. I would be glad to.

Ms. KAPTUR. Great.

Mr. RAY. May I just follow up very quickly? I am sorry; I know we are short on time. But the Corridors of the Future Program, which I managed, facilitated some very innovative thinking about how to use highway right-of-way and how to provide multi-modal transportation solutions, whether you are talking about freight or people, through these corridors. We have seen those types of ideas, which I found to be very exciting, elsewhere in the country. I certainly will carry your message back and am happy to work with you on that.

Ms. KAPTUR. Thank you. We do not want to be buried in any one instrumentality, we want to cross across them.

Mr. OLVER. Ms. Scheinberg, consider this meeting a mandate.

Mr. Walsh. From a regional planner and economics planner, and she is adamant about that.

#### RECONFIGURING I-81 THROUGH SYRACUSE, NY

Mr. WALSH. Thank you, Mr. Chairman. I would like to ask a question of Mr. Ray.

I represent central New York, Upstate New York and Syracuse. Through Syracuse runs Interstate I-81. It is an elevated highway. It requires a tremendous amount of maintenance because of our winters and the use of salt and so on, so they are constantly working on the superstructure of that. There are a number of people in the community who have decided that this creates a barrier within the community keeping neighborhoods apart. So there has been this interesting discussion and debate about what to do about the elevated portion of Route 81.

It also uses up a tremendous amount of valuable real estate. It is tax exempt also, as you would imagine. So our city's tax base is less than 50 percent of the real estate in Syracuse is taxable, partially because of the interstates that run through the city. So, and within the last 15 years or so a bypass was built to take traffic around the city connecting Route 81 at the north end of the city and the south end of the city.

So the question is what sort of funding mix would there be if indeed this idea, people coalesced around this idea of dropping that down, putting it back on the surface, all through traffic would go around the city and just commuter traffic and otherwise people coming into the city and out of the city would utilize this now-level roadway? Would it be a mix of local, state, federal and just give me your general comments of a project like that?

Mr. RAY. Sir, I think it would have to be a mix of funding. But there are enormous cost implications of that, depending on where you are in the useful life of that particular facility. And, of course, we want to maximize the economic benefit of investments that we have made in years past. Certainly we would have to look at those. But I think certainly you would be looking at a mix.

The other thing that I would suggest is even though the particular area that you are talking about does not have as dense a population as Mr. Simpson's hometown of New York City, there is still a significant population. I think there would be opportunities to look at tapping into the private marketplace for solving some of these transportation solutions too.

Mr. WALSH. For example?

Mr. RAY. Well, the number that I put out earlier was that we estimate approximately \$400 billion of—

Mr. WALSH. I heard that, yes.

Mr. RAY [continuing]. Private equity available today.

Mr. WALSH. Why would a private developer want to help us take the elevated portion of Route 81 down to the ground level?

Mr. RAY. They would be looking to do it for a return on investment.

Mr. WALSH. How would they get a return on that?

Mr. RAY. Well, it could be through a variety of mechanisms. Again, there are a couple of different paths. One could have the state provide an availability payment, similar to the way that I pay for my house. I write a mortgage check every month and at the end of my mortgage, I take title to the house. You can do it through an availability payment where you pay a private entity to provide that facility to you. You are factoring the cost over a number of years; we could talk about how long that arrangement could be.

Mr. WALSH. Where is the revenue stream to the private developer?

Mr. RAY. It is built into the availability payment. The state is making an availability payment to the private sector.

Mr. WALSH. I am not sure I understand "availability payment."

Mr. RAY. For every day that a facility is available to the State of New York, or any state, the state would pay the private sector a payment for having that facility available. We can define availability a number of ways. Is there more than three-quarters of an inch of snow on the road? Is there too much garbage there? The contractual mechanisms can be very detailed as to what constitutes "available" but we would pay an availability payment for that facility to be delivered to us.

Of course there is the construction cost that would be paid by the public sector or the private sector. Things do not come free in this world; the actual cost of the asphalt and the steel will be there. There is obviously an element of rate of return. Through the traditional mechanism, if we are issuing bonds at the state and local level to build something, there is a rate of return on those instruments. There is a rate of return in this availability model as well, and that would be paid to the private sector in the long run.

Certainly tolling and applying tolls as a direct user fee is another. The private sector is open to a number of revenue-generating mechanisms.

Mr. WALSH. I do not know how you could have a toll road—you could have it now on the elevated portion of this, it would be relatively easy to do, but once you take that down all these city streets will have access to this road, so there is no way to do that.

Mr. RAY. Let me say this, the technology is moving—

Mr. WALSH. And I would not want it anyway, but.

Mr. RAY. Technology is moving at such a quick pace that it is technologically feasible to charge people for their exact usage and no more.

#### OWNERSHIP OF THE INTERSTATE RIGHT-OF-WAY

Mr. WALSH. Well, I cannot imagine people wanting that.

But the last thing is on an interstate there is a fairly substantial right-of-way. Does the Federal Government own that interstate, that right-of-way?

Mr. RAY. Originally the Federal Government paid its portion, and that has varied a little bit over time as to what the original federal investment was. The right-of-way belongs to the state.

Mr. WALSH. The state owns the right-of-way?

Mr. RAY. That is correct.

Mr. WALSH. So conceivably if you took that down and you narrowed the right-of-way that real estate would then be available for sale or otherwise other utilization?

Mr. RAY. It could be. There are some legal issues that you have to deal with. If the Federal Government paid for the original right-of-way, then the proceeds of that have to be spent on Title 23 purposes. We can certainly talk to you about the intricacies of that, the nuances of that, later. But in effect, there is a mechanism to sell unneeded space.

I should mention there are also federal requirements on the right-of-way and the space that is needed for an interstate facility.

Mr. WALSH. Thank you very much.

Thank you, Mr. Chairman.

Mr. OLVER. I heard you to consider the cost of the Big Dig. And also—

Mr. WALSH. Well, we are not going underground.

Mr. OLVER. Okay, that is true. But, yes, you were getting around to where the right-of-way is, and those are of value, and also the air rights for development over the top. I suppose it could have an impact about for a city that has lost a third of its population in the last four or five decades you know.

Mr. WALSH. Real estate does become more valuable as it frees up.

Mr. OLVER. Mr. Pastor?

#### TRANSIT-ORIENTED DEVELOPMENT

Mr. PASTOR. Thanks, Mr. Chairman. Good morning to the panel members.

Mr. Simpson, let me invite you December 27 of this year we will open up the Valley of the Sun metro light rail system. And as of today even though costs of the land is quickly increasing we still have within that 20-mile corridor land that is low density development and also in some areas undeveloped in terms of economic or housing.

I know the last year through the Chairman's initiative we funded HUD and FTA to come back and look and tell us what incentives could be provided so that the corridor would reduce congestion, increase the economic development, and also hopefully provide affordable housing so a community could sustain itself. Where are we on that?

Mr. SIMPSON. Well, we have a robust program and it is moving right along. We did provide the full report on affordable housing, almost a year ago, at the last appropriations hearing. At this time have an interagency working group. In 2008 the Committee directed \$250,000 for HUD and \$250,000 for FTA to move forward.

We have an important report on this. A lot of it gets back to the local level. But I have to tell you that FTA is doing everything that it can to promote affordable housing. We know why it is needed and it is necessary.

Mr. PASTOR. Right. Right.

Mr. SIMPSON. People who cannot afford automobiles, in particular, need to be near transit for a number of reasons.

Mr. PASTOR. And also we will remove some old cars out of the freeways and highways, yes.

Mr. SIMPSON. It is only a matter of time. We work very closely with the Center for Transit-Oriented Development. And our regional administrators are around the country touting the success of transit-oriented development particularly with affordable housing. At the end of the day it gets to the profit motive and programs that HUD may have available to investors and to builders who are actually building the property. Again, a lot of it is at the local level, but we at FTA are supporting affordable housing near transit at every opportunity we can.

And we are coming out with another report for you by the end of June.

Mr. PASTOR. Okay. So that report will be available?

Mr. SIMPSON. Yes. It is more of a strategic plan, an action plan.

Mr. PASTOR. It is an action plan?

Mr. SIMPSON. Yes.

Mr. PASTOR. Do you think in that plan will be initiatives and incentives for the development in terms of grants or tax exemptions or?

Mr. SIMPSON. Well, the FTA's role is somewhat limited. We stop at the transit side, but we are working with our counterparts. I am not trying to punt this, it is just that it is more on the side of HUD.

Mr. PASTOR. Okay.

Mr. SIMPSON. And a lot of city, state and local taxing authorities to do that.

Mr. PASTOR. Yes, because I think if you try to reduce congestion and improve the mobility of people—

Mr. SIMPSON. Right.

Mr. PASTOR [continuing]. If you use those corridors, the light rail corridors more effectively and providing house and economic development that you will achieve reducing congestion.

Mr. SIMPSON. Yes. Well, you are very lucky in Phoenix; you have land that is available, which is good. And a lot of it is vacant, which allows those local policies to encourage affordable housing.

Mr. PASTOR. I think that is why we are kind of saying hurry up as quickly as you can.

Mr. SIMPSON. Yes.

Mr. PASTOR. Because as you well know, once that light rail starts running the land values start going up and people bring plans.

Mr. SIMPSON. Yes.

#### I-10 AND THE CORRIDORS OF THE FUTURE PROGRAM

Mr. PASTOR. And sometimes we do not have the foresight at the local levels to ensure that we use multi-use along the corridor.

I saw where the Corridors of the Future provided \$8.6 million for I-10 from California to Florida. In between Phoenix and Tucson is

the I-10 which, as you well know, is getting congested. And a lot of it is due to the trade that we are having from the Far East coming into Long Beach, coming into L.A. that now many of the truckers and distributors are finding it easier to use Phoenix and Tucson as a hub. And so now you find more 18-wheelers on I-10 in that area. And you also know that the population growth between Phoenix and Tucson is increasing, it is probably right now the fastest growing area in the United States.

And following a lead from my colleagues we have applied to the Railroad Administrator for a planning grant to develop a rail, intercity rail system between the two cities' metropolitan areas. At the same time we have need for increased capacity on the interstate. And so the question is this: where did that 8.6 go and where can we get part of the action?

Mr. RAY. Sir, let me start by saying I am acutely aware of the transportation problems affecting your citizens because my wife is one.

Mr. PASTOR. Oh, good.

Mr. RAY. I spend a fair amount of time out in your neck of the woods.

Mr. PASTOR. Hopefully you have driven I-10.

Mr. RAY. Interstate 10 through Phoenix, especially at the wrong time of day, can be quite grueling. Sir, I would have to get into specifics of where those dollars went. The purpose of Corridors of the Future program was not to fully fund the transportation solutions across those corridors.

[The information follows:]

The I-10 Corridor of the Future received \$4 million in Interstate Maintenance Discretionary (IMD) funds related to the widening of I-10 in Arizona from the Gila River Indian Community to the I-8 interchange. The remaining \$4.6 million is under the Delta Regional Transportation Development Program for the widening of I-10 in Louisiana from I-12 to SR-3246.

Mr. PASTOR. I understand.

Mr. RAY. It was to highlight critical corridors that we saw both from the standpoint of mobility for our citizens and also from the standpoint of freight mobility. Certainly, those issues are very relevant to I-10. The idea was to provide some seed money. The \$75 million that the President has requested as part of the broader \$175 million will be part of an effort to facilitate this dialogue, to help the states work together. As a status update, all of the states are now in the process of negotiating comprehensive development agreements, so all the states along I-10 can create a framework to solve congestion problems across the entire corridor.

We are particularly happy with the efforts that Victor Mendez and other Arizona DOT folks have put into this. I think it is a great effort. And you are absolutely right, the congestion, the growth, and the change in demographics that is occurring in Arizona, that is the front line of the fight on congestion in this country. Let me be very clear, the growth rates that Arizona is seeing are unlike any other place in the country and the Corridors of the Future program are part of an effort to try to solve that.

Mr. PASTOR. Well, on your wife's behalf and my behalf hopefully you will keep your eye on I-10 between Phoenix and Tucson and make sure that the money is used wisely and to ensure that. We

all recognize that in a very short time, the next 15 to 20 years, this part of the world is going to be within the megacities that we find the five largest megacities of the United States.

Mr. RAY. Absolutely.

Mr. PASTOR. And so we are trying to address the congestion problems, the mobility problems today. So thank you very much.

Thank you, Mr. Chairman.

#### CONGESTION INITIATIVE

Mr. OLVER. Thank you. We have a series of votes coming up here so we are going to have to finish up within 15 minutes or so. And I am going to take a few of those right now. And then we will not come back. So we will finish up here with whatever time my Ranking Member probably has to say about it. Okay?

I want to go back and explore just a little bit. In the 2007 budget there were no earmarks because you had full discretionary—you had use of discretionary funds, virtually all of which since we had not earmarked discretionary accounts for those parts you then used the something like \$850 million to feed these five major congestion accounts, five cities. And I wanted to ask how many of those five states have now authorized the tolling as you required?

I mean it seems to me one of the things—is that you departed rather significantly from the intent of those programs because you sort of swept up monies from several different programs in both transit and highways that had very specific intents related to them and put them into this congestion account that went to these five cities.

One of the things, for instance, you had in those was to each of the cities were required to implement tolling as part of their plan to receive the grants. Have all of these five now reached agreements, the urban partnership agreements that do adopt your requirement for tolling?

Ms. SCHEINBERG. I would like to answer your question and then provide further comments for the record. Not all of the cities have achieved final agreements.

Mr. OLVER. Which ones have?

Ms. SCHEINBERG. Miami already had the authority. San Francisco recently obtained it. The others are very close to getting it.

But may I expand on the question? I think this is a very important issue. This morning we have heard from the members of this subcommittee about problems in their areas; problems in corridors, and problems in urban areas. This is exactly what we were trying to address in these programs.

Mr. OLVER. Okay, fine. I understand that. But Mr. Ray earlier commented that some of the things that we had early efforts at we certainly would not do the same way now. So we had experience earlier from some of the problems that might give us direction for these. Presumably that has been done. I am sure that we would not end up finding in Indiana that the toll road, the Indiana Turnpike would be sold off in the way that it was. Not that that was done by you, that was done by Indiana.

And I just want to go on. Did you have legal opinions that these 12 programs, dozen programs in FTA and FHWA could be lumped

together in this kind of a way and given out as this congestion initiative? I am talking about the 2007 budget—

Ms. SCHEINBERG. Yes, I understand.

Mr. OLVER [continuing]. When these grants were actually made in August—

Ms. SCHEINBERG. Right.

Mr. OLVER [continuing]. Of 2007?

Ms. SCHEINBERG. Yes.

Mr. OLVER. Okay.

Ms. SCHEINBERG. The answer is yes. But I will ask.

Mr. RAY. Just for a point of clarification, and it may not have been your intent but let me just clarify. The various programs were not lumped together per se.

Mr. OLVER. Money was drawn from all those programs.

Mr. RAY. That is correct.

Mr. OLVER. And put into a pot and then given out in five large grants.

Mr. RAY. That may have been the way that it appeared to you, although that is not in practice actually what occurred. There were applications for funding under each program. The legal eligibility requirements of each particular program were met. So whether money was coming from interstate maintenance—

Mr. OLVER. Right. We are really under a time bind right now and I want to get—you can answer that in writing for this committee. I think it would be very important.

Mr. RAY. Happy to.

Mr. OLVER. Because it has been very controversial both here and on the other side of the Capitol—

Mr. RAY. Sure. We would be happy to.

Mr. OLVER [continuing]. On the part of both parties in that instance.

[The information follows:]

The Department of Transportation allocated funds from existing FHWA, FTA and RITA discretionary grant programs to contribute toward funding the Urban Partnership Agreements (UPA) and Corridors of the Future Program (CFP), under the Congestion Initiative. DOT obligated allocated or reserved funds for qualified UPA or CFP recipients in accordance with the authorizing legislation and implementing regulations of each existing discretionary grant. In the Federal Register notices soliciting UPA and CFP applications, applicants had to apply separately to each of the grant programs from which they sought funding and had to meet each program's statutory requirements.

The authorizing statutes of the discretionary grant programs cited above, together with the Revised Continuing Appropriations Resolution, 2007, authorize the allocation, appropriation and obligation of funds to the eligible projects within the UPAs and designated CFP. The lack of Congressional earmarks in the Revised Continuing Appropriations Resolution, 2007, permitted the Secretary to exercise her discretion to award various DOT grant programs.

Each of the relevant discretionary grant programs permits the Secretary of Transportation to exercise her discretion in awarding grants consistent with statutory criteria. Where Congress does not mandate distribution in statute or provide specific weights to the criteria associated with funding project activities, the Secretary is free to select projects and obligate funds consistent with the purpose of the availability of funding under the program. See the following two references: (1) 31 U.S.C. 1301(a). Comp. Gen. Opinion B-228675 (August 17, 1978). The General Accounting Office approved the Department of Health, Education and Welfare's "cross-cutting" grants provided that the grants were limited to projects within the scope of the grant programs. (2) *Illinois Environmental Protection Agency v. EPA*, 947 F.2d 283 (7th Cir. 1991). The court permitted the United States EPA to reallocate grant mon-

ies where the appropriations act did not earmark a specific sum of money for grants and funds were used for the express purpose for which they were appropriated.

USE OF FISCAL YEAR 2008 DISCRETIONARY FUNDS

Mr. OLVER. Now let me just go on, add to it. In the 2008 budget you asked us for the same \$175 million of positions essentially, of transfers, use of the monies from old earmarks which we refused to do. But you also had some discretionary money in the 2008 budget. Now, can each of you tell me whether that discretionary money that was not earmarked in the 2008 budget has that also been since you had the, assumed you had the authority, and I would like to see your legal, what your legal opinions were that gave you the authority to pull those things together and use them in that way, you are indicating that, yes, in each one you did have that but I want to see it on paper—what has the discretionary money in the same accounts been going to for the 2008 budget, have you planned on how that is going to go out?

Mr. SIMPSON. Do you mean on the transit side?

Mr. OLVER. Well, both sides.

Mr. SIMPSON. We have not planned for it yet on the transit side. We have basically our discretion—

Mr. OLVER. But you have the authority you believe to put it back into more congestion accounts?

Mr. SIMPSON. In 2008?

Mr. OLVER. Yes.

Mr. SIMPSON. With the limitation of 10 percent for UPAs.

Mr. OLVER. For 10 percent.

Mr. SIMPSON. We have about \$96 million. We need to deduct \$24 million for the clean fuels, so we have about \$9.6 million for UPA and about \$62 million left for the buses.

Mr. OLVER. Okay. And maybe in this instance since we are, maybe we ought to get you both to sort of summarize how you intend to use those monies in the same instance given the constraint of the 10 percent that was placed on it? Then you are asking this year for us to give you the 175 back and, and your intent is clear from what has been your testimony, to again put a sizeable portion of that, well, that plus some more of your discretionary money if there is any left when we get finished with this budget into again more congestion things.

When do we wait and see exactly what happened with the original ones to see what the tests show before we go charging ahead with these approaches?

Ms. SCHEINBERG. Mr. Chairman, we are learning every day from this example. We are learning how—

Mr. OLVER. But we have not learned much yet. We could not have learned much from the original 850—

Ms. SCHEINBERG. No. We—

Mr. OLVER [continuing]. Since that was only put on the road last August.

Ms. SCHEINBERG. Yes. I agree.

Mr. OLVER. And you are saying that you do not yet have the agreement with four of the five states because to use it they have to have this tolling thing done. They already had it in Miami for the Florida case. And the others have not happened even though

of course New York, Mr. Simpson has pointed out quite clearly that New York has a great commitment toward using transit as a part of it. You have the 2nd Avenue sub, you have the eastside access or Long Island access and a whole bunch of other big problems there. So, yes, we have to make this all fit together.

Should we not test clearly what we have from the ones, the big ones that got out?

Ms. SCHEINBERG. We want to learn from those and others. As you said, there are just five cities. We have of over 50 cities and localities that have come in, asked and competed for this money.

Mr. OLVER. For much smaller specific kinds of things?

Ms. SCHEINBERG. Exactly. The 2008 money is smaller. So we are looking at different size cities, covering different size areas. We need to learn from this so that we can be ready for the next reauthorization. If we wait for these things to totally play out we will not have the information for the next reauthorization.

These are the kinds of problems that these cities have. We need solutions.

[The information follows:]

The budget proposes to redirect \$175 million in unobligated balances for inactive projects authorized in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The funds will be used to carry out the Department's National Strategy to Reduce Congestion on America's Transportation Network (the "Congestion Initiative") and will support metropolitan area congestion reduction demonstration initiatives and the Corridors of the Future Program.

The Department requests \$100 million to fund qualified projects in 2009 that would implement congestion pricing along with complementary transportation solutions, including transit service and innovative operational technologies. In December 2007, DOT received approximately 20 applications from a wide range of jurisdictions.

The Department requests \$75 million in the FY 2009 budget to support the Department's Corridors of the Future Program (CFP), which is part of the Department's Congestion Initiative. In September 2007, the Department identified Interstates 5, 15, 10, 69, 70, and 95 as nationally significant Corridors of the Future, whose improvement will alleviate congestion and provide national and regional long-term transportation benefits.

The Department will be entering into Development Agreements with the States along the Corridors during FY 2008. The \$75 million requested will support projects negotiated and included within the Development Agreements that demonstrate an aggressive approach to congestion management. Selected projects are expected to include technology purchases to support electronic tolling and other intelligent transportation system technologies, financing analysis and targeted infrastructure investments.

In addition, the Department requests that 75 percent of the funds available for allocation under discretionary programs be designated for support of critical congestion relief projects. Projects that combine various road pricing, transit and technology solutions would receive priority consideration and be selected by the Department according to transparent, competitive, and merit-based criteria. Projects eligible for funding under this provision would include, but would not be limited to, those congestion reduction projects supported by the Department in FY 2008.

#### FUTURE OF THE HIGHWAY TRUST FUND

Mr. OLVER. All right, we know that we have got to close here very shortly. I will take the argument that you want to make on how fast these things should be done. But let me point out, when I started on this subcommittee, and I have now been Ranking Member on it for a couple of terms and now Chair, but I have been on the subcommittee for some years before, within this Administration we started out with a trust fund balance in the \$8 billion range. It was always a goal to keep it up there in the \$6 to \$8 bil-

lion dollar range. I cannot remember precisely what it was, but on the trust fund part of it was in the highway account and part of it in the transit account.

Now we are down to the point where you by the request in the budget are asking that we allow the last bit of the highway fund to go into the transit fund because if there is \$1 billion left that is what others in your own administration have said is within the margin of error depending upon what the economy happens to be doing in the course of a year. So we may be down to both of them being at the end of their life. And what I was coming to is here that you are leaving us, going out the door at the end of this year, you are leaving us with a problem that where the monies have been stripped. And you are saying, and I agree, that the gasoline tax is not a reliable thing for the future given what our policies are and having to get away from the use of gasoline and wanting to reduce our usage and all of the other efforts that we are making are designed to try to be more efficient about this process.

But how quickly are we going to—you are asking us to move to these other procedures, at least by the policy of the Administration, which was to not do anything about gasoline increases all of that goes back to my comments earlier that it looks to me as if this is a process of reducing dramatically, dramatically, the proportion of the surface transportation construction and maintenance, development and maintenance funds that will come from the Federal Government. That worries me greatly.

Now, we do not have more time. We are going to have to give my Ranking Member two minutes as I think we still have enough time. You can answer anything you want on that in writing here. I am sorry we do not have a little bit more time to explore it.

[The information follows:]

The U.S. Department of Transportation estimates that transportation system congestion costs the U.S. economy as much as \$200 billion a year. The projected growth of urban and suburban populations and the concomitant growth in both domestic and international commerce are straining our transportation system as never before. When the demand for transportation infrastructure overwhelms the transportation system's current capacity during many periods of the day, America's productivity and mobility are compromised. The energy and environmental policy implications of growing transportation system failure are increasingly apparent.

Two principles will guide the future of the in transportation: flexible, innovative and market-based funding and a more targeted federal role.

### **Funding**

Most goods and services in America's market economy are sold to consumers at prices determined by the interplay of supply and demand. Our country's willingness to allow this interplay to determine the allocation of the vast majority of our resources has propelled a boom in innovation and technology. It is largely this interplay that has guided the development and modernization of other similar network industries, including telecommunications, electricity, railroads, pipelines and many water systems.

We believe that a failure to properly align supply and demand, not a failure to generate sufficient tax revenues, is the essential policy failure. When consumer demand determines supply, it will engender funding sufficient to meet the demand. The problem is not how to raise a certain level of revenue, but rather how to develop a policy framework that will unleash efficient capital investments, empower consumers, reduce congestion, stimulate technology improvements, improve America's quality of life, and support the increased productivity of American businesses.

Federal fuel tax increases are not a solution. Congestion has grown virtually unchecked because of a severe imbalance between the supply of and demand for transportation infrastructure in both urban and suburban areas. This imbalance is largely due to ineffective and indirect pricing mechanisms that bear little or no relation to system costs. Users pay the same per gallon fuel tax or other indirect tax to use a higher-value facility at peak travel hours as they do to use a significantly lesser-value facility in off-peak travel hours. As a result, severe over-consumption occurs in some locations and times, and under-consumption in others.

There are more effective and bolder alternatives. Congestion pricing is one. Recent estimates in a forthcoming paper, "Toward a Comprehensive Assessment of Road Pricing Accounting for Land Use," by economists Clifford Winston and Ashley Langer at the Brookings Institute conclude that utilizing congestion pricing in the largest 98 metropolitan areas would generate approximately \$120 billion a year in revenues while

simultaneously solving the recurring congestion problem in those areas and allowing State and local officials to reduce taxes.

Vehicle-Miles of Travel (VMT) or other direct user charges (which can be varied by time of day, congestion, vehicle characteristics, and location depending on the policy objectives of the implementing jurisdiction), can and should be expedited as a matter of national policy. Given current technologies and international experiences, we believe that within a decade, the vast majority of metropolitan areas in the United States could finance their transportation systems through direct user charges instead of indirect taxes.

#### **A More Targeted Federal Role**

In recent years, there has been a proliferation of special interest programs that do little to improve our surface transportation system. Fewer, more focused programs will deliver better results for the Federal taxpayer. Moreover, current programmatic approaches largely do not take into account the impact that investment and management decisions in one mode can have on other modes. The speed of transportation infrastructure and technology deployment must be increased to save money and maximize throughput from our existing resources.

The Federal Government needs greater accountability and rationality in investment decisions. We strongly support targeting investments through a greater emphasis on performance and outcomes, as well as the application of benefit-cost analysis to ensure that projects generate benefits at least equal to the value of resources invested in them. States should be encouraged to increase their reliance on these tools in making decisions. Specific sanctions against States, however, are unlikely to be either politically acceptable or desirable as policy. A more effective and sustainable policy approach would be for the Federal program to meaningfully reward States that are willing to reform decision-making processes so as to incorporate economic analysis and a focus on performance.

Given that today's principal transportation problems are congestion and system unreliability, the Federal Government should stimulate creative new investment approaches to solve them, including public-private partnerships. Federal programs should focus on truly Federal objectives, such as preservation and improvement of the Interstate Highway System, interstate freight movement, safety programs (e.g., those of the National Highway Traffic Safety Administration and the Federal Motor Carrier Safety Administration), projects of truly national or regional significance, and research supportive of national goals.

## SC PROPOSAL TO BORROW FROM THE MASS TRANSIT ACCOUNT

Mr. KNOLLENBERG. Thank you, Mr. Chairman. I will be as brief as I possibly can.

But I did want to ask a question about the solvency of the Highway Trust Fund. I mentioned that at the beginning. And I have reservations about the Department's proposal to allow the highway account to borrow from the mass transit account to cover its insufficient balances. And the other thing is, what authority does the department have to make such a transfer absent any specific authorization? And has some, has legislation been submitted to the Ways and Means people?

Ms. SCHEINBERG. The legislation is in the budget as appropriations language.

Mr. KNOLLENBERG. So it has just been offered. But it has not—have you clarified anything with the Ways and Means people or with the T&I folks?

Ms. SCHEINBERG. We have submitted legislation that has been used in the past. We also cleared it through the Treasury Department. This legislation can be used as a general provision for the appropriations bill.

Mr. KNOLLENBERG. But have either one of these agencies been contacted? And what is their opinion right now about passing this legislation?

Ms. SCHEINBERG. It is not really in their jurisdiction; it is in your jurisdiction, Congressman.

Mr. KNOLLENBERG. It seems to me we went through the others too I think the last time, did we not?

Ms. SCHEINBERG. This is inside the Highway Trust Fund. It is not new revenue.

Mr. KNOLLENBERG. Yes. Well, I guess we are going to have to get out of here.

Mr. OLVER. We will ask, if we have further here we will have to ask it in questions.

Ms. SCHEINBERG. Okay.

Mr. OLVER. But you have gotten at least the gist of where I was headed anyway.

Thank you very, very much for being with us this morning. Very interesting.

**FEDERAL HIGHWAY ADMINISTRATION  
QUESTIONS FOR THE RECORD SUBMITTED BY CHAIRMAN OLVER  
TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND  
RELATED AGENCIES SUBCOMMITTEE  
APPROPRIATIONS COMMITTEE**

**HIGHWAY TRUST FUND**

1. **QUESTION:** Please provide a table that shows the projected end of year balance for the Highway Account of the Highway Trust Fund (HTF) under the President's budget request for each of the fiscal years 2007, 2008, and 2009. Please include projected revenues and outlays for each year.

**RESPONSE:** Please see the following page(s):

Highway Trust Fund Cash Balances  
 FY 2007 - FY 2009  
 FY 2009 President's Budget  
 \$ in billions

	Estimated Balances	
	2007	2008
<b>Highway Account</b>		
Cash Balance (Beginning of Year)	9.0	8.1
Receipts	34.3	34.2
Outlays*	35.0	39.3
Repayable advance from MTA	---	---
Cash Balance (End of Year)	8.1	3.0
<b>Mass Transit Account</b>		
Cash Balance (Beginning of Year)	6.2	7.3
Receipts	5.1	5.0
Flex Funding Transfer**	0.2	0.3
Outlays	4.2	6.3
Repayable advance to HA	---	---
Cash Balance (End of Year)	7.3	6.4
<b>Highway Trust Fund</b>		
<b>End of Year Cash Balance (Total)</b>	15.4	9.4

\*Includes Flex Funding Transfer to MTA

\*\*Flex Funding in FY 2004 and FY 2005 was fully outlaid to the General Fund.  
 (totals may not add due to rounding)

2. **QUESTION:** Using the same assumptions, please provide a similar table showing the end of year balance for the Highway Account if the guarantees enacted in SAFETEA-LU were honored in fiscal year 2009.

**RESPONSE:** Please see the following page(s):

Highway Trust Fund Cash Balances  
 FY 2007 - FY 2009  
 SAFETEA-LU FY 2009 Ob Lim  
 \$ in billions

	Estimated Balances		
Actual	2007	2008	2009
<b>Highway Account</b>			
Cash Balance (Beginning of Year)	9.0	8.1	3.0
Receipts	34.3	34.2	34.8
Outlays*	35.0	39.3	41.3
Cash Balance (End of Year)	8.1	3.0	(3.4)
<b>Mass Transit Account</b>			
Cash Balance (Beginning of Year)	6.2	7.3	6.4
Receipts	5.1	5.0	5.1
Flex Funding Transfer**	0.2	0.3	0.2
Outlays	4.2	6.3	7.2
Cash Balance (End of Year)	7.3	6.4	4.4
<b>Highway Trust Fund End of Year Cash Balance (Total)</b>	<b>15.4</b>	<b>9.4</b>	<b>1.0</b>

\*Includes Flex Funding Transfer to MTA

\*\*Flex Funding in FY 2004 and FY 2005 was fully outlaid to the General Fund.  
 (totals may not add due to rounding)

**HIGHWAY ACCOUNT BORROWING AUTHORITY**

3. The Highway Trust Fund, in its current form, is proving to be fiscally unsustainable and is projected to begin incurring deficits in the Highway Account in fiscal year 2009. To prevent this from occurring, the Administration proposes in its budget request to give the Secretary the flexibility to transfer funding from the Transit Account of the Highway Trust Fund to the Highway Account if there is insufficient cash available in the Highway Account to pay the bills of the highway program.

**QUESTION:** Is there any precedent for providing the transfer authority you are requesting? If so, when did the Highway Account have this authority and was this authority ever used to borrowing funding? If so, from where were the funds borrowed and how much? Also, please indicate whether or not this money was repaid and when.

**RESPONSE:** Authority for repayable advances to the HTF existed from the creation of the HTF in 1956 until 1982. The Highway Revenue Act of 1956, the act creating the HTF, authorized repayable advances from the General Fund (GF) to the HTF (there was only one account in the HTF at the time). Because the advances would be from the GF, an appropriation was required. At the time, the HTF earned interest on its invested balances and was required to pay interest on the advances it received. Advances were made three times and each time the advance was repaid: \$359 million in 1960; \$60 million in 1961 (\$160 million was appropriated, but only \$60 million was used); \$70 million in 1966 (\$200 million was appropriated, but only \$70 million was used). The authority for advances was repealed by the Surface Transportation Assistance Act of 1982.

4. **QUESTION:** What other options to address the projected deficit in the Highway Account were considered and why did the Administration decide to propose the option of using the Transit Account?

**RESPONSE:** In the event that the Highway Account of the Highway Trust Fund runs out of cash, the Administration is requesting temporary authority to allow "repayable advances" between the Highway Account and the Mass Transit Account of the Highway Trust Fund. This mechanism was proposed because it will provide the Administration with the flexibility to sustain the current authorization without any impact on transit funding in 2009. The Administration is also proposing to keep the overall funding levels of the SAFETEA-LU program within the original \$286.4 billion funding level, which would help preserve the trust fund's solvency.

5. QUESTION: How long can the Transit Account be used as a source of revenue for the Highway Account before it incurs deficits?

RESPONSE: Under the repayable advances proposal, and assuming current receipt and spending projections, the Mass Transit Account is anticipated to encounter a cash shortage in 2010. The budget proposes repayable advances authority only for FY 2009.

6. QUESTION: For comparison purposes, please provide a table that shows what the balances would be in the Highway Account and the Mass Transit Account of the Highway Trust Fund at the end of fiscal years 2008, 2009, and 2010 under the Administration's proposal without this borrowing authority, with this borrowing authority, under SAFETEA-LU without this borrowing authority, and under SAFETEA-LU with this borrowing authority.

RESPONSE: Please see the following page(s):

Highway Trust Fund Cash Balances  
 FY 2008 - FY 2010  
 FY 2009 President's Budget  
 \$ in billions

	Estimated Balances		
	2008	2009	2010
<b>Highway Account</b>			
Cash Balance (Beginning of Year)	8.1	3.0	0.0
Receipts	34.2	34.8	35.5
Outlays*	39.3	41.0	39.0
Repayable advance from MTA	--	3.2	--
Cash Balance (End of Year)	3.0	0.0	(3.5)
<b>Mass Transit Account</b>			
Cash Balance (Beginning of Year)	7.3	6.4	1.2
Receipts	5.0	5.1	5.2
Flex Funding Transfer**	0.3	0.2	0.1
Outlays	6.3	7.2	7.6
Repayable advance to HA	--	(3.2)	--
Cash Balance (End of Year)	6.4	1.2	(1.1)
<b>Highway Trust Fund</b>			
<b>End of Year Cash Balance (Total)</b>	9.4	1.2	(4.6)

**Highway Account**  
 Cash Balance (Beginning of Year)  
 Receipts  
 Outlays\*  
 Repayable advance from MTA  
 Cash Balance (End of Year)

**Mass Transit Account**  
 Cash Balance (Beginning of Year)  
 Receipts  
 Flex Funding Transfer\*\*  
 Outlays  
 Repayable advance to HA  
 Cash Balance (End of Year)

**Highway Trust Fund**  
**End of Year Cash Balance (Total)**

\*Includes Flex Funding Transfer to MTA  
 \*\*Flex Funding in FY 2004 and FY 2005 was fully outlaid to the General Fund.  
 (totals may not add due to rounding)

Highway Trust Fund Cash Balances  
 FY 2008 - FY 2010  
 FY 2009 President's Budget - without repayable advance  
 \$ in billions

	Estimated Balances		
	2008	2009	2010
<b>Highway Account</b>			
Cash Balance (Beginning of Year)	8.1	3.0	(3.2)
Receipts	34.2	34.8	35.5
Outlays*	39.3	41.0	39.0
Repayable advance from MTA	---	---	---
Cash Balance (End of Year)	3.0	(3.2)	(6.7)
<b>Mass Transit Account</b>			
Cash Balance (Beginning of Year)	7.3	6.4	4.4
Receipts	5.0	5.1	5.2
Flex Funding Transfer**	0.3	0.2	0.1
Outlays	6.3	7.2	7.6
Repayable advance to HA	---	---	---
Cash Balance (End of Year)	6.4	4.4	2.1
<b>Highway Trust Fund End of Year Cash Balance (Total)</b>	<b>9.4</b>	<b>1.2</b>	<b>(4.6)</b>

\*Includes Flex Funding Transfer to MTA

\*\*Flex Funding in FY 2004 and FY 2005 was fully outlaid to the General Fund.  
 (totals may not add due to rounding)

Highway Trust Fund Cash Balances  
 FY 2008 - FY 2010  
 SAFETEA-LU FY 2009 Ob Lim  
 \$ in billions

	Estimated Balances		
	2008	2009	2010
<b>Highway Account</b>			
Cash Balance (Beginning of Year)	8.1	3.0	(3.4)
Receipts	34.2	34.8	35.5
Outlays*	39.3	41.3	41.5
Cash Balance (End of Year)	3.0	(3.4)	(9.4)
<b>Mass Transit Account</b>			
Cash Balance (Beginning of Year)	7.3	6.4	4.4
Receipts	5.0	5.1	5.2
Flex Funding Transfer**	0.3	0.2	0.1
Outlays	6.3	7.2	8.3
Cash Balance (End of Year)	6.4	4.4	1.4
<b>Highway Trust Fund</b>			
<b>End of Year Cash Balance (Total)</b>	<b>9.4</b>	<b>1.0</b>	<b>(7.9)</b>

\*Includes Flex Funding Transfer to MTA

\*\*Flex Funding in FY 2004 and FY 2005 was fully outlaid to the General Fund.  
 (totals may not add due to rounding)

Highway Trust Fund Cash Balances  
 FY 2008 - FY 2010  
 SAFETEA-LU FY 2009 Ob Lirm - with repayable advance  
 \$ in billions

	Estimated Balances		
	2008	2009	2010
<b>Highway Account</b>			
Cash Balance (Beginning of Year)	8.1	3.0	(0.0)
Receipts	34.2	34.8	35.5
Outlays*	39.3	41.3	41.5
Repayable advance from MTA	---	3.4	---
Cash Balance (End of Year)	3.0	(0.0)	(6.0)
<b>Mass Transit Account</b>			
Cash Balance (Beginning of Year)	7.3	6.4	1.0
Receipts	5.0	5.1	5.2
Flex Funding Transfer**	0.3	0.2	0.1
Outlays	6.3	7.2	8.3
Repayable advance to HA	---	(3.4)	---
Cash Balance (End of Year)	6.4	1.0	(2.0)
<b>Highway Trust Fund End of Year Cash Balance (Total)</b>	<b>9.4</b>	<b>1.0</b>	<b>(7.9)</b>

\*Includes Flex Funding Transfer to MTA

\*\*Flex Funding in FY 2004 and FY 2005 was fully outlaid to the General Fund.  
 (totals may not add due to rounding)

7. QUESTION: How have the revenue projections for the Highway Trust Fund changed since last year and what are the reasons for these changes?

RESPONSE: The revenue projections in the FY 2009 President's Budget are lower than those from the FY 2008 President's Budget. The revenue projections are prepared by the Department of Treasury. They reflect both the latest economic forecasts and the most recent receipt deposits into the Highway Trust Fund.

8. QUESTION: How does the Administration propose to make the Highway Trust Fund fiscally sustainable over the long-term (i.e., next 5-10 years)?

RESPONSE: Although, the current Administration will come to a close before the next surface transportation reauthorization, the Administration believes that it is necessary to begin the debate on how to fundamentally reform our surface transportation systems in light of the challenges the country faces, including the condition, performance, and sustainability of our transportation networks, the quality of our environment, and our continued competitiveness in the global economy. The Administration plans to release its reauthorization proposal later this summer, which will outline programmatic, financial, and regulatory reforms that will enable the nation to better leverage its surface transportation funding in the coming years.

#### HIGHWAY PROGRAM AT ZERO

9. QUESTION: The Federal-aid highway program is a reimbursable program, meaning that States incur obligations, begin projects, and are then later reimbursed for eligible costs incurred. Given that the Highway Account is projected to start running deficits in fiscal year 2009, please explain to us how the FHWA plans to administer the Federal-aid highway program once the Highway Account hits zero? How do you plan to reimburse States for the bills they have already paid when there is no money left in the Highway Account? For instance, when the Highway Account runs out of money and States look to the FHWA to be reimbursed for the bills they have paid, what will the agency do when the next deposit gets made by the Treasury into the Highway Account? Will the first State in line get paid fully, followed by the second, then the third, and so on until the Highway Account is again out of money or will each State waiting to be reimbursed get a prorated share of what they are owed? Basically, please explain how the program will be administered when this financial crisis happens.

RESPONSE: The Federal-aid Highway program operates with contract authority, which allows the program to incur obligations in advance of an appropriation. This means that even in the event of a zero balance, the program obligations would continue to be incurred. Since deposits to the Highway Trust Fund are

made twice monthly, the Highway Trust Fund balance is dynamic. Even when shortages occur, gas taxes will continue to be paid and cash will continue to come into the Highway Trust Fund. It is likely that a small shortage may occur initially, but due to the timing of deposits in the Highway Trust Fund and the cyclical nature of receipts, that shortage could be followed by a period of sufficient cash. However, at some point the requests for outlays will exceed the available cash on hand. When this occurs, the Department may be unable to make expenditures in a timely manner to liquidate these obligations. When deposits become sufficient to liquidate past due vouchers, immediate repayment may be impeded because FHWA will need time to catch up on the backlog of work. FHWA is working with the Department to determine an appropriate course of action in this situation.

#### **REVENUE ALIGNED BUDGET AUTHORITY**

10. QUESTION: SAFETEA-LU extended the practice of establishing separate budget categories for highway and mass transit discretionary spending, creating a budgetary “firewall” between each of those programs and all other discretionary programs. In addition, the highway category firewall is established based on assumptions about future receipts to the Highway Account of the HTF and, beginning with fiscal year 2007, the firewall is to be adjusted annually based on newer projections of receipts and actual tax receipts. This annual adjustment is referred to as revenue aligned budget authority (RABA). Please provide a table that shows how this RABA adjustment has been calculated for each year of SAFETEA-LU, including fiscal year 2009.

RESPONSE: Please see the following page(s):

SAFETEA-LU RABA CALCULATION

Budget Year	Look Back to Budget Year -2	Look Now to Current Year	Sum	RABA Adjustment
FY 2007	2005 actual Highway Account (HA) receipt 32,907,508,333 less: 2005 SAFETEA-LU est. HA receipts 31,562,000,000 less: "look now" for FY 2005 subtotal 1,345,508,333	2006 HA receipts from 2007 President's Budget 34,051,000,000 less: 2006 SAFETEA-LU est. HA receipts 33,712,000,000 339,000,000	1,684,508,333	50% of new calculation 50% of prior calculation Total adjustment 842,254,167 842,254,167
FY 2008	2006 actual Highway Account receipts 33,683,425,502 less: 2006 SAFETEA-LU est. HA receipts 33,712,000,000 less: "look now" for FY 2006 subtotal 339,000,000 (367,574,498)	2007 HA receipts from 2008 President's Budget 34,713,000,000 less: 2007 SAFETEA-LU est. HA receipts 34,623,000,000 90,000,000	(277,574,498)	50% of new calculation 50% of prior calculation Total adjustment (138,787,249) 842,254,167 703,466,918
FY 2009	2007 actual Highway Account receipts 34,308,090,593 less: 2007 SAFETEA-LU est. HA receipts 34,623,000,000 less: "look now" for FY 2007 subtotal 90,000,000 (404,909,407)	2008 HA receipts from 2009 President's Budget 34,179,000,000 less: 2008 SAFETEA-LU est. HA receipts 35,499,000,000 (1,320,000,000)	(1,724,909,407)	50% of new calculation 50% of prior calculation Total adjustment (862,454,704) (138,787,249) (1,001,241,952)

11. QUESTION: According to the President's budget submission, the RABA amount for fiscal year 2009 is negative \$1.001 billion. Please provide a table that shows how this negative adjustment will be distributed by State.

RESPONSE: Please see the following page(s):

**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION**

**ESTIMATED REVENUE ALIGNED BUDGET AUTHORITY (RABA)  
DISTRIBUTION FOR FY 2009**

<u>STATE</u>	<u>AMOUNT</u>
Alabama	-14,627,066
Alaska	-4,335,202
Arizona	-13,547,715
Arkansas	-10,633,046
California	-85,865,741
Colorado	-12,130,855
Connecticut	-10,191,884
Delaware	-4,038,211
District of Columbia	-4,666,581
Florida	-31,454,972
Georgia	-24,489,981
Hawaii	-4,221,328
Idaho	-5,484,791
Illinois	-30,473,003
Indiana	-18,283,399
Iowa	-11,991,732
Kansas	-11,685,888
Kentucky	-13,407,189
Louisiana	-14,172,319
Maine	-4,864,029
Maryland	-14,449,794
Massachusetts	-17,060,151
Michigan	-27,014,031
Minnesota	-14,650,655
Mississippi	-10,942,807
Missouri	-21,209,434
Montana	-6,881,542
Nebraska	-8,013,294
Nevada	-5,941,227
New Hampshire	-4,278,556
New Jersey	-22,807,764
New Mexico	-8,117,588
New York	-43,262,702
North Carolina	-21,349,274
North Dakota	-6,105,557
Ohio	-29,745,246
Oklahoma	-15,210,174
Oregon	-11,807,384
Pennsylvania	-38,162,812
Rhode Island	-5,759,156
South Carolina	-12,947,954
South Dakota	-6,110,603
Tennessee	-17,110,151
Texas	-60,572,957
Utah	-6,915,194
Vermont	-4,766,980
Virginia	-20,715,433
Washington	-18,331,586
West Virginia	-7,300,432
Wisconsin	-14,481,210
Wyoming	-6,682,843
<b>Subtotal</b>	<b>-839,269,423</b>

12. QUESTION: In addition to impacting the States, the RABA adjustment is also supposed to be distributed to the various discretionary programs administered by the FHWA. Please provide a table that shows how RABA would be allocated to each discretionary program in fiscal year 2009.

RESPONSE: Please see the following page(s):

<b><u>ALLOCATED PROGRAM</u></b>	<b><u>AMOUNT</u></b>
Highway Use Tax Evasion	-284,891
Recreational Trails (Administration)	-19,942
Bureau of Transportation Statistics	-641,004
High Priority Projects	-70,424,966
Projects of National & Regional Significance (S. 1301)	-8,447,007
National Corridor Infrastructure Improvement Program (S.1302)	-9,249,449
Transportation Improvements (S. 1934)	-12,132,714
Bridge (Sec. 144(g))	-2,374,089
Interstate Maintenance Discretionary Program	-2,374,089
Territorial Highway Program	-1,187,044
Alaska Highway	-712,227
On-the-Job Training/Supportive Services	-237,409
DBE Training	-237,409
Indian Reservation Roads	-10,683,399
Public Lands Highways	-7,122,266
Park Roads and Parkways	-5,697,813
Refuge Roads	-688,486
Rail Highway X-ing Hazard Elim. In High Speed Rail Corridors	-356,113
Operation Lifesaver	-13,295
Construction of Ferry Boat and Ferry Terminal Facilities	-1,590,639
Puerto Rico Highway Program	-3,561,133
Safe Routes to School Administrative Expense	-71,223
Transportation, Community, and System Preservation Program	-1,454,129
Indian Reservation Road Bridges	-332,372
National Scenic Byways Program	-1,032,729
Freight Intermodal Distribution Pilot Grant Program	-142,445
Bicycle and Pedestrian Safety Grants (Clearinghouse)	-11,870
Transportation Infrastructure Finance and Innovation Act (TIFIA)	-2,896,388
Value Pricing Pilot Program	-284,891
Additional CA for States with Indian Reservations	-42,734
Grant Program to Prohibit Racial Profiling	-178,057
America's Byways Resource Center	-71,223
Highway for Life	-474,818
Truck Parking Facilities	-148,381
Delta Region Transportation Development Program	-237,409
Work Zone Safety Grants	-118,704
National Work Zone Safety Clearinghouse	-23,741
Road Safety (Delta and Public Awareness)	-11,870
National Historic Covered Bridge Preservation	-237,409
Nonmotorized Transportation Pilot Program	-593,522
Pavement Marking Systems Demonstration Projects in Alaska & Tenn.	-23,741
Road User Fees Field Test - Public Policy Center of Univ. of Iowa	-83,093
Great Lakes ITS Implementation	-71,223
Denali Access System Program	-356,113
Multimodal Facility Improvements	-118,704
Going-to-the-Sun Road, Glacier National Park, Montana	-395,681
Surface Transportation Research, Development, and Deployment Program	-4,662,710
Training and Education	-633,882
University Transportation Research	-1,654,740
ITS Research	-2,611,498
Federal Motor Carrier Safety Administration Grants	-4,961,845
<b>Subtotal</b>	<b>-161,972,529</b>
<b>Total</b>	<b>-1,001,241,952</b>

**ADDITIONAL REDUCTION TO THE FEDERAL-AID HIGHWAY  
PROGRAM**

13. QUESTION: In addition to the negative RABA adjustment, the President's budget proposes to cut the highway program obligation limitation by an additional \$800 million in fiscal year 2009. Please provide a table that shows the impact of this \$800 million cut on a State-by-State basis.

RESPONSE: Please see the following page(s):

FHWA, HCFB-1  
TA to David NapoletoU.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION6-Mar-08  
2:00 PMCOMPARISON OF FY 2009 DISTRIBUTION OF OBLIGATION LIMITATION  
Request: Obligation Limitation Distribution Based on FY 2009 President's Budget Request  
Scenario: Obligation Limitation Distribution for FY 2009 - w/ Negative RABA, w/o \$800 Million Reduction

State	Total Obligation Limitation		
	Request	Scenario	Difference
Alabama	655,920,639	668,079,040	13,158,401
Alaska	298,491,109	304,078,636	5,587,527
Arizona	609,291,561	621,466,844	12,175,283
Arkansas	416,667,693	425,158,250	8,490,557
California	3,168,131,367	3,233,742,222	65,610,855
Colorado	446,932,025	456,168,339	9,236,314
Connecticut	430,498,898	439,153,537	8,654,639
Delaware	132,529,155	135,339,476	2,810,321
Dist. of Col.	134,114,602	137,045,874	2,931,272
Florida	1,572,425,464	1,603,203,188	30,777,724
Georgia	1,159,044,735	1,181,967,077	22,922,342
Hawaii	137,180,330	140,094,903	2,914,573
Idaho	243,057,062	247,913,275	4,856,193
Illinois	1,144,430,280	1,168,007,224	23,576,944
Indiana	833,939,519	850,482,259	16,542,740
Iowa	363,092,203	370,920,438	7,828,235
Kansas	335,874,561	343,215,592	7,341,031
Kentucky	566,909,831	578,574,694	11,664,863
Louisiana	515,029,247	525,894,799	10,865,552
Maine	152,814,855	156,154,847	3,339,992
Maryland	516,796,044	527,561,460	10,765,416
Massachusetts	543,830,717	555,423,561	11,592,844
Michigan	1,054,234,932	1,075,918,289	21,683,357
Minnesota	570,060,632	581,736,226	11,675,594
Mississippi	392,745,520	400,913,854	8,168,334
Missouri	776,062,177	792,093,583	16,031,406
Montana	313,891,998	320,154,565	6,262,567
Nebraska	244,659,571	249,928,131	5,268,560
Nevada	213,798,928	218,240,022	4,441,094
New Hampshire	147,721,518	150,820,369	3,098,851
New Jersey	851,505,530	869,046,915	17,541,385
New Mexico	315,750,435	322,199,676	6,449,241
New York	1,467,418,710	1,498,515,775	31,097,065
North Carolina	941,235,264	960,169,901	18,934,637
North Dakota	206,838,940	211,245,136	4,406,196
Ohio	1,219,340,896	1,244,084,494	24,743,598
Oklahoma	505,927,024	516,590,833	10,663,809
Oregon	378,870,788	386,930,196	8,059,410
Pennsylvania	1,455,903,980	1,496,142,578	30,238,598
Rhode Island	164,596,564	168,194,063	3,597,499
South Carolina	525,755,557	536,411,743	10,656,186
South Dakota	221,520,753	226,112,269	4,591,516
Tennessee	710,105,634	724,565,803	14,460,169
Texas	2,675,506,502	2,729,169,490	53,662,988
Utah	236,645,966	241,616,825	4,970,859
Vermont	145,408,194	148,586,304	3,178,110
Virginia	870,315,869	887,965,860	17,649,991
Washington	569,155,235	581,423,375	12,268,140
West Virginia	357,045,888	364,392,630	7,346,742
Wisconsin	639,345,873	652,106,973	12,761,100
Wyoming	225,929,008	230,675,190	4,746,182
<b>SUBTOTAL</b>	<b>32,774,299,823</b>	<b>33,446,396,405</b>	<b>672,096,582</b>
Allocated Programs	2,536,967,350	2,580,331,758	43,364,408
High Priority Projects	2,600,407,858	2,858,327,359	57,919,501
Projects of National & Regional Significance	335,890,344	342,837,404	6,947,060
National Corridor Infrastructure Improvement Program	367,798,983	375,405,994	7,607,011
Transportation Projects	482,450,308	492,428,596	9,978,290
Bridge (Sec. 144(g))	94,404,256	96,356,774	1,952,518
Transfer to Sections 154 & 164	6,509,304	6,643,934	134,630
<b>TOTAL</b>	<b>39,398,728,226</b>	<b>40,198,728,226</b>	<b>800,000,000</b>

**BYRD TEST**

14. **QUESTION:** There is a provision in the Internal Revenue Code that is intended to ensure that there is enough money in the Highway Trust Fund to make reimbursements to the States. This test, known as the Byrd Amendment, was named for Senator Harry Byrd of Virginia who had concerns about the solvency of the Highway Trust Fund back in 1956. The "Byrd Test" looks at the outstanding commitments of the Highway Account and compares them to revenues anticipated to be earned by the Account in future fiscal years. The current surface transportation authorization bill, SAFETEA LU, modified the Byrd Test and essentially made it meaningless. Instead of looking at two years worth of future revenue, the Test now looks at four years of revenue.

Please provide a table that shows the Byrd Test headroom for each of the fiscal years 2006 through 2009 under the current four-year revenue outlook. For comparison purposes, please also show what the Byrd Test headroom would be for each of these years if the Test had kept its two-year revenue outlook.

**RESPONSE:** Please see the following page(s):

**FY 2009 BUDGET**

**Highway Trust Fund -- Byrd Test (\$Millions)**

	2006	2007	2008	2009
<u>Highway Account:</u>				
Unpaid and Unobligated Contract Auth.	80,534	83,590	84,759	75,065
Cash Balances, End of Year	9,014	8,110	3,007	(3,194)
Difference	71,520	75,481	81,752	78,259
Tax Revenue, Next 4 Years	138,868	140,534	142,844	145,093
Difference from Above	71,520	75,481	81,752	78,259
Byrd Test Headroom	67,348	65,053	61,092	66,834
	Pass	Pass	Pass	Pass
<u>Transit Account:</u>				
Unpaid and Unobligated Contract Auth.	6,143	10,186	13,112	15,098
Cash Balances, End of Year	6,223	7,305	6,352	4,401
Difference	(80)	2,881	6,760	10,697
Tax Revenue, Next 4 Years	20,299	20,419	20,608	20,765
Difference from Above	(80)	2,881	6,760	10,697
Byrd Test Headroom	20,379	17,538	13,848	10,068
	Pass	Pass	Pass	Pass

15. QUESTION: Since the purpose of the Byrd Test is to ensure that there will be enough money in the Highway Account to pay bills when they come due and given that, in its current form, the Test does not appear to be effective in achieving that goal, does the Administration believe that the Byrd Test should be modified once again so that it fulfills its intended purpose and cuts spending out of the Highway Account before the Account has a chance to run out of money?

RESPONSE: The current four year Byrd Test is ineffective. In FY 2009, the Highway Account of the Highway Trust Fund passes the Byrd Test by \$62 billion, despite the fact that it is projected to have a \$3.2 billion cash shortfall. However it should be noted that when the two-year Byrd Test was triggered in FY 2004, it had no impact upon spending either. This was due to the fact that there are significant amounts of contract authority in excess of available obligation limitation, and the amount of Federal-aid Highway contract authority that was withheld under the Byrd Test was less than the total balance of this excess contract authority at that time. Even in FY 2008, a two-year Byrd Test would have had a limited impact (if any) upon spending, because the amount that would have been withheld would have been less than the amount of excess contract authority available. The Administration supports the principles of the Byrd Test. However, to fulfill its intended purpose, this test would need to be revised under the next reauthorization.

#### **STATE MATCHING FUNDS**

16. QUESTION: Is the Department seeing any indications that States are currently having problems coming up with the matching funds that they need to match a Federal program of \$41 billion a year for fiscal years 2008 and 2009?

RESPONSE: The Federal Highway Administration has no indication that States are having problems coming up with matching non-Federal share funds for fiscal years 2008 and 2009.

#### **APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM**

17. QUESTION: Funds provided for the Appalachian Development Highway System (ADHS) are to be apportioned among the 13 eligible States based on the latest available cost to complete estimate prepared by the Appalachian Regional

Commission. When was the latest cost to complete estimate done and are there plans to update it?

RESPONSE: The latest cost to complete estimate was prepared by the Appalachian Regional Commission (ARC) in 2007. ARC policy is to update the cost to complete estimate every five years. As such, the next anticipated update of the estimate is 2012. The ADHS apportionment factors will be based on the 2007 cost estimate starting in FY 2009.

18. QUESTION: Please provide a table that shows each State's share of the remaining costs to complete the ADHS both in terms of actual dollars and as a percentage.

RESPONSE: Please see the following page(s):

## 2007 ADHS Cost Estimate

Question 18

STATE	TOTAL COST	FEDERAL SHARE	AVAILABLE FEDERAL FUNDS	REMAINING NEEDS FEDERAL FUNDS	07 FACTOR
ALABAMA	\$3,001,056,000	\$2,400,845,000	\$152,284,000	\$2,248,561,000	34.7072%
GEORGIA	\$369,339,000	\$295,471,000	\$193,339,000	\$102,132,000	1.5764%
KENTUCKY	\$1,017,687,000	\$814,150,000	\$322,982,000	\$491,168,000	7.5813%
MARYLAND	\$228,481,000	\$182,785,000	\$54,261,000	\$128,524,000	1.9838%
MISSISSIPPI	\$79,721,000	\$50,298,000	\$45,738,000	\$4,560,000	0.0704%
NEW YORK	\$205,549,000	\$145,237,000	\$78,112,000	\$67,125,000	1.0361%
NORTH CAROLINA	\$757,300,000	\$605,840,000	\$202,658,000	\$403,182,000	6.2232%
OHIO	\$413,253,000	\$330,602,000	\$73,405,000	\$257,197,000	3.9699%
PENNSYLVANIA	\$2,748,494,000	\$1,865,086,000	\$335,506,000	\$1,529,580,000	23.6095%
SOUTH CAROLINA	\$63,568,000	\$50,854,000	\$15,504,000	\$35,350,000	0.5456%
TENNESSEE	\$827,234,000	\$661,787,000	\$376,661,000	\$285,126,000	4.4010%
VIRGINIA	\$1,178,875,000	\$633,402,000	\$156,381,000	\$477,021,000	7.3630%
WEST VIRGINIA	\$902,256,000	\$721,805,000	\$272,666,000	\$449,139,000	6.9326%
REGIONWIDE TOTAL	\$11,792,813,000	\$8,758,162,000	\$2,279,497,000	\$6,478,665,000	100.0000%

RED - FEDERAL FUNDS CAPPED FOR CERTAIN CORRIDORS/PROJECTS

19. QUESTION: Please provide a table that lists by State the number of total authorized miles for the ADHS, the number of uncompleted ADHS miles, and a comparison of each State's uncompleted miles as a percent of the total uncompleted.

RESPONSE: Please see the following page(s):

**Appalachian Development Highway System**

Remaining ADHS Uncompleted Miles

as of 9/30/2007

Question 19

	Total Miles Authorized *	Location Study Need or Underway	Design and/or Right-of-way Under Way	Construction Under Way	Remaining Stage Construction	Total Miles Uncompleted	% of Total Uncompleted Miles
ALABAMA	295.7	63.7	6.2	25.3	53.9	149.1	21.3%
GEORGIA	132.5	20.5	11.1	0.0	0.0	31.6	4.5%
KENTUCKY	426.3	8.2	14.5	10.1	0.0	32.8	4.7%
MARYLAND	83.2	2.5	0.0	0.0	3.7	6.2	0.9%
MISSISSIPPI	117.5	0.0	18.1	3.1	0.0	21.2	3.0%
NEW YORK	222.0	5.5	3.6	3.7	1.3	14.1	2.0%
NORTH CAROLINA	204.3	8.3	16.4	0.0	4.2	28.9	4.1%
OHIO	201.5	7.1	16.2	0.0	0.0	23.3	3.3%
PENNSYLVANIA	453.1	99.9	15.7	44.3	7.6	167.5	24.0%
SOUTH CAROLINA	22.9	0.0	4.3	0.0	0.0	4.3	0.6%
TENNESSEE	329.3	17.5	8.9	11.1	74.5	112.0	16.0%
VIRGINIA	192.2	15.6	15.9	0.7	0.0	32.2	4.6%
WEST VIRGINIA	409.6	30.2	24.5	18.0	3.4	76.1	10.9%
<b>TOTAL</b>	<b>3,090.1</b>	<b>279.0</b>	<b>155.4</b>	<b>116.3</b>	<b>148.6</b>	<b>699.3</b>	<b>100.0%</b>

\* Congress authorized 3,090 miles for corridors approved as part of the Appalachian Development Highway System and eligible for construction under the Appalachian Development Highway System program. Final mileage on the corridors completed under the program will be within the authorized mileage.

20. **QUESTION:** Please provide a table showing the year-by-year, State-by-State funding provided for ADHS construction since the ADHS program was first authorized and include totals for each year and State.

**RESPONSE:** Please see the following page(s):

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM  
 HIGHWAY PROGRAM ALLOCATIONS (\$1000's)

STATE	HIGHWAY PROGRAM ALLOCATIONS (\$1000's)			HIGHWAY PROGRAM ALLOCATIONS (\$1000's)			HIGHWAY PROGRAM ALLOCATIONS (\$1000's)		
	1965 ALLOCATION*	EARMARK	PERCENT OF TOTAL	FY 1966 ADDED OBLIGATION* CEILING	EARMARK	PERCENT OF TOTAL	FY 1967 ADDED OBLIGATION* CEILING	EARMARK	PERCENT OF TOTAL
ALABAMA	0.0		0.00%	0.0		0.00%	0.0		0.00%
GEORGIA	4,000.0		4.30%	7,000.0		10.77%	500.0		0.42%
KENTUCKY	18,000.0		19.35%	14,000.0		21.54%	21,500.0		18.11%
MARYLAND	4,000.0		4.30%	8,000.0		12.31%	0.0		0.00%
MISSISSIPPI	0.0		0.00%	0.0		0.00%	0.0		
NEW YORK	0.0		0.00%	10,000.0		15.38%	14,700.0		12.38%
N. CAROLINA	10,000.0		10.75%	0.0		0.00%	4,900.0		4.13%
OHIO	7,000.0		7.53%	3,000.0		4.62%	18,000.0		15.16%
PENNSYLVANIA	17,000.0		18.28%	-7,000.0		-10.77%	22,800.0		19.21%
S. CAROLINA	0.0		0.00%	0.0		0.00%	0.0		0.00%
TENNESSEE	7,000.0		7.53%	3,000.0		4.62%	13,000.0		10.95%
VIRGINIA	12,000.0		12.90%	19,000.0		29.23%	6,500.0		5.48%
W. VIRGINIA	14,000.0		15.05%	8,000.0		12.31%	16,800.0		14.15%
ADHS TOTAL	93,000.0	0.0	100.00%	65,000.0	0.0	100.00%	118,700.0		100.00%
CUMULATIVE	93,000.0			158,000.0			276,700.0		

\*AS OF END OF FY EXCLUDES AMOUNTS RESERVED OR TRANSFERRED FOR LOCAL ACCESS ROAD PROJECTS, AND TRANSFERRED TO AREA DEVELOPMENT, EXCLUDES AMOUNTS SET ASIDE FOR ADMINISTRATION AND SPECIAL PLANNING PROJECTS AND REFLECTS ADJUSTMENTS FOR RECISSIONS AND REALLOCATIONS.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATE	HIGHWAY PROGRAM ALLOCATIONS (\$1000's)			HIGHWAY PROGRAM ALLOCATIONS (\$1000's)			HIGHWAY PROGRAM ALLOCATIONS (\$1000's)							
	FY 1968 ADDED OBLIGATION* CEILING	PERCENT OF TOTAL	FY 1969 ADDED OBLIGATION* CEILING	PERCENT OF TOTAL	FY 1970 ADDED OBLIGATION* CEILING	PERCENT OF TOTAL	EARMARK	FY 1968 ADDED OBLIGATION* CEILING	PERCENT OF TOTAL	FY 1969 ADDED OBLIGATION* CEILING	PERCENT OF TOTAL	FY 1970 ADDED OBLIGATION* CEILING	PERCENT OF TOTAL	EARMARK
ALABAMA	0.0	0.00%	0.0	0.00%	0.0	0.00%		0.0	0.00%	0.0	0.00%	0.0	0.00%	
GEORGIA	-2,185.0	-9.90%	675.0	0.48%	829.0	0.48%		829.0	0.48%	31,990.0	19.42%	31,990.0	19.42%	
KENTUCKY	10,200.0	46.20%	18,693.0	13.36%	522.0	0.37%		12,316.0	7.48%					
MARYLAND	0.0	0.00%	0.0	0.00%	0.0	0.00%		0.0	0.00%	0.0	0.00%	0.0	0.00%	
MISSISSIPPI	0.0	0.00%	0.0	0.00%	0.0	0.00%		28,468.0	17.29%					
NEW YORK	5,992.0	27.14%	24,517.0	17.52%	7,137.0	5.10%		8,470.0	5.14%					
N. CAROLINA	2,700.0	12.23%	6,135.0	4.38%				10,385.0	6.31%					
OHIO	-7,690.0	-34.83%												
PENNSYLVANIA	3,980.0	18.03%	13,852.0	9.90%				6,689.0	4.06%					
S. CAROLINA	0.0	0.00%	0.0	0.00%				0.0	0.00%					
TENNESSEE	871.0	3.95%	10,246.0	7.32%				9,819.0	5.96%					
VIRGINIA	-900.0	-4.08%	2,052.0	1.47%				3,530.0	2.14%					
W. VIRGINIA	9,110.0	41.26%	56,090.0	40.09%				52,200.0	31.69%					
ADHS TOTAL	22,078	100.00%	139,919.0	100.00%				164,696.0	100.00%					
CUMULATIVE	298,778.0		438,697.0					603,393.0						

\*AS OF END OF FY EXCLUDES AMOUNTS RESERVED OR TRANSFERRED FOR LOCAL ACCESS ROAD PROJECTS, AND TRANSFERRED TO AREA DEVELOPMENT, EXCLUDES AMOUNTS SET ASIDE FOR ADMINISTRATION AND SPECIAL PLANNING PROJECTS AND REFLECTS ADJUSTMENTS FOR REVISIONS AND REALLOCATIONS.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATE	HIGHWAY PROGRAM ALLOCATIONS (\$1000's)			HIGHWAY PROGRAM ALLOCATIONS (\$1000's)			HIGHWAY PROGRAM ALLOCATIONS (\$1000's)		
	FY 1971 ADDED OBLIGATION* CEILING	EARMARK	PERCENT OF TOTAL	FY 1972 ADDED OBLIGATION* CEILING	EARMARK	PERCENT OF TOTAL	FY 1973 ADDED OBLIGATION* CEILING	EARMARK	PERCENT OF TOTAL
ALABAMA	0.0		0.00%	0.0		0.00%	6,090.0		3.56%
GEORGIA	1,231.0		0.76%	8,040.0		4.77%	2,185.0		1.28%
KENTUCKY	22,335.0		13.80%	35,342.0		20.97%	41,612.0		24.34%
MARYLAND	16,179.0		10.00%	8,083.0		4.80%	4,942.0		2.89%
MISSISSIPPI	0.0		0.00%	0.0		0.00%	0.0		0.00%
NEW YORK	20,481.0		12.66%	14,512.0		8.61%	12,684.0		7.42%
N. CAROLINA	4,798.0		2.97%	16,087.0		9.55%	4,645.0		2.72%
OHIO	8,130.0		5.02%	9,440.0		5.60%	250.0		0.15%
PENNSYLVANIA	31,214.0		19.29%	16,945.0		10.05%	26,678.0		15.60%
S. CAROLINA	0.0		0.00%	0.0		0.00%	0.0		0.00%
TENNESSEE	3,387.0		2.09%	18,827.0		11.17%	10,259.0		6.00%
VIRGINIA	4,148.0		2.56%	4,023.0		2.39%	5,150.0		3.01%
W. VIRGINIA	49,906.0		30.84%	37,229.0		22.09%	56,475.0		33.03%
ADHS TOTAL	161,809.0		100.00%	168,528.0		100.00%	170,970.0		100.00%
CUMULATIVE	765,202.0			933,730.0			1,104,700.0		

\*AS OF END OF FY EXCLUDES AMOUNTS RESERVED OR TRANSFERRED FOR LOCAL ACCESS ROAD PROJECTS, AND TRANSFERRED TO AREA DEVELOPMENT, EXCLUDES AMOUNTS SET ASIDE FOR ADMINISTRATION AND SPECIAL PLANNING PROJECTS AND REFLECTS ADJUSTMENTS FOR REVISIONS AND REALLOCATIONS.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATE	HIGHWAY PROGRAM ALLOCATIONS (\$1000's)			HIGHWAY PROGRAM ALLOCATIONS (\$1000's)			HIGHWAY PROGRAM ALLOCATIONS (\$1000's)		
	FY 1974 ADDED OBLIGATION*	PERCENT OF TOTAL	EARMARK	FY 1975 ADDED OBLIGATION*	PERCENT OF TOTAL	EARMARK	FY 1976 ADDED OBLIGATION*	PERCENT OF TOTAL	EARMARK

ALABAMA	1,360.0	0.80%		3,808.0	2.45%		4,692.0	3.12%	
GEORGIA	1,884.0	1.11%		4,088.0	2.63%		(310.0)	-0.21%	
KENTUCKY	29,125.0	17.10%		30,016.0	19.33%		26,436.0	17.56%	
MARYLAND	12,315.0	7.23%		1,208.0	0.78%		818.0	0.54%	
MISSISSIPPI	0.0	0.00%		0.0	0.00%		2,167.0	1.44%	
NEW YORK	22,923.0	13.46%		1,162.0	0.75%		(48.0)	-0.03%	
N. CAROLINA	2,712.0	1.59%		19,873.0	12.80%		21,510.0	14.29%	
OHIO	7,294.0	4.28%		18.0	0.01%		7,450.0	4.95%	
PENNSYLVANIA	38,165.0	22.41%		15,933.0	10.26%		28,005.0	18.60%	
S. CAROLINA	50.0	0.03%		(15.0)	-0.01%		57.0	0.04%	
TENNESSEE	17,446.0	10.25%		15,156.0	9.76%		22,980.0	15.27%	
VIRGINIA	10,456.0	6.14%		5,429.0	3.50%		15,492.0	10.29%	
W. VIRGINIA	26,550.0	15.59%		58,640.0	37.76%		21,279.0	14.14%	
ADHS TOTAL	170,280.0	100.00%		155,316.0	100.00%		150,528.0	100.00%	
CUMULATIVE	1,274,980.0			1,430,296.0			1,580,824.0		

\*AS OF END OF FY EXCLUDES AMOUNTS RESERVED OR TRANSFERRED FOR LOCAL ACCESS ROAD PROJECTS, AND TRANSFERRED TO AREA DEVELOPMENT. EXCLUDES AMOUNTS SET ASIDE FOR ADMINISTRATION AND SPECIAL PLANNING PROJECTS AND REFLECTS ADJUSTMENTS FOR REVISIONS AND REALLOCATIONS.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATE	HIGHWAY PROGRAM ALLOCATIONS (\$1000's)			HIGHWAY PROGRAM ALLOCATIONS (\$1000's)			HIGHWAY PROGRAM ALLOCATIONS (\$1000's)		
	FY 1977 ADDED OBLIGATION*	EARMARK	PERCENT OF TOTAL	FY 1978 ADDED OBLIGATION*	EARMARK	PERCENT OF TOTAL	FY 1979 ADDED OBLIGATION*	EARMARK	PERCENT OF TOTAL
ALABAMA	5,178.0		2.48%	6,590.0		3.45%	10,441.0		4.67%
GEORGIA	8,242.0		3.94%	5,073.0		2.65%	17,183.0		7.69%
KENTUCKY	36,990.0		17.68%	41,084.0		21.50%	34,432.0		15.41%
MARYLAND	1,217.0		0.58%	(304.0)		-0.16%	445.0		0.20%
MISSISSIPPI	17,773.0		8.50%	6,910.0		3.62%	7,515.0		3.36%
NEW YORK	29,004.0		13.86%	12,720.0		6.66%	12,338.0		5.52%
N. CAROLINA	8,159.0		3.90%	7,301.0		3.82%	4,528.0		2.03%
OHIO	5,128.0		2.45%	20,133.0		10.53%	6,797.0		3.04%
PENNSYLVANIA	22,887.0		10.94%	4,059.0		2.12%	52,478.0		23.49%
S. CAROLINA	1,158.0		0.55%	112.0		0.06%	1,520.0		0.68%
TENNESSEE	40,438.0		19.33%	30,615.0		16.02%	33,513.0		15.00%
VIRGINIA	7,123.0		3.40%	9,517.0		4.98%	2,223.0		1.00%
W. VIRGINIA	25,909.0		12.38%	47,300.0		24.75%	39,995.0		17.90%
ADHS TOTAL	209,206.0		100.00%	191,110.0		100.00%	223,408.0		100.00%
CUMULATIVE	1,790,030.0			1,981,140.0			2,204,548.0		

\*AS OF END OF FY EXCLUDES AMOUNTS RESERVED OR TRANSFERRED FOR LOCAL ACCESS ROAD PROJECTS, AND TRANSFERRED TO AREA DEVELOPMENT, EXCLUDES AMOUNTS SET ASIDE FOR ADMINISTRATION AND SPECIAL PLANNING PROJECTS AND REFLECTS ADJUSTMENTS FOR REVISIONS AND REALLOCATIONS.

## APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATE	HIGHWAY PROGRAM ALLOCATIONS (\$1000's)			HIGHWAY PROGRAM ALLOCATIONS (\$1000's)			HIGHWAY PROGRAM ALLOCATIONS (\$1000's)		
	FY 1980 ADDED OBLIGATION* CEILING	PERCENT OF TOTAL	EARMARK	FY 1981 ADDED OBLIGATION* CEILING	PERCENT OF TOTAL	EARMARK	FY 1982 ADDED OBLIGATION* CEILING	PERCENT OF TOTAL	EARMARK
ALABAMA	7,112.0	3.43%		15,156.0	7.78%		6,982.0	8.29%	
GEORGIA	7,465.0	3.60%		7,588.0	3.90%		2,000.0	2.37%	
KENTUCKY	18,078.0	8.71%		15,611.0	8.02%		6,426.0	7.63%	
MARYLAND	1,276.0	0.62%		15,832.0	8.13%		17,898.0	21.25%	
MISSISSIPPI	10,521.0	5.07%		7,942.0	4.08%		13,483.0	16.01%	
NEW YORK	11,381.0	5.49%		12,088.0	6.21%		6,650.0	7.90%	
N. CAROLINA	5,138.0	2.48%		8,809.0	4.52%		366.0	0.43%	
OHIO	3,926.0	1.89%		1,000.0	0.51%		5,188.0	6.16%	
PENNSYLVANIA	51,002.0	24.58%		54,393.0	27.94%		20,718.0	24.60%	
S. CAROLINA	1,501.0	0.72%		3,040.0	1.56%		1,423.0	1.69%	
TENNESSEE	31,771.0	15.31%		22,228.0	11.42%		1,507.0	1.79%	
VIRGINIA	6,546.0	3.16%		6,097.0	3.13%		0.0	0.00%	
W. VIRGINIA	51,735.0	24.94%		24,923.0	12.80%		1,580.0	1.88%	
ADHS TOTAL	207,452.0	100.00%		194,707.0	100.00%		84,221.0	100.00%	
CUMULATIVE	2,412,000.0			2,606,707.0			2,690,928.0		

\*AS OF END OF FY EXCLUDES AMOUNTS RESERVED OR TRANSFERRED FOR LOCAL ACCESS ROAD PROJECTS, AND TRANSFERRED TO AREA DEVELOPMENT, EXCLUDES AMOUNTS SET ASIDE FOR ADMINISTRATION AND SPECIAL PLANNING PROJECTS AND REFLECTS ADJUSTMENTS FOR REVISIONS AND REALLOCATIONS.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATE	HIGHWAY PROGRAM ALLOCATIONS (\$1000's)			HIGHWAY PROGRAM ALLOCATIONS (\$1000's)			HIGHWAY PROGRAM ALLOCATIONS (\$1000's)		
	FY 1983 ADDED OBLIGATION* CEILING	EARMARK	PERCENT OF TOTAL	FY 1984 ADDED OBLIGATION* CEILING	EARMARK	PERCENT OF TOTAL	FY 1985 ADDED OBLIGATION* CEILING	EARMARK	PERCENT OF TOTAL
ALABAMA	13,066.0		11.64%	16,110.0		15.89%	12,198.0		15.06%
GEORGIA	1,794.0		1.60%	9,643.0		9.51%	82.0		0.10%
KENTUCKY	8,520.0		7.59%	11,104.0		10.95%	9,972.0		12.31%
MARYLAND	8,830.0		7.87%	4,760.0		4.70%	4,573.0		5.64%
MISSISSIPPI	1,680.0		1.50%	7,110.0		7.01%	11,645.0		14.37%
NEW YORK	8,473.0		7.55%	7,273.0		7.18%	7,351.0		9.07%
N. CAROLINA	3,034.0		2.70%	2,730.0		2.69%	2,655.0		3.28%
OHIO	422.0		0.38%	4,532.0		4.47%	960.0		1.19%
PENNSYLVANIA	28,886.0		25.74%	21,761.0		21.47%	7,603.0		9.39%
S. CAROLINA	1,325.0		1.18%	1,193.0		1.18%	1,159.0		1.43%
TENNESSEE	9,225.0		8.22%	9,893.0		9.76%	7,967.0		9.83%
VIRGINIA	2,207.0		1.97%	4,652.0		4.59%	2,092.0		2.58%
W. VIRGINIA	24,742.0		22.05%	600.0		0.59%	12,753.0		15.74%
ADHS TOTAL	112,204.0		100.00%	101,361.0		100.00%	81,010.0		100.00%
CUMULATIVE	2,803,132.0			2,904,493.0			2,985,503.0		

\*AS OF END OF FY EXCLUDES AMOUNTS RESERVED OR TRANSFERRED FOR LOCAL ACCESS ROAD PROJECTS, AND TRANSFERRED TO AREA DEVELOPMENT, EXCLUDES AMOUNTS SET ASIDE FOR ADMINISTRATION AND SPECIAL PLANNING PROJECTS AND REFLECTS ADJUSTMENTS FOR RECISSIONS AND REALLOCATIONS.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM  
 HIGHWAY PROGRAM ALLOCATIONS (\$1000's)      HIGHWAY PROGRAM ALLOCATIONS (\$1000's)      HIGHWAY PROGRAM ALLOCATIONS (\$1000's)

STATE	HIGHWAY PROGRAM ALLOCATIONS (\$1000's)		HIGHWAY PROGRAM ALLOCATIONS (\$1000's)		HIGHWAY PROGRAM ALLOCATIONS (\$1000's)		PERCENT OF TOTAL
	FY 1986 ADDED OBLIGATION* CEILING	PERCENT OF TOTAL	FY 1987 ADDED OBLIGATION* CEILING	PERCENT OF TOTAL	FY 1988 ADDED OBLIGATION* CEILING	PERCENT OF TOTAL	
ALABAMA	17,754.0	20.98%	5,709.0	7.81%	9,143.0	16.48%	
GEORGIA	2,848.0	3.36%	3,300.0	4.51%	2,878.0	5.19%	
KENTUCKY	7,177.0	8.48%	12,465.0	17.04%	8,370.0	15.08%	
MARYLAND	2,708.0	3.20%	3,194.0	4.37%	3,452.0	6.22%	
MISSISSIPPI	5,623.0	6.64%	3,245.0	4.44%	3,891.0	7.01%	
NEW YORK	7,711.0	9.11%	6,360.0	8.70%	1,409.0	2.54%	
N. CAROLINA	2,046.0	2.42%	1,936.0	2.65%	1,985.0	3.58%	
OHIO	1,675.0	1.98%	1,974.0	2.70%	2,015.0	3.63%	
PENNSYLVANIA	13,579.0	16.04%	10,879.0	14.88%	7,846.0	14.14%	
S. CAROLINA	717.0	0.85%	845.0	1.16%	361.0	0.65%	
TENNESSEE	5,462.0	6.45%	10,955.0	14.98%	3,745.0	6.75%	
VIRGINIA	2,667.0	3.15%	1,745.0	2.39%	1,602.0	2.89%	
W. VIRGINIA	14,674.0	17.34%	10,529.0	14.40%	8,794.0	15.85%	
ADHS TOTAL	84,641.0	100.00%	73,136.0	100.00%	55,491.0	100.00%	
CUMULATIVE	3,070,144.0		3,143,280.0		3,198,771.0		

\*AS OF END OF FY EXCLUDES AMOUNTS RESERVED OR TRANSFERRED FOR LOCAL ACCESS ROAD PROJECTS, AND TRANSFERRED TO AREA DEVELOPMENT, EXCLUDES AMOUNTS SET ASIDE FOR ADMINISTRATION AND SPECIAL PLANNING PROJECTS AND REFLECTS ADJUSTMENTS FOR REVISIONS AND REALLOCATIONS.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATE	HIGHWAY PROGRAM ALLOCATIONS (\$1000's)			HIGHWAY PROGRAM ALLOCATIONS (\$1000's)			HIGHWAY PROGRAM ALLOCATIONS (\$1000's)		
	FY 1989 ADDED OBLIGATION* CEILING	EARMARK	PERCENT OF TOTAL	FY 1990 ADDED OBLIGATION* CEILING	EARMARK	PERCENT OF TOTAL	FY 1991 ADDED OBLIGATION* CEILING	EARMARK	PERCENT OF TOTAL
ALABAMA	3,315.0	2,000.0	8.09%	10,305.0	9,852.0	20.22%	3,656.0	13,000.0	13.40%
GEORGIA	2,791.0	0.0	4.25%	4,431.0	0.0	4.45%	4,688.0	0.0	3.77%
KENTUCKY	7,303.0	0.0	11.12%	3,900.0	0.0	3.91%	8,973.0	0.0	7.22%
MARYLAND	2,559.0	0.0	3.90%	2,782.0	0.0	2.79%	3,638.0	0.0	2.93%
MISSISSIPPI	2,227.0	1,000.0	4.91%	2,426.0	9,852.0	12.32%	2,700.0	10,000.0	10.22%
NEW YORK	3,252.0	0.0	4.95%	3,554.0	0.0	3.57%	4,223.0	0.0	3.40%
N. CAROLINA	3,931.0	0.0	5.99%	4,325.0	0.0	4.34%	5,195.0	0.0	4.18%
OHIO	2,674.0	0.0	4.07%	2,912.0	0.0	2.92%	3,440.0	0.0	2.77%
PENNSYLVANIA	17,359.0	0.0	26.43%	1,636.0	0.0	1.64%	12,415.0	0.0	9.99%
S. CAROLINA	878.0	0.0	1.34%	895.0	0.0	0.90%	999.0	0.0	0.80%
TENNESSEE	2,751.0	0.0	4.19%	10,138.0	0.0	10.17%	10,580.0	0.0	8.51%
VIRGINIA	2,678.0	0.0	4.08%	2,919.0	0.0	2.93%	3,445.0	0.0	2.77%
W. VIRGINIA	8,959.0	2,000.0	16.69%	10,036.0	19,703.0	29.84%	12,350.0	25,000.0	30.05%
ADHS TOTAL	60,677.0	5,000	100.00%	60,259.0	39,407	100.00%	76,302.0	48,000.0	100.00%
CUMULATIVE	3,264,448.0			3,364,114.0			3,488,416.0		

\*AS OF END OF FY EXCLUDES AMOUNTS RESERVED OR TRANSFERRED FOR LOCAL ACCESS ROAD PROJECTS, AND TRANSFERRED TO AREA DEVELOPMENT, EXCLUDES AMOUNTS SET ASIDE FOR ADMINISTRATION AND SPECIAL PLANNING PROJECTS AND REFLECTS ADJUSTMENTS FOR REVISIONS AND REALLOCATIONS.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

HIGHWAY PROGRAM ALLOCATIONS (\$1000's)      HIGHWAY PROGRAM ALLOCATIONS (\$1000's)      HIGHWAY PROGRAM ALLOCATIONS (\$1000's)

STATE	HIGHWAY PROGRAM ALLOCATIONS (\$1000's)			HIGHWAY PROGRAM ALLOCATIONS (\$1000's)			HIGHWAY PROGRAM ALLOCATIONS (\$1000's)		
	FY 1992 ADDED OBLIGATION* CEILING	EARMARK	PERCENT OF TOTAL	FY 1993 ADDED OBLIGATION* CEILING	EARMARK	PERCENT OF TOTAL	FY 1994 ADDED OBLIGATION* CEILING	EARMARK	PERCENT OF TOTAL
ALABAMA	6,265.0	15,300.0	16.40%	4,230.0	29,470.0	27.70%	5,207.0	31,640.0	24.62%
GEORGIA	494.0	0.0	0.38%	2,576.0	0.0	2.12%	3,445.0	0.0	2.30%
KENTUCKY	8,015.0	0.0	6.09%	6,278.0	0.0	5.16%	9,000.0	4,500.0	9.02%
MARYLAND	2,937.0	0.0	2.23%	2,270.0	0.0	1.87%	1,519.0	0.0	1.02%
MISSISSIPPI	1,005.0	13,500.0	11.03%	1,982.0	0.0	1.63%	1,652.0	2,335.0	2.66%
NEW YORK	3,834.0	0.0	2.91%	3,341.0	0.0	2.75%	3,664.0	0.0	2.45%
N. CAROLINA	4,550.0	0.0	3.46%	4,048.0	0.0	3.33%	6,825.0	0.0	4.56%
OHIO	3,049.0	0.0	2.32%	2,397.0	0.0	1.97%	4,996.0	0.0	3.34%
PENNSYLVANIA	10,653.0	0.0	8.10%	9,280.0	0.0	7.63%	11,897.0	0.0	7.95%
S. CAROLINA	905.0	0.0	0.69%	576.0	0.0	0.47%	641.0	0.0	0.43%
TENNESSEE	531.0	0.0	0.40%	5,943.0	0.0	4.89%	10,806.0	0.0	7.22%
VIRGINIA	3,055.0	0.0	2.32%	2,749.0	0.0	2.26%	2,523.0	0.0	1.69%
W. VIRGINIA	10,640.0	46,800.0	43.67%	9,281.0	37,230.0	38.23%	9,025.0	39,975.0	32.74%
ADHS TOTAL	55,933.0	75,600	100.00%	54,951.0	66,700	100.00%	71,200.0	78,450	100.00%
CUMULATIVE	3,619,949.0			3,741,600.0			3,891,250.0		

\*AS OF END OF FY EXCLUDES AMOUNTS RESERVED OR TRANSFERRED FOR LOCAL ACCESS ROAD PROJECTS, AND TRANSFERRED TO AREA DEVELOPMENT. EXCLUDES AMOUNTS SET ASIDE FOR ADMINISTRATION AND SPECIAL PLANNING PROJECTS AND REFLECTS ADJUSTMENTS FOR REVISIONS AND REALLOCATIONS.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM  
 HIGHWAY PROGRAM ALLOCATIONS (\$1000's)

STATE	HIGHWAY PROGRAM ALLOCATIONS (\$1000's)			HIGHWAY PROGRAM ALLOCATIONS (\$1000's)			HIGHWAY PROGRAM ALLOCATIONS (\$1000's)		
	FY 1995 ADDED OBLIGATION* CEILING	EARMARK	PERCENT OF TOTAL	FY 1996 ADDED OBLIGATION* CEILING	EARMARK	PERCENT OF TOTAL	FY 1997 ADDED OBLIGATION* CEILING	EARMARK	PERCENT OF TOTAL
ALABAMA	6,166.0	27,330	18.26%	8,185.0	0	8.62%	8,471.0	0	9.39%
GEORGIA	3,947.0	0	2.15%	4,674.0	0	4.92%	4,252.0	0	4.72%
KENTUCKY	9,940.0	11,660	11.78%	11,503.0	0	12.11%	11,154.0	0	12.37%
MARYLAND	1,697.0	0	0.93%	2,055.0	0	2.16%	1,806.0	0	2.00%
MISSISSIPPI	1,853.0	0	1.01%	2,145.0	0	2.26%	1,976.0	0	2.19%
NEW YORK	4,110.0	0	2.24%	4,607.0	0	4.85%	4,322.0	0	4.79%
N. CAROLINA	6,909.0	0	3.77%	8,227.0	0	8.66%	7,472.0	0	8.29%
OHIO	5,713.0	0	3.11%	6,606.0	0	6.95%	6,173.0	0	6.85%
PENNSYLVANIA	13,886.0	0	7.57%	16,775.0	0	17.66%	15,099.0	0	16.75%
S. CAROLINA	737.0	0	0.40%	723.0	0	0.76%	692.0	0	0.77%
TENNESSEE	12,612.0	0	6.88%	16,350.0	0	17.21%	14,214.0	0	15.76%
VIRGINIA	2,871.0	0	1.57%	3,374.0	0	3.55%	3,081.0	0	3.42%
W. VIRGINIA	10,530.0	63,470	40.34%	9,781.0	0	10.30%	11,454.0	0	12.70%
ADHS TOTAL	80,971.0	102,460	100.00%	95,005.0	0	100.00%	90,166.0	0	100.00%

CUMULATIVE 4,074,681.0 4,169,686.0 4,259,852.0

\*AS OF END OF FY EXCLUDES AMOUNTS RESERVED OR TRANSFERRED FOR LOCAL ACCESS ROAD PROJECTS, AND TRANSFERRED TO AREA DEVELOPMENT, EXCLUDES AMOUNTS SET ASIDE FOR ADMINISTRATION AND SPECIAL PLANNING PROJECTS AND REFLECTS ADJUSTMENTS FOR REVISIONS AND REALLOCATIONS.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

HIGHWAY PROGRAM ALLOCATIONS (\$1000's)      HIGHWAY PROGRAM APPORTIONMENTS \*\* (\$1000's)      HIGHWAY PROGRAM APPORTIONMENTS \*\* (\$1000's)

STATE	FY 1998			FY 1999			FY 2000		
	ALLOCATION*	EARMARK	PERCENT OF TOTAL	APPORTIONMENT**	EARMARK	PERCENT OF TOTAL	APPORTIONMENT**	EARMARK	PERCENT OF TOTAL
ALABAMA	11,469	0	12.20%	48,805	0	11.01%	48,805	0	11.01%
GEORGIA	4,451	0	4.73%	19,504	0	4.40%	19,504	0	4.40%
KENTUCKY	10,603	0	11.28%	44,771	0	10.10%	44,771	0	10.10%
MARYLAND	2,015	0	2.14%	7,632	0	1.72%	7,632	0	1.72%
MISSISSIPPI	1,573	0	1.67%	5,473	0	1.23%	5,473	0	1.23%
NEW YORK	3,181	0	3.38%	10,519	0	2.37%	10,519	0	2.37%
N. CAROLINA	6,343	0	6.75%	28,735	0	6.48%	28,735	0	6.48%
OHIO	4,964	0	5.28%	22,008	0	4.97%	22,008	0	4.97%
PENNSYLVANIA	19,370	0	20.60%	119,334	0	26.92%	119,334	0	26.92%
S. CAROLINA	940	0	1.00%	2,391	0	0.54%	2,391	0	0.54%
TENNESSEE	11,737	0	12.48%	54,716	0	12.34%	54,716	0	12.34%
VIRGINIA	2,809	0	2.99%	11,501	0	2.59%	11,501	0	2.59%
W. VIRGINIA	14,556	0	15.48%	67,861	0	15.31%	67,861	0	15.31%
ADHS TOTAL	94,011	0	100.00%	443,250	0	100.00%	443,250	0	100.00%
CUMULATIVE	4,353,863.0			4,797,113.0			5,240,363.0		

\*AS OF END OF FY EXCLUDES AMOUNTS RESERVED OR TRANSFERRED FOR LOCAL ACCESS ROAD PROJECTS, AND TRANSFERRED TO AREA DEVELOPMENT, EXCLUDES AMOUNTS SET ASIDE FOR ADMINISTRATION AND SPECIAL PLANNING PROJECTS AND REFLECTS ADJUSTMENTS FOR REVISIONS AND REALLOCATIONS.  
 \*\*ADHS FUNDS AUTHORIZED IN SECTION 1117 OF TEA-21 EXCLUDES AMOUNTS SET ASIDE FOR ADMINISTRATION.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

HIGHWAY PROGRAM APPORTIONMENTS \*\* (\$1000's)      HIGHWAY PROGRAM APPORTIONMENTS \*\* (\$1000's)      HIGHWAY PROGRAM APPORTIONMENTS \*\* (\$1000's)

STATE	FY 2001		PERCENT OF TOTAL		FY 2002		PERCENT OF TOTAL		FY 2003		PERCENT OF TOTAL	
	APPORTIONMENT**	EARMARK	APPORTIONMENT**	EARMARK	APPORTIONMENT**	EARMARK	APPORTIONMENT**	EARMARK	APPORTIONMENT**	EARMARK	APPORTIONMENT**	EARMARK
ALABAMA	48,805	0	11.01%	0	48,772	0	11.01%	0	47,700	0	11.01%	0
GEORGIA	19,504	0	4.40%	0	19,491	0	4.40%	0	19,063	0	4.40%	0
KENTUCKY	44,771	0	10.10%	0	44,741	0	10.10%	0	43,757	0	10.10%	0
MARYLAND	7,632	0	1.72%	0	7,627	0	1.72%	0	7,459	0	1.72%	0
MISSISSIPPI	5,473	0	1.23%	0	5,470	0	1.23%	0	5,349	0	1.23%	0
NEW YORK	10,519	0	2.37%	0	10,512	0	2.37%	0	10,281	0	2.37%	0
N. CAROLINA	28,735	0	6.48%	0	28,715	0	6.48%	0	28,084	0	6.48%	0
OHIO	22,008	0	4.97%	0	21,993	0	4.97%	0	21,510	0	4.97%	0
PENNSYLVANIA	119,334	0	26.92%	0	119,253	0	26.92%	0	116,633	0	26.92%	0
S. CAROLINA	2,391	0	0.54%	0	2,389	0	0.54%	0	2,337	0	0.54%	0
TENNESSEE	54,716	0	12.34%	0	54,679	0	12.34%	0	53,477	0	12.34%	0
VIRGINIA	11,501	0	2.59%	0	11,493	0	2.59%	0	11,240	0	2.59%	0
W. VIRGINIA	67,861	0	15.31%	0	67,816	0	15.31%	0	66,325	0	15.31%	0
ADHS TOTAL	443,250	0	100.00%	0	442,950	0	100.00%	0	433,216	0	100.00%	0
CUMULATIVE	5,683,613.0				6,126,563.0				6,559,778.7			

\*\*ADHS FUNDS AUTHORIZED IN SECTION 1117 OF TEA-21 EXCLUDES AMOUNTS SET ASIDE FOR ADMINISTRATION.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

HIGHWAY PROGRAM APPORTIONMENTS \* (\$1000's) HIGHWAY PROGRAM APPORTIONMENTS \*\* (\$1000's) HIGHWAY PROGRAM APPORTIONMENTS \*\* (\$1000's)

STATE	FY 2004		FY 2005		FY 2006		PERCENT OF TOTAL	PERCENT OF TOTAL	PERCENT OF TOTAL
	APPORTIONMENT*	EARMARK	APPORTIONMENT**	EARMARK	APPORTIONMENT**	EARMARK			
ALABAMA	56,582	0	28,037	0	28,263	0	6.22%	6.22%	6.22%
GEORGIA	22,339	0	17,184	0	17,322	0	3.81%	3.81%	3.81%
KENTUCKY	52,092	0	65,755	0	66,285	0	14.59%	14.59%	14.59%
MARYLAND	8,953	0	6,151	0	6,200	0	1.36%	1.36%	1.36%
MISSISSIPPI	6,255	0	5,085	0	5,126	0	1.13%	1.13%	1.13%
NEW YORK	12,174	0	21,647	0	21,822	0	4.80%	4.80%	4.80%
N. CAROLINA	33,096	0	36,669	0	36,964	0	8.14%	8.14%	8.14%
OHIO	25,241	0	19,681	0	19,840	0	4.37%	4.37%	4.37%
PENNSYLVANIA	140,113	0	99,175	0	99,974	0	22.00%	22.00%	22.00%
S. CAROLINA	2,692	0	2,785	0	2,808	0	0.62%	0.62%	0.62%
TENNESSEE	62,438	0	33,536	0	33,807	0	7.44%	7.44%	7.44%
VIRGINIA	13,071	0	32,064	0	32,322	0	7.11%	7.11%	7.11%
W. VIRGINIA	77,458	0	82,961	0	83,630	0	18.41%	18.41%	18.41%
ADHS TOTAL	512,506	0	450,730	0	454,363	0	100.00%	100.00%	100.00%
CUMULATIVE	7,072,284.3		7,523,014.3		7,977,377.2				

\*ADHS FUNDS WERE AUTHORIZED BY SURFACE TRANSPORTATION EXTENSION ACTS OF 2004.  
 \*\*ADHS FUNDS AUTHORIZED IN SECTION 1101(a)(7) OF SAFETEA-LU EXCLUDES TAKE-DOWNS/RESCISSIIONS FROM ANNUAL DOT APPROPRIATIONS ACTS.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM  
 HIGHWAY PROGRAM APPORTIONMENTS \*\*  
 (\$1000's)

STATE	FY 2007			FY 2008			PERCENT OF TOTAL	
	APPORTIONMENT**	EARMARK	PERCENT OF TOTAL	APPORTIONMENT**	EARMARK	PERCENT OF TOTAL	APPORTIONMENT**	EARMARK
ALABAMA	29,130	0	6.22%	29,235	0	6.22%		
GEORGIA	17,854	0	3.81%	17,918	0	3.81%		
KENTUCKY	68,320	0	14.59%	68,567	0	14.59%		
MARYLAND	6,391	0	1.36%	6,414	0	1.36%		
MISSISSIPPI	5,283	0	1.13%	5,302	0	1.13%		
NEW YORK	22,492	0	4.80%	22,573	0	4.80%		
N. CAROLINA	38,099	0	8.14%	38,236	0	8.14%		
OHIO	20,449	0	4.37%	20,523	0	4.37%		
PENNSYLVANIA	103,043	0	22.00%	103,415	0	22.00%		
S. CAROLINA	2,894	0	0.62%	2,905	0	0.62%		
TENNESSEE	34,844	0	7.44%	34,970	0	7.44%		
VIRGINIA	33,315	0	7.11%	33,435	0	7.11%		
W. VIRGINIA	86,197	0	18.41%	86,508	0	18.41%		
ADHS TOTAL	468,309	0	100.00%	470,000	0	100.00%		

CUMULATIVE 8,445,686.7

8,915,686.7

\*\*ADHS FUNDS AUTHORIZED IN SECTION 1101(a)(7) OF SAFETEA-LU EXCLUDES TAKEDOWNS/RESCISSIONS FROM ANNUAL DOT APPROPRIATIONS ACTS.

21. **QUESTION:** Please provide a table that shows the unobligated balances of ADHS funds by State as of the end of the fiscal year for each of the last three fiscal years, 2005, 2006, and 2007.

**RESPONSE:** Please see the following page(s):



TOTAL	1,329,552.97	1,563,756.21	283,502,100.89	253,576.25	362,225,833.82	382,252,973.13	1,061,527,792.27
-------	--------------	--------------	----------------	------------	----------------	----------------	------------------

As of 9/30/07

	7850	5400	0880-0980	0540-0560	1880-1880	1860-1960	Total Unobligated Balance
ALABAMA							
ALABAMA	0.01	14,087.60	7,276,442.96	103,511.25	5,266,396.15	4,919,921.95	18,280,359.92
GEORGIA		1,893,907.15	87,923,487.31		39,523,015.00	35,176,955.00	164,216,464.46
KENTUCKY			19,981,513.52		37,818,911.37	134,605,450.00	192,405,874.89
MARYLAND			16,684,939.00		13,819,403.00	11,770,017.00	42,274,359.00
MISSISSIPPI					36,151.00	5,518,667.00	5,554,818.00
NEW YORK			1,311,691.00	150,063.00	202,056.00	11,672,409.00	13,336,218.00
NORTH CAROLINA	0.57		2,447,582.00		68,765,180.00	75,063,092.00	147,275,844.57
OHIO						31,894,890.82	31,894,890.82
PENNSYLVANIA		0.99	232.85		32,784.97	114,667,237.00	114,700,315.54
SOUTH CAROLINA						3,889,980.27	3,889,980.27
TENNESSEE		19,747.40	118,990,416.37		95,974,802.00	66,651,257.00	283,696,222.77
VIRGINIA	828,382.52	401,447.00	8,670,343.00		45,136,004.00	65,636,886.00	120,472,041.52
WEST VIRGINIA			315,228.43		159,067.00	654,735,155.04	91,734,338.43
TOTAL	828,383.10	2,329,190.14	263,991,876.17	253,574.25	307,732,770.49	654,735,155.04	1,229,670,929.19

22. QUESTION: Please provide a table that shows for fiscal year 2007 the end of year unobligated balance of ADHS funds by State, the corresponding unused no-year obligation authority for the ADHS program, and the ratio of this unused no-year obligation authority to the unobligated contract authority.

RESPONSE: Please see the following page(s):

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

RATIO OF UNUSED ADHS SPECIAL LIMITATION TO UNOBLIGATED BALANCE OF ADHS FUNDS  
All data as of September 28, 2007

STATE	Unobligated Balance of ADHS Funds	Appalachia - Unused Special Limitation	Ratio
ALABAMA	\$18,162,761.06	\$6,079,199.06	0.3347
GEORGIA	\$162,322,557.31	\$146,238,324.31	0.9009
KENTUCKY	\$192,405,874.89	\$145,581,345.89	0.7566
MARYLAND	\$42,274,359.00	\$37,261,563.00	0.8814
MISSISSIPPI	\$5,554,818.00	\$943,615.00	0.1699
NEW YORK	\$13,186,156.00	\$15,439.00	0.0012
NORTH CAROLINA	\$147,275,854.00	\$132,617,545.00	0.9005
OHIO	\$31,894,080.82	\$14,033,937.82	0.4400
PENNSYLVANIA	\$114,700,314.55	\$18,339,833.55	0.1599
SOUTH CAROLINA	\$3,899,980.27	\$1,676,389.27	0.4298
TENNESSEE	\$283,606,475.37	\$243,994,753.37	0.8603
VIRGINIA	\$119,442,232.00	\$101,744,780.00	0.8518
WEST VIRGINIA	\$91,734,338.43	\$27,102,256.43	0.2954
<b>TOTAL</b>	<b>\$1,226,459,801.70</b>	<b>\$875,628,981.70</b>	<b>0.7139</b>

**LIMITATION ON ADMINISTRATIVE EXPENSES**

23. QUESTION: Section 104(a) of title 23, United States Code, provides contract authority to pay for the administrative expenses of the FHWA, which is then subject to an annual limitation set in the Appropriations Act. Please provide a table that shows what the excess balance of contract authority would be for the administrative expenses of the agency based on the limitation on administrative expenses that has been proposed in the President's budget. Please include any excess authority carried over from previous years.

RESPONSE: Please see the following page(s):

Analysis of Federal-Aid Highway Budgetary Resources  
Administrative Expenses

7/22/2008

	<u>Total Budgetary Resources</u>
<b><u>Budgetary Resources</u></b>	
Unavailable Balance of Contract Authority-September 30, 2008 (Est.)	6,631,852 *
FY 2009 Contract Authority SAFETEA-LU, P.L. 110-59	423,717,640
<b>Total Budgetary Resources</b>	<b>430,349,492</b>
<hr/>	
<b><u>Obligational Authority</u></b>	
<b><u>Limitation on Administrative Expenses, Net</u></b>	<b><u>394,880,000</u></b>
President's Budget	394,880,000
<b><u>ARC Administrative Expenses</u></b>	<b><u>3,124,000</u></b>
FY 2009 ARC	3,124,000
<b><u>OIG Audit Cost Reimbursement</u></b>	<b><u>3,824,000</u></b>
FY 2009 OIG	3,824,000
<b>Total Obligational Authority</b>	<b>401,828,000</b>
<b>Subtotal, Portion Not Available for Obligation</b>	<b>28,521,492</b>
<b><u>Rescission of LAE Unobligated Balances</u></b>	<b><u>0</u></b>
<b>Portion Not Available for Obligation</b>	<b>28,521,492</b>

\* Unavailable CA from prior years was calculated based on total CA minus OA provided.

24. QUESTION: Prior to fiscal year 2004, the administrative expenses of the FHWA were funded through a takedown applied to certain apportioned programs. The takedown percentage that was applied in some years created a pool of funding that was in excess of the dollar amount specified for administrative expenses for that year, creating a balance of funding that could be carried forward and used in future years. Given that this takedown mechanism is no longer used, is there a balance leftover in this "administrative reserve" and, if so, how much remains?

RESPONSE: Amounts of contract authority in excess of the available obligation limitation for administrative expenses for years prior to FY 2008 were rescinded in Pub.L. 110-161.

#### **EMERGENCY RELIEF PROGRAM**

25. QUESTION: The FHWA's Emergency Relief (ER) program has a funding level of \$100 million per year that is available to respond to eligible road damage resulting from disasters or catastrophic failures. However, the number of disasters and the expense associated with the damages caused by these disasters has far exceeded \$100 million a year for a very long time. In most years, it seems as though the \$100 million is used up as soon as it becomes available. Yet, disasters keep occurring and States keep submitting formal requests to the FHWA to be reimbursed for eligible costs incurred in recovering from these disasters and, as a result, a backlog of requests accumulates.

What is the status of the ER program's funding and is there currently a backlog? If so, please provide a table that lists the disasters that make up this backlog, including the State, the dollar amount being requested, and a brief description of the disaster.

RESPONSE: On November 5, 2007, FHWA distributed available ER funding from the FY 2008 ER authorization and remaining carryover funds available from prior ER appropriations, with the exception of \$20 million that was reserved for the Devil's Lake event and "quick releases" to address major new events. Available funding was not sufficient to cover all outstanding ER needs and so a backlog of requests still remains and continues to grow. The current ER backlog list, dated May 30, 2008, is attached [File: Olver QFR - ER (05-30-2008) Q25 table.xls]. The requests shown on this list consist of the outstanding balance of ER needs that have been partially funded in the past along with new funding requests that have been submitted since the most recent ER allocation. Please see the following page(s):

**EMERGENCY RELIEF PROGRAM FUND REQUESTS**  
May 30, 2008

State	Event	Formal Requests	Pending Requests	Subtotal by State
Alabama	AL05-3, August 29, 2005 Hurricane Katrina (add'l request)	2,300,000	-	2,300,000
Alaska	AK06-1, November 2005 Winter Storms (add'l request)	175,769	-	175,769
California	CA03-1, March 1983 Devil's Slide (add'l request)	113,245,369	-	
	CA05-1, 2004-2005 Winter Storms (add'l request)	117,700,000	-	
	CA08-1, October 3, 2007 La Jolla Slide, City of San Diego	-	20,000,000	
	CA08-2, October 12, 2007 I-5 Tunnel Fire	17,600,000	-	
	CA08-3, October 2007 Wildfires	28,700,000	-	
	CA08-4, Martins Ferry Bridge Disaster	-	10,000,000	307,245,369
Kansas	KS07-1, May 4, 2007 Tornado and Flooding	1,539,553	-	
	KS07-2, June 21, 2007 Storms and Flooding	4,430,769	-	5,970,322
Louisiana	LA05-1, August 29, 2005 Hurricane Katrina Indirect Costs	28,998,103	43,469,548	
	LA07-1, October 16 - November 2, 2006 Heavy Rains and Flooding	2,956,978	-	75,424,629
Maine	ME07-1, April 15, 2007 Rains and Flooding (add'l request)	185,000	-	
	ME08-1, April 28, 2008 Heavy Rains and Flooding	2,558,500	-	2,743,500
Minnesota	MN07-2, August 2007 Flooding	7,461,465	-	7,461,465
Missouri	MO08-1, November 27, 2007 Jefferson Street Bridge Fire	1,249,308	-	
	MO08-2, March 2008 Storms and Flooding	-	5,000,000	6,249,308
Montana	MT02-1, June 2002 Flooding (add'l request)	150,787	-	150,787
New Hampshire	NH07-1, April 2007 Flooding	3,929,229	-	3,929,229
New Jersey	NJ04-2, September 18, 2004 Rainfall and Flooding	1,155,566	-	
	NJ07-1, April 14, 2007 Northeaster	-	11,000,000	12,155,566
New York	NY06-1, June 2006 Flooding (add'l request)	1,437,989	-	
	NY06-2, October 12, 2006 Snowstorm	530,040	-	
	NY06-3, November 16, 2006 Heavy Rains and Flooding (add'l request)	323,773	-	
	NY07-1, April 14, 2007 Northeaster	4,890,577	-	
	NY07-2, June 19, 2007 Flash Flooding	9,108,477	-	16,290,856
North Carolina	NC06-2, November 22, 2006 Storm	2,379,372	-	2,379,372
Oklahoma	OK07-2, May 4 - 11, 2007 Flooding	2,352,482	-	
	OK07-3, May 24 - June 10, 2007 Flooding	4,446,404	-	
	OK07-4, July 10, 2007 SH 82 Landslide	5,690,000	-	
	OK07-5, August 18, 2007 Tropical Storm Erin	6,188,889	-	
	OK08-1, December 8, 2007 Ice Storm	10,425,000	-	
	OK08-2, April 9, 2008 Storms	4,400,000	-	
	OK08-3, May 17-23, 2008 Severe Storms	-	1,000,000	34,502,775
Oregon	OR08-1, December 2007 Rainfall and Flooding	-	10,000,000	10,000,000
Rhode Island	RI07-1, April 2007 Rainfall and Flooding (add'l request)	431,600	-	431,600
South Dakota	SD07-1, May 5, 2007 Flooding	592,638	-	592,638
Texas	TX05-1, September 23, 2005 Hurricane Rita (add'l request)	3,460,240	-	
	TX06-1, July 31, 2006 El Paso Flooding	15,831,845	16,864,081	
	TX07-1, May - June 2007 Flooding	-	16,830,983	52,987,149
Vermont	VT07-1, July 9 - 11, 2007 Severe Storms	1,774,533	-	1,774,533
Washington	WA01-1, February 28, 2001 Nisqually Earthquake (add'l request)	-	45,000,000	
	WA07-1, November 2006 Flooding (add'l request)	11,080,000	-	
	WA08-1, December 2007 Rainfall and Flooding	44,800,000	-	100,880,000
West Virginia	WV07-1, April 2007 Heavy Rains and Flooding	1,494,611	-	1,494,611
Wisconsin	WI07-1, August 18, 2007 Rainfall	4,802,452	-	4,802,452
FLH Manag. Agencies	various events	11,494,066	2,800,000	14,294,066
	<b>Total</b>	<b>482,271,384</b>	<b>181,964,612</b>	<b>664,235,996</b>

26. QUESTION: The Administration has submitted several requests for emergency funding to the Congress this fiscal year, yet the Administration has not mentioned the ER program backlog even once. Why has the Administration not requested any funding to address this backlog?

RESPONSE: There is a permanent annual authorization of \$100 million to address ER needs nationwide. When ER needs have exceeded this annual authorization, it has been FHWA's practice to provide a proportional distribution to each State based on their current outstanding ER needs. During ER funding shortfalls, States are able to use their formula funding to address current ER needs.

27. QUESTION: Please explain what the lack of ER funding means to the States? I assume that the roads are not sitting in a state of disrepair, waiting for Federal funds to show up before they are cleared or repaired and reopened, so where is the money to fix the roads coming from?

RESPONSE: When ER funds are not available for allocation to a State to cover immediate ER needs, ER funding requests are recorded on a nationwide backlog list and may be subsequently funded when supplemental funding is made available to address the backlog. In the interim, regular Federal-aid highway funds can be used to advance an ER repair project. In addition, the State may proceed with the repair work using their State highway funds. If ER funding becomes available, eligible ER costs expended from regular Federal-aid funding or State funding are reimbursed from the available ER funds. Although a lack of ER funding would not normally delay necessary emergency highway repairs, redirecting other highway funds to address immediate ER needs may, in some cases, delay non-emergency Federal-aid highway projects.

28. QUESTION: How long has the ER program been authorized at \$100 million per year?

RESPONSE: The ER program has been authorized at \$100 million per year since July 1, 1972.

29. QUESTION: When was the \$100 million per State per disaster cap set?

RESPONSE: Section 118 of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (Pub. L. 100-17) set the per-state per disaster cap at \$100 million.

30. QUESTION: How many times in the past 15 years has the per State per disaster cap been waived by Congress and for what purposes? Please provide a list of the public laws, the title of the legislation, and the date when they were signed into law.

RESPONSE: The \$100 million per State per disaster cap has been waived by Congress ten times in the past 15 years through the following legislation:

1. Pub. L. 103-211, 1994 Emergency Supplemental Appropriations Act - Waived for projects resulting from the January 1994 earthquake in Southern California (Northridge earthquake).
  2. Pub. L. 104-134, 1996 Consolidated Appropriations Act - Waived for projects resulting from the January 1996 flooding in the Mid-Atlantic, Northeast, and Northwest States.
  3. Pub. L. 105-18, 1997 Emergency Supplemental Appropriations Act - Waived for projects resulting from the December 1996 and January 1997 flooding in the Western States.
  4. Pub. L. 105-174, 1998 Supplemental Appropriations and Rescissions Act - Waived for projects resulting from flooding during the fall of 1997 through the winter of 1998 in California.
  5. Pub. L. 105-277, 1999 Emergency Supplemental Appropriations Act - Waived for projects resulting from the flooding in the State of California in January and March 1995.
  6. Pub. L. 107-206, 2002 Supplemental Appropriations Act for Further Recovery from and Response to Terrorist Attacks on the United States - Waived for emergency relief projects to respond to the September 11, 2001 terrorist attacks on New York City.
  7. Pub. L. 108-324, 2005 Military Construction Appropriations and Emergency Hurricane Supplemental Appropriations Act - Waived for projects arising from Hurricanes Charley, Frances, Ivan, and Jeanne.
  8. Pub. L. 109-148, 2006 Department of Defense, Emergency Supplemental Appropriations to Address Hurricanes in the Gulf of Mexico, and Pandemic Influenza Act - Waived for projects to respond to damage caused by Hurricanes Dennis, Katrina, Rita or Wilma and by the 2004-2005 winter storms in the State of California.
  9. Pub. L. 110-28, 2007 U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability Appropriations Act - Waived for the 2005-2006 winter storms in the State of California.
  10. Pub. L. 110-56, An Act, To authorize additional funds for emergency repairs and reconstruction of the Interstate I-35 bridge located in Minneapolis, Minnesota - Waived for the I-35W bridge replacement in Minneapolis, Minnesota.
31. QUESTION: Provide a table that shows how much funding has been provided to the ER program over the past five years in emergency supplemental appropriations. Also include how much has been obligated in ER dollars for each of these years, including supplemental emergency appropriations.

RESPONSE: Please see the following page(s):

**Supplemental Funding and Obligation Amounts (dollars)  
FY 2003 - FY 2008**

Fiscal Year	Supplemental Funding Source	Purpose of Supplemental	Supplemental Appropriation Amount			ER Obligation Amount <sup>1</sup>
			Highway Trust Fund (HTF)	General Fund (GF)	Total (HTF + GF)	
2003		none	-	-	-	51,133,538
2004		none	-	-	-	100,352,472
2005	PL 108-324 (10/31/2004), 2005 Military Construction Appropriations Act PL 108-447 (12/8/2004), 2005 Consolidated Appropriations Act	2004 Hurricanes Charley, Frances, Gaston, Ivan, and Jeanne For an additional amount for the Emergency Relief Program backlog	1,202,000,000	-	-	
2006	PL 109-148 (12/30/2005), 2006 Department of Defense Appropriations Act PL 109-234 (6/15/2006), 2006 Emergency Supplemental Appropriations Act PL 110-28 (5/25/2007), 2007 Iraq War Supplemental Appropriations Act PL 110-161 (12/26/2007), 2008 Consolidated Appropriations Act	2005 Hurricanes Katrina, Rita, and Wilma Additional amount for the Emergency Relief Program backlog Additional amount for the Emergency Relief Program backlog Replacement of the I-35W bridge in Minneapolis, Minnesota	741,000,000	2,750,000,000	1,943,000,000	1,195,673,333
2007			-	702,362,500	3,452,362,500	2,553,063,208
2008 <sup>2</sup>			-	871,022,000	871,022,000	870,245,882
		<b>Total</b>	<b>1,943,000,000</b>	<b>4,518,384,500</b>	<b>6,461,384,500</b>	<b>5,420,089,416</b>

<sup>1</sup> represents all ER funding obligated during the fiscal year

<sup>2</sup> through May 30, 2008

32. QUESTION: In the Emergency Supplemental Appropriations Act that was passed in December 2005 (P.L. 109-148), Congress provided \$2.75 billion for damages caused to roads and bridges in the Gulf Coast States by Hurricanes Katrina, Rita, and Wilma. We know that Hurricane Katrina's damage to roads and bridges in Mississippi and Louisiana was significant. Please provide the Committee with an update on the status of the recovery efforts along the Gulf Coast. In general, what is the state of the roads in the region and have all of the roads and bridges in the area been reopened to traffic? More specifically, what is the status of some of the major highway recovery projects such as the repair of the I-10 bridge approaching New Orleans over Lake Pontchartrain and the replacement of the Highway 90 bridges in Bay St. Louis and Biloxi, Mississippi?

RESPONSE: Please see the status information below.

#### LOUISIANA - STATUS OF PROJECTS

- All ER Damage Inspection Reports for State and local Federal-aid routes have been completed in Louisiana.
- All heavy debris clean-up work on Federal-aid highways has been completed in Louisiana.
- All surface roadways in Louisiana have been reopened to traffic. However a few minor bridges in remote locations have not been reopened yet.

#### I-10 Bridge approaching New Orleans over Lake Pontchartrain ("Twin Spans" Bridge)

- Both structures of the dual-span I-10 Bridge were severely damaged during Hurricane Katrina.
- Emergency repairs were completed on January 6, 2006, allowing the bridge to open to traffic until the permanent repairs could be completed.
- Full bridge replacement is eligible for ER participation.
- Construction of a new bridge is underway and the first of two twin replacement bridge structures is scheduled to be completed by the summer of 2009. The second structure is anticipated to be completed by the fall of 2010.

#### MISSISSIPPI - STATUS OF PROJECTS

- All roads and bridges in Mississippi that were damaged due to the Gulf Coast Hurricanes have been opened to traffic.

- FHWA is in various stages of authorizing several city and county projects for resurfacing Federal-aid routes that were damaged by vehicles involved in the rebuilding and recovery effort.
- All Mississippi Department of Transportation roadway projects have been authorized and are under construction or have been completed.

US 90 Bridge (Biloxi Bay Bridge) between Biloxi and Ocean Springs

- The existing bascule bridge was completely destroyed by Hurricane Katrina.
- Full bridge replacement was determined to be eligible for ER participation.
- On June 6, 2006, the Mississippi Department of Transportation awarded a contract for the bridge replacement.
- The project was completed on April 16, 2008.

US 90 Bridge at Bay St. Louis

- The existing bascule bridge was completely destroyed by Hurricane Katrina.
- Full bridge replacement was determined to be eligible for ER participation.
- The bridge replacement contract was awarded in January 2006.
- The project was completed on February 15, 2008.

US 90 between Bay St Louis and Biloxi

- Hurricane Katrina caused pavement damage and debris deposits along portions of US 90.
- Debris removal and other emergency repairs have been completed.
- The Mississippi Department of Transportation awarded four contracts for the permanent reconstruction of US-90 from Biloxi to Pass Christian, MS in the fourth quarter of FY 2007. The work involves replacement of sidewalk, curb and gutter, pavement reconstruction, resurfacing, drainage repairs, traffic signals and signs, and pavement markings. These projects are approximately 50 percent complete and are scheduled to be finished in January 2009.

I-10 Bridge at Pascagoula

- During Hurricane Katrina, a barge damaged the bridge, closing the eastbound lanes.
- Following the hurricane, two-way traffic was accommodated on the westbound lanes.
- Permanent repairs were completed 11 days ahead of schedule and I-10 traffic was returned to its normal configuration on both bridges less than one month after Hurricane Katrina.
- The project was completed on October 1, 2005.

**HIGHWAY PUBLIC-PRIVATE PARTNERSHIPS**

33. QUESTION: In a recent report, GAO recommended that to balance the potential benefits of highway public-private partnerships with protecting key national interests, Congress should consider directing the Secretary of Transportation to consult with them and other stakeholders to develop and submit objective criteria for identifying national public interests in highway public-private partnerships. GAO suggested that as part of this process the Secretary should identify any additional legal authority, guidance, or assessment tools required, as appropriate and needed, to allow the Department to play a targeted role in ensuring that national interests are considered in highway public-private partnerships, as appropriate.

The GAO report stated that DOT disagreed with this recommendation but the Secretary recently expressed a willingness before the House Committee on Transportation and Infrastructure to reconsider this position. Is that a fair characterization? If so, what does the Department plan to do?

RESPONSE: The Secretary has expressed a willingness to reconsider the Department's position on this matter. No definitive determination has been made at this time as to what, if any, actions will be undertaken. It is important to remember, in this context, that a substantial body of legal authority already exists to protect the national interest in highway public-private partnerships. The national interest in procurement of highway infrastructure, whether such highways are procured through conventional public approaches or through public-private partnerships, is embodied in the laws set forth in Title 23 and related regulations, and applicable environmental requirements. These laws include such matters as competition in procurement process, state and regional planning requirements, Buy America, Davis Bacon, and a host of other provisions. To the extent federal funds are used for a project that is procured as a public-private partnership, all of these federal laws and regulations would continue to apply as they would for any conventional project that receives federal funding.

**URBAN PARTNERSHIPS**

34. QUESTION: In fiscal year 2007, the Department had broad authority to allocate discretionary funds from 12 FHWA and FTA programs. Last August, DOT elected to award roughly \$853 million from these programs to only five cities under what it called Urban Partnership Agreements (UPAs). A key consideration and major emphasis of these UPAs is the use of tolling and pricing strategies as a means to reduce congestion and raise revenues for transportation improvements. While the Congress' decision not to designate projects in these programs in fiscal year 2007 made this possible, it seems as though the Department may have departed significantly from the intent of those programs by, for example,

requiring that these cities implement tolling or road pricing policies in order to receive the grants. The decision also negatively affected other cities that have historically received these grants to buy buses and make other transportation improvements.

To date, how many of these States and/or cities have authorized tolling as you required? Also, what will happen to these funds if these States or cities fail to enact road pricing initiatives?

RESPONSE: Of the five Urban Partnership Agreement (UPA) cities, Miami and Minneapolis have the legal authority to toll. The Washington State legislature has approved a broad financing plan for existing facilities in the Seattle area. After a study of this plan is completed at the end of this year, the legislature is expected to give specific legal authority to toll the existing lanes on the SR-520 Bridge, enabling the UPA project to proceed. The San Francisco UPA project does not require additional State tolling authority because tolls are collected on an existing tolled facility, the Golden Gate Bridge.

In New York City, the State legislature failed to give the City the legal authority it needed to toll motor vehicles in lower Manhattan. As a result, the Department redirected nearly \$350 million to the 2008 Congestion Reduction Demonstration (CRD) program to support projects in Los Angeles and Chicago.

If a grant recipient under either the UPA or CRD initiatives fails to obtain the agreed-upon legal authority or meet the performance standard in the agreement, the Department reserves the right to redirect funds to other top-rated projects. If a Partner fails to satisfy UPA requirements, the Department may reallocate that Partner's UPA funding in favor of projects in other jurisdictions.

35. QUESTION: What effect did this initiative have on highway and transit planning for States and cities that had received these grants in the past and how did the Department take this into account when deciding to allocate the discretionary funds largely to the UPA program?

RESPONSE: This initiative has improved the planning process by facilitating a higher level of coordination and collaboration between highway and transit planning interests, as all of the partners worked together to develop a project that would demonstrate effective congestion reduction. Each of the grant recipient cities demonstrated strong collaboration and coordination between their transit and highway agencies in the implementation and operation phases as well. In anticipation of the improved planning processes, among other benefits, the Department strategically allocated funding to the UPA program.

36. QUESTION: Prior to the selection of these five cities for these UPAs, the FHWA and FTA published notices of funding availability ("NOFAs") for each of the

individual programs – Transportation, Community, and System Preservation; Interstate Maintenance Discretionary; Bus and Bus Facilities, Federal Lands, etc. Hundreds of communities spent considerable time, energy and resources preparing applications for these discretionary highway and transit grant programs. How do you respond to the assertion that these applications were not given fair consideration for funding and why did the Department solicit applications for these programs under their traditional eligibility criteria if it had no intention of awarding funds under these solicitations?

RESPONSE: In a Federal Register Notice dated March 22, 2007, the Department provided notice that it would give priority consideration in its funding decisions to Urban Partners and Corridors of the Future, which are two components of the Department's Congestion Initiative. The Department's review of the FY 2007 discretionary funding applications was consistent with the Federal Register Notice, a focused review on activities that reflected Departmental priorities that were consistent with the strategy of concentrating limited discretionary resources on fewer projects that would offer a greater benefit through safety and congestion relief, as contrasted against past practices of parceling out smaller sums of discretionary funding to a larger number of recipients.

The Department recognizes that a number of its State DOT Partners expended a significant level of effort in seeking discretionary funds that, as a result of the strategic focus in allocation decisions, was not realized in Fiscal Year 2007. However, the Department determined that the highway awards for FY2007 discretionary funds allowed the Department to focus on projects that have the potential to provide substantial congestion-relief benefits that would benefit other State DOTs and metropolitan areas in the future by the lessons learned as a result of the FY 2007 funding decisions.

37. QUESTION: Many parts of the country, including my Congressional District, are rural in nature, why were the transit and highway needs of these areas less important than the needs of these large cities that got all of the discretionary funding in 2007?

RESPONSE: The Department considers the transit and highway needs of rural areas to be as important as the needs of the cities funded with FY07 discretionary funding. The purpose of the UPA program is to promote measurable congestion reduction in various settings and areas with the most significant congestion problems, which typically are the largest metropolitan areas. After careful evaluation of the applications submitted for discretionary funding, the Department determined that the selected project proposals offered the greatest potential to produce demonstrable reductions in congestion.

38. QUESTION: Please provide the Subcommittee with the legal analyses which support the Department's assertion that applying a road pricing criterion to the 12 FTA and FHWA programs was within the statutory eligibility requirements.

RESPONSE: First, there exists program-specific authority for the use of congestion pricing or tolling as a discriminatory criterion in the administration of the funding programs in question. For example, FHWA's Value Pricing Pilot Program includes tolling as a specific statutory criterion. The other FHWA programs do not have tolling as a specific statutory criterion, but all of them, except the Public Lands Program, have a specific congestion, urban, high-growth, or mobility-related component associated with them.<sup>1</sup>

FTA's Bus Program, 49 U.S.C. 5309(b), does not have a specific statutory requirement for tolling of facilities or services, but the statute, 49 U.S.C. 5309(c)(1)(A), specifically prohibits the Secretary from approving a grant for a

---

<sup>1</sup> Interstate Maintenance Discretionary (23 U.S.C. §118(c)(2)). The Secretary shall give priority consideration to any project the cost of which exceeds \$10 million on any high volume route in an urban area or high truck volume route in a rural area.

Ferry Boat Discretionary (23 U.S.C. § 147(c)). The Secretary shall give priority consideration to ferries that (1) provide critical access to areas not well served by other modes of transportation; (2) carry the greatest number of passengers and vehicles or carry the greatest number of passengers in passenger-only service.

Public Lands Highway Discretionary (23 U.S.C. § 202(b).

Innovative Bridge Research Deployment (23 U.S.C. §503(b)(2)(B)). The goals of the program shall include development of construction techniques to increase safety and reduce construction time and traffic congestion.

Highways For Life (HfL) Pilot Program (§1502(b)(4) of Public Law 109-59). The Secretary shall give priority consideration to projects that improve safety and reduce congestion.

Transportation Community System Preservation Program (§1117(e) of Public Law 109-59)--promote cost effective and strategic investment; integrate transportation practices spending policies that direct funds to high growth areas.

Truck Parking (§1305(b)(4)(C) of Public Law 109-59). The Secretary to give priority to applicants that demonstrate projects are likely to have positive effects on highway safety traffic congestion or air quality. (Note did not contribute to projects in UP areas.)

Delta Program (§1308(f)(2)(A) of Public Law 109-59). The Secretary to give priority consideration to projects that increase mobility of people and goods.

project under section 5309 "unless the Secretary determines that the project is part of an approved transportation plan and program of projects required under 49 U.S.C. 5303, 5304, and 5306."

The Department's use of travel demand reduction and operational management strategies as selection factors for section 5309 bus funds is fully consistent with the requirements of 49 U.S.C. 5303(k)--that Transportation Management Areas (TMAs) identify travel demand reduction and operational management strategies as part of long-range metropolitan transportation plans that are the basis for programming title 49 transportation funds. Section 5303(k)(3) requires TMAs to use travel demand reduction and operational management strategies such as tolling, technology, transit, and telecommuting to effectively manage and operate both new and existing transportation facilities eligible for funding under Chapter 53.2. Lastly, section 5309(c)(3) explicitly grants the Secretary broad discretion in the award of Bus Program funds in the following language: "The Secretary shall require that any grant awarded under this section to a recipient be subject to all the terms, conditions, requirements, and provisions that the Secretary determines to be necessary or appropriate for the purposes of this section... ."

The use of the tolling criteria furthers the specific goals that Congress set for RITA's ITS Program in its authorizing legislation and has been part of the ITS Program for over a decade. The Department has been administering the ITS program since enactment of the *Intermodal Surface Transportation Efficiency Act of 1991* (ISTEA).<sup>3</sup> Since its inception, Congress has emphasized that congestion mitigation is one of the ITS Program's objectives. In particular, Section 6052(b) of ISTEA identified "the reduction of societal, economic, and environmental costs associated with traffic congestion" as a goal of the legislation. Recognizing that the Nation could not meet the growing demand placed on its highway infrastructure merely by building more roads, Congress charged the ITS Program to "serve as an alternative to additional physical capacity of the Federal-aid highway system" and to enhance the "United States' industrial and economic competitiveness and productivity by improving the free flow of people and commerce."<sup>4</sup> In its 1995 study, *High-Tech Highways: Intelligent Transportation*

---

<sup>2</sup> Section 5303(k)(3) states in pertinent part as follows:

Within a metropolitan planning area serving a transportation management area, the transportation planning process under [section 5303] shall address congestion management through a process that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under [chapter 53] and title 23 through the use of travel demand reduction and operational management strategies.

<sup>3</sup> Pub. L. 102-240 (Dec. 18, 1991).

<sup>4</sup> ISTEA, Section 6052(b).

*Systems and Policy*, the Congressional Budget Office provided additional support to the assertion that tolling serves the intent of the ITS Program's appropriation, stating that electronic tolling "can help in levying tolls that vary by time of day in order to charge peak-period users more and thus reduce their numbers."<sup>5</sup>

In the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU),<sup>6</sup> Congress reauthorized the ITS Program, directing that "the Secretary shall give higher priority to funding projects that enhance mobility and productivity through improved traffic management. ... utilize interdisciplinary approaches to develop traffic management strategies and tools to address multiple impacts of congestion concurrently with the goal of reducing metropolitan congestion by not less than 5 percent by 2010... ." <sup>7</sup> Few concepts are more supportive of the objectives set forth in the ITS authorizing legislation than tolling; and fewer, still, offer the hope of achieving Congress' goals of "enhancing mobility and productivity" and "reducing metropolitan congestion by 5 percent by 2010... ."

Second, DOT's Congestion Initiative, including the UPA Program and its use of congestion pricing, is consistent with DOT's core mission first defined in its organic legislation, from DOT's creation in 1966. 49 U.S.C. 101(a), which is a recodification of section 2(a) of Pub. L. 89-670, the founding DOT Act, provides: "The national objectives of general welfare, economic growth, and stability, and security of the United States require the development of policies and programs that contribute to **providing fast, safe, efficient, and convenient transportation** (*emphasis added*) at the lowest cost consistent with those and other national objectives..." 49 U.S.C. 101(b) further states the purposes of DOT, including to

---

<sup>5</sup> *High-Tech Highways: Intelligent Transportation Systems and Policy*, Congressional Budget Office (October 1995).

<sup>6</sup> Pub. L. 109-59 (Aug. 10, 2005).

<sup>7</sup> SAFETEA-LU, Section 5306(b) states:

*(b) Priority Areas.--Under the program, the Secretary shall give higher priority to funding projects that--*

*(1) enhance mobility and productivity through improved traffic management, incident management, transit management, freight management, road weather management, toll collection, traveler information, or highway operations systems and remote sensing products;*

*(2) utilize interdisciplinary approaches to develop traffic management strategies and tools to address multiple impacts of congestion concurrently;*

*(3) address traffic management, incident management, transit management, toll collection traveler information, or highway operations systems with goals of--*

*(A) reducing metropolitan congestion by not less than 5 percent by 2010; (Emphasis Added).*

"stimulate technological advances in transportation, through research and development or otherwise;" and to "provide general leadership in identifying and solving transportation problems;" 49 U.S.C. 101(b)(5) and (6). DOT's Congestion Initiative, including the UPA Program and its use of congestion pricing, fulfills these statutory transportation purposes outlining DOT's mission: mobility, safety, efficiency, convenience, and economic growth.

Third, 31 U.S.C 1301(a) states : "Appropriations shall be applied only to the objects for which the appropriations were made except as otherwise provided by law." Consistent with 31 U.S.C. 1301(a), DOT allocated funds from existing FHWA, FTA, and RITA discretionary grant programs, consistent with the statutory criteria and purposes of those grant programs' authorizing legislation only using congestion pricing as a discriminatory criterion to select the various projects under the UPAs. The Secretary had the discretion under the programs' authorizing legislation to select eligible projects for funding under these programs. As stated above, where, as here, the authorizing legislation for a program does not mandate a statutory distribution scheme or provide specific weights to the criteria associated with funding project activities, the Secretary is free to select projects and obligate funds under the programs consistent with the purpose of the availability of funding under the program. DOT did not use congestion pricing to replace the statutory criteria of the authorizing programs, but only to select among many eligible projects which had satisfied the eligibility criteria of the grant programs.

GAO has long recognized the role and importance of agency discretion when analyzing the relationship of an expenditure of funds to an appropriation. GAO Principles of Federal Appropriations Law, Volume I, Chapter 4 at 23, states, "It is in the first instance up to the administrative agency to determine that a given item is reasonably necessary to accomplishing an authorized purpose. Once an agency makes that determination, GAO will normally not substitute its own judgment for that of the agency. In other words, the agency's administrative determination of necessity will be given considerable deference."

#### **STRATEGIC MANAGEMENT OF HUMAN CAPITAL**

39. QUESTION: This Committee has long been concerned with the FHWA's management of its workforce and the range of disciplines and skills within its staff. As early as 2003, the Committee directed FHWA to develop a strategy for achieving a more multidisciplinary approach towards its oversight activities and giving greater emphasis to higher-level management and financial oversight issues. While some progress has been made in some areas, this progress seems slow.

We understand that the FHWA has been reexamining and revising its Strategic Human Capital Plan over the past year. What emphasis has the FHWA given to a more multidisciplinary approach towards its oversight activities and to giving

greater emphasis to higher-level management and financial oversight issues?  
What changes or new initiatives are we likely to see?

RESPONSE: FHWA is using a multidisciplinary approach to program oversight and developing a workforce to carry out program management and financial oversight responsibilities. FHWA continues to change its organization, business processes, training, and recruiting to support a multidisciplinary emphasis on oversight activities. Some specific actions the agency is taking include:

- *Formation of a Team for National Program Reviews*

Recognizing the need for better national program oversight, FHWA created the Program Improvement Team in the Office of Professional and Corporate Development. This multidisciplinary team has been conducting national reviews, developing tools for the entire agency to use in program and process review activities, and working to build these skills throughout the agency.

FHWA considers program and process reviews as an important evaluation tool used to help better manage the Agency's programs and to ensure programs are delivered in compliance with enabling legislation and applicable rules, regulations, policies and guidelines. In addition, these reviews are used to improve the efficiency and effectiveness of agency's program activities. Each year, the FHWA undertakes approximately four national reviews and over two hundred process reviews. These reviews are necessary and help support FHWA's stewardship and oversight activities.

FHWA recognizes that to ensure its reviews are designed, planned and conducted effectively, its staff needs to improve specific core competencies. The program and process reviews project has identified those specific core competencies and is undertaking workforce development and training activities to improve those core competencies. Additionally, supporting tools and procedures will be produced to support its staff to design, plan and undertake those reviews.

The ultimate objective is to ensure FHWA's workforce has the necessary competencies to design, plan and conduct efficient and effective program and process reviews at the national and division office levels. FHWA has established new core competencies for program and process reviews and are updating all multidisciplinary core competencies to include for all these as overarching or crosscutting competencies which employees will develop.

- *Multidisciplinary Training*

Specific training courses identified through risk assessment are designed to increase the workforce's understanding and effectiveness of oversight

functions, roles, procedures, and accountability. These courses are developed and taught by a multidisciplinary team consisting of subject matter experts i.e.: designers, planners, and management. The following table contains a list of several of these courses and their attendance. These courses are administered by the National Highway Institute and are open to members of the transportation community.

Course	Inception	Total Sessions*	Total FHWA attendance*	Total overall attendance*	
310109	Fed Aid 101 (FHWA)	FY 2004	35	592	614
310110	Federal Aid 101- Highways (state)	FY 2004	45	52	945
142005	NEPA	FY 1992	236	993	6683
152072	Highway Program Financing	FY 2006	80	533	1749
310111	Conducting Reviews That Get Results	FY 2004	N/A	988	1340
*Total since inception of course					

- *Redirection of Recruitment Initiatives*

Part of the FHWA multidisciplinary approach to achieving increased focus on oversight activities and a greater emphasis to higher-level management and financial oversight includes recruitment both at the entry level and mid-career.

The FHWA Professional Development Program is recruiting entry level professionals in our Mission Critical Occupations. During the last two years FHWA has focused our efforts on recruiting employees with project and program management skills and strengthening financial oversight and accountability within all disciplines. There has been a 41 percent decline in the number of engineers hired and an increase in financial specialists and planners during the past six years.

The overall effect of our hiring shift is reflected in the significant changes in the employment levels for FHWA's major occupations as shown in the table below. From fiscal year 2005 to fiscal year 2007, there was a significant reduction of 8 percent for engineers, and an increase of 54 percent in the financial occupations.

Employment Changes  
FY 2005 – FY 2007

	Actual Change	Percent Change
Engineers (0810)	-84	-8%

Finance (0500)	+78	54%
Transportation Specialist (2101)	+8	4%
Environment (0028)	+3	3%
Planning (0020)	+9	8%

**ENVIRONMENTAL REVIEW**

40. QUESTION: It is generally agreed that environmental review of major highway projects takes too long. While it is important to protect the environment, lengthy reviews drive up costs and give us less “bang for the buck” for each federal-aid highway dollar. While SAFETEA-LU made some procedural changes to how the involved parties interact, it did not appear to contain a “silver bullet” to substantially reduce the time it takes to carry out environmental reviews. Does the FHWA have any recommendations that would make substantial inroads into the time it takes to gain environmental approvals, while retaining a reasonable level of environmental protection? Realistically, how much more can the process be streamlined?

RESPONSE: A source of national input on ideas for improving timeliness and overall performance in NEPA can be derived from FHWA’s 2006 *Implementing Performance Measure in Environmental Streamlining II* – a national interagency survey conducted by the Gallup organization. Over 1,600 persons (transportation and resource agency practitioners and managers) offered suggestions based on recent completed projects. Responses were grouped into twelve categories.

Transportation reviewers frequently mentioned the need for more timely responses, streamlined process/procedures, better communication/direction, and more staffing/less turnover. Resource Reviewers emphasized the later two, plus better preparation/pre-project planning. The fact that there is wide range of suggestions builds the case for developing and maintaining performance measures so that managers can continue to work on incremental improvements at the project level, and prioritize initiatives that would most influence a Statewide Program. Several of the recommended solutions were reflected in SAFETEA-LU provisions.

The projected benefits of SAFETEA-LU’s Planning and Environmental Review Provisions have recently been assessed in the GAO Report: *Highways and Environment: Transportation Agencies Are Acting to Involve Others in Planning and Environmental Decisions*, April, 2008. Many transportation planners suggested that getting early input from resource agencies could be beneficial in identifying potentially affected resources at an early stage so that mitigation or avoidance measures, if needed, could be identified early.

States, FHWA, and Resource Agencies are working to address:

(1) the limited availability of funding and staff at resource agencies;

(2) limited incentives for resource agencies to contribute during planning, since early involvement is not part of these agencies’ missions or experience; and

(3) Unfamiliarity on the part of resource agencies and planners with each other's roles and processes. Because of the long-term nature of the transportation planning process, it will likely take years before any benefits from these changes are apparent.

With regard to provisions addressing project development in NEPA, the recognized potential benefits are (1) improved project management, (2) an increased likelihood of weeding out flawed alternatives early, and (3) increased opportunities for resource agencies to be informed and involved. With each project, participants are learning about their changed role. FHWA is studying: best practices for funding positions at resource agencies to help complete environmental reviews; use of the de minimis guidance and 4f rule clarifications; use of the statute of limitation provision; and, progress with environmental assessment (EA) and environmental impact statement (EIS) delegation to a limited number of states.

After much training and technical assistance FHWA is monitoring the implementation and impacts of changes in environmental reviews that are occurring under the new process defined in Section 6002 of SAFETEA-LU. While generally there is compliance with requirements, it will likely take at least 3 to 5 years before impacts to the national median for completing NEPA can be determined.

The National Surface Transportation Policy and Revenue Study Commission, established by SAFETEA-LU Section 1909, produced a number of streamlining recommendations in their January 2008 Report *Transportation for Tomorrow*. The report suggested legislative and regulatory changes that address a simplified NEPA process, how to reduce the number of alternatives considered as "reasonable alternatives, and the option for a single EIS rather than the current requirement for a draft and final EIS.

These ideas deserve careful evaluation and refinement. Implementation of the recommendations can be accomplished without short-cutting environmental and public involvement goals.

Implementation would demand that we accelerate progress being made in project financing, scoping, integrated planning, programmatic reviews and risk management. Strategic use of the Environmental Stewardship and Research funds proposed by the Commission can aid this effort.

FHWA and partners have developed and support a wide variety of environmental streamlining and stewardship tools, technology, and training that aid Project and Program Managers in meeting timeliness goals.

Recent efforts have focused on improving document quality; appropriately scaling context sensitive solution principles to each project, and publicly

cancelling or “mothballing” in-active projects via a Federal Register Notice. Proactive policy and guidance efforts are underway to keep up with trends in environmental science, e.g., wetland delineation, ecosystem/watershed management, mobile source air toxics, and climate change. An extensive effort has been made to document and communicate good practices. When FHWA, States and our partners are deliberate about using the good practices then the overall national median EIS target of 36 months can be met. For evidence, we need to look no further than the highly complex and controversial Intercounty Connector in Maryland, for which we completed the EIS in 36 months.

### INNOVATIVE FINANCE

41. QUESTION: Provide a list of what projects are currently being considered under the TIFIA program. Please include a description of the project, the type of assistance the project is seeking, the targeted approval date for the project (if known), and how much Federal funding is anticipated to be obligated for each project if approved. How does this compare to the total amount of funding available for the TIFIA program in the current fiscal year?

RESPONSE: The TIFIA Program has approximately \$200 million in remaining budget authority through the SAFETEA-LU authorization (assuming \$89 million in balances plus \$111 million in new obligation authority (OA) for FY 09). Although the unobligated balances have historically been large, and thus subject to rescission, the growing “pipeline” of TIFIA projects has now built up significantly, and represents greater potential demand than current resources would allow.

The table below lists projects that have submitted, or indicated formal interest in submitting, an application for TIFIA assistance. The funding demand represented by these projects, each of which have schedules that currently assume a financial close by the end of Federal FY 2009, greatly exceeds the remaining budgetary authority. Based on past projects, it is possible if not likely, though, that not all of these projects will be finalized by the end of 2009. If sufficient TIFIA funding is not available at the time a project is ready to close, the project will not be able to receive TIFIA assistance.

TIFIA Projects in the Pipeline (\$ in millions)						
Project	Public-Private Partnership	Location	Est. Cost	Request	TIFIA %	Instrument
<b>Active Applications</b>						
I-595 Corridor Roadway Improvements	Yes	Florida	\$1,500	\$500	33%	Direct loan
IH 635 (LBJ Freeway) Phase I	Yes	Texas	\$1,340	\$146	11%	Direct Loan
Knik Arm Crossing	Yes	Alaska	\$844	\$261	31%	Direct Loan
North Tarrant Express	Yes	Texas	\$802	\$59	7%	Direct loan
Port of Miami Tunnel (POMT)	Yes	Florida	\$822	\$299	36%	Direct loan
<b>Potential Applications Anticipated</b>						
281 North Toll Project	Yes	Texas	\$522	\$121	23%	Direct Loan
I-95/305 HOT Lanes	Yes	Virginia	\$1,250	\$413	33%	Direct Loan
BART Oakland Airport Connector	Yes	California	\$435	\$140	33%	TBD
First Coast Outer Beltway	No	Florida	\$2,000	\$660	33%	Direct Loan
Las Vegas Monorail	Yes	Nevada	\$650	\$200	31%	TBD
Airport Parkway	Yes	Mississippi	\$500	TBD	TBD	TBD
Transbay Terminal/Caltrain Extension	No	California	\$2,083	\$690	33%	Direct Loan
Transportation Corridor System	No	California	\$4,900	\$1,100	22%	Direct Loan
Triangle Expressway	No	North Carolina	\$967	\$319	33%	Direct Loan
US-460	Yes	Virginia	\$1,500	\$500	33%	Direct Loan

#### Active Applications:

The following provides a brief summary of projects for which the TIFIA Joint Program Office (JPO) has received applications. The DOT is still reviewing the projects and they have not yet been approved by the Secretary of Transportation.

#### I-595 Corridor Roadway Improvements

The Florida Department of Transportation (FDOT) has submitted an application for a \$500 million loan to execute the \$1.5 billion I-595 project. The FDOT is developing I-595 through a public-private partnership. Specifically, pursuant to a concession agreement, a private entity (the concessionaire) will have the obligation to develop, design, construct, finance, operate, and maintain the project improvements. The FDOT will compensate the concessionaire on I-595 through periodic payments reflecting the concessionaire's performance. The project consists of the reconstruction of the I-595 mainline and all associated improvements to adjacent cross-roads, frontage roads, and ramps from the I-75/Sawgrass Expressway interchange to the I-595/I-95 interchange, for a total project length of approximately 10.5 miles.

#### IH 635 (LBJ Freeway) Phase I

The Texas Department of Transportation (TxDOT) has submitted an application seeking a \$146 million direct loan for the \$1.3 billion IH 635 project. The TxDOT is advancing the project via a competitive process through which it will select a private concessionaire responsible for design, construction, financing,

operation, and maintenance of the IH 635 project. The project will create new Managed Lanes (equivalent to High Occupancy/Toll Lanes) along 17 miles of the IH 635 (LBJ Freeway) and IH 35E corridors in Dallas County. The toll rates will incorporate dynamic pricing, and thus will vary by time of day, level of congestion, vehicle type, and vehicle occupancy.

#### Knik Arm Crossing

The Knik Arm Bridge and Toll Authority (KABATA) has submitted an application seeking a \$261 million direct loan for the \$844 million Knik Arm Crossing project. The project will be a tolled bridge crossing the Cook Inlet, connecting the Municipality of Anchorage with the Matanuska-Susitna Borough (Mat-Su). The project comprises a total of nine sections. Project Section 1 includes realignment, leveling, and placement of a pavement course to the 9.6-mile unpaved rural road connecting the Port MacKenzie District to Burma Road. Project Sections 2–5 include the new two- to four-lane 8,180 foot toll bridge structure, a 3.95-mile bridge approach on the Mat-Su side connecting to Section 1 and a 1.95-mile bridge approach on the Anchorage side. Remaining Sections 6–9 will provide alternate access points to the Port of Anchorage and the Knik Arm Bridge. The bridge substructure will be designed and constructed to support six lanes. The timing of the expansions (e.g., from two to four lanes) will be left up to the private developer, provided the capacity performance requirements are met. KABATA intends, through a competitive procurement, to transfer to a private party the development, design, construction, financing, operation, and maintenance of Sections 2–5; design, construction, and limited financing will be transferred to the private party for Sections 6–9.

#### North Tarrant Express

The Texas Department of Transportation has submitted an application seeking a \$59 million direct loan for the \$802 million North Tarrant Express project. The TxDOT intends to award a concession for the design, construction, financing, operation, and maintenance of Segment 1 and potentially all or a portion of Segment 2 (Concession Facility) of the North Tarrant Express project to a private developer. The project consists of improving and expanding six distinct segments along more than 36 miles of IH 820, IH 35W, and SH-183 in North Tarrant County, in the vicinity of Fort Worth, Texas. The TIFIA application relates to the Concession Facility only. The project will include reconstruction and new construction of general purpose lanes, construction of managed toll lanes, reconstruction and new construction of frontage roads, installation of necessary tolling infrastructure, establishment of tolling operations, and maintenance and operation for all of the above.

### Port of Miami Tunnel

The Port of Miami Tunnel (POMT) project is being led by the Florida Department of Transportation in partnership with Miami-Dade County and the City of Miami. The tunnel will connect Watson Island to the Port of Miami-Dade and remove thousands of heavy truck and bus trips each year from downtown Miami streets. In May 2007, FDOT selected a consortium led by Babcock & Brown and Bouyges Travaux Publics to design, build, finance, maintain and operate the project through a 35-year concession. The concessionaire will be paid by FDOT through during the operation period through periodic payments that reflect the concessionaire's performance. Estimated project costs are \$822 million, and FDOT's maximum annual payments during the concession period will be approximately \$33 million.

### Potential Applications:

The following provides a brief summary of projects for which the TIFIA JPO anticipates receiving applications before the next Report to Congress is due in 2010.

#### 281 North Toll Project

The Alamo Regional Mobility Authority (Alamo RMA) is seeking to advance the \$522 million 281 toll project in northern San Antonio, Texas. The project consists of the reconstruction of approximately 7.9 miles of existing US 281 from a four-lane at-grade highway to a six-lane controlled access tolled expressway with frontage roads. The Alamo RMA anticipates selection of a best value design/build team in the second quarter of 2008 with financial close in summer 2008.

#### I-95/395 HOT Lanes

The Virginia Department of Transportation is partnering with a private sector consortium led by Fluor and Transurban in the development of high-occupancy toll (HOT) lanes for Interstates 95 and 395. The Virginia Department of Transportation (VDOT) is also partnering with a Fluor-Transurban consortium on the Capital Beltway HOT Lanes project, for which a \$589 million TIFIA loan was provided on December 20, 2007. The I-95/395 project, estimated to cost approximately \$900 million, will expand the existing reversible high occupancy vehicle (HOV) lanes on I-95/395 from two to three lanes and extend two new lanes south to Massaponax from Eads Street near the Pentagon. The new I-95/395 lanes will be reversible, meaning traffic operations personnel will use them to move traffic into the region during peak in-bound commute times, and out of the region during out-bound peak periods, as is done with the HOV lanes today. The Capital Beltway HOT lanes will operate in both directions. The VDOT is currently working with the Federal Highway Administration to

complete the project's required Federal environmental review, while the private partner, Fluor-Transurban, moves forward with preliminary engineering, operations plans, and traffic and revenue studies.

#### Bart Oakland Airport Connector

The Oakland Airport Connector (OAC) light rail project will connect San Francisco's Oakland airport to the city's East Bay area. Estimated project costs are \$435 million. This public-private partnership is being procured on a Design-Build-Finance-Operate (DBFO) basis with a 35-year concession period. The 3.2-mile automated system will include two end terminal stations – at the Coliseum BART Station and the proposed airport terminal – and allow for future construction of an intermediate stop near the intersection of Doolittle Drive and Hegenberger Road. Two of the three consortia originally pre-qualified to bid on the concession have withdrawn. The remaining bidder is a consortium comprised of Merrill Lynch, Granite Construction, Parsons Transportation, Bombardier, and Babcock & Brown.

#### First Coast Outer Beltway

The First Coast Outer Beltway, estimated to cost approximately \$2.0 billion, is a proposed four-lane limited access toll facility outside Jacksonville, Florida, that includes the St. Johns River Crossing Corridor in St. Johns and Clay Counties and the Branan Field-Chaffee Road (SR 23) project in Clay and Duval Counties. The project will provide a connecting roadway, outside of the existing I-295 loop, between I-95 in St. Johns County and I-10 in Duval County. A total of 13 new interchanges and a major bridge structure across the St. Johns River are also proposed. The total length of the proposed roadway is approximately 46.5 miles. The Florida Department of Transportation will be developing the project under a public-private partnership and anticipates selecting a concessionaire in fall 2008. However, that date may be pushed back as the FDOT recently postponed the RFQ process to allow the department to resolve property tax issues and allow for the completion of the project's environmental study. The FDOT will be continuing the preliminary design, environmental studies, property acquisition and other project development activities despite the delay.

#### Las Vegas Monorail Extension

The Las Vegas Monorail Company is planning an extension of the existing monorail to McCarran International Airport Terminals 1 and 3. The Las Vegas Monorail extension, estimated to cost \$650 million, will connect to the existing Las Vegas Monorail system by tying into the tail track located on MGM Grand Hotel & Casino property immediately adjacent to the north side of Tropicana Avenue. This will provide a seamless connection between the proposed extension and the existing monorail system. The approximate total distance from the MGM connection to the end-of-line, which will be an operations center on airport

property, is three miles, with two new stations at the airport. The proposed plan to finance the extension includes private sources, including the resort companies, TIFIA, and restructuring or repayment of existing debt.

#### Airport Parkway Project

The Airport Parkway Project is being advanced by the Mississippi Department of Transportation (MDOT) to address the growth and resulting congestion in the Jackson metropolitan area. The proposed new, 12-mile toll road will be located just east of downtown Jackson, MS and will extend eastward to the suburbs of Jackson and Jackson International Airport. The project consists of an access-controlled, high-speed toll road to be constructed on new alignments. The proposed alignment will start at I-55 in the west, extend to the east into the cities of Flowood and Pearl, and, after diverging at the proposed West Rankin Parkway, will terminate at MS-25 north of the airport and at MS 475 to the south of the airport. The MDOT's current construction cost estimate for the project is approximately \$345 - \$500 million (in 2008 dollars), depending on the design of the project improvements. The MDOT intends to develop the project through a public-private partnership and plans to issue the request for proposals in July 2008 with financial close currently scheduled for April 2009.

#### Transbay Terminal/Caltrain Extension

The Transbay project, estimated at nearly \$2.1 billion, will replace the existing Transbay terminal at 1<sup>st</sup> and Mission Streets in San Francisco, California with a new intermodal Transit Center. The project will extend Caltrain 1.3 miles underground from its current terminus at 4<sup>th</sup> and Townsend Streets to the new downtown Transit Center, which will also serve as the San Francisco station for the future California High Speed Rail. A third component of the project is transit oriented development. The Redevelopment Plan, covering over 40 acres of underutilized government-owned land will facilitate the development of nearly 3,400 new homes (35 percent of which will be affordable), 1.2 million square feet of new office, hotel, and commercial space and 60,000 square feet of retail, not including retail in the Transit Center.

#### Transportation Corridor System

The Transportation Corridor System (TCS), a joint powers agency whose members include the San Joaquin Hills Transportation Corridor Agency (SJHTCA) and the Foothill/Eastern Transportation Corridor Agency (FETCA) is seeking a \$1.1 billion TIFIA loan to pay a portion of the purchase price for the acquisition of the San Joaquin Hills Toll Road, the Foothill Toll Road, and the Eastern Toll Road (collectively, the System) and to defease all of the outstanding indebtedness of the SJHTCA and the FETCA incurred in connection with the acquisition, construction, and refinancing of the System. The estimated cost of the project is \$4.9 billion. The TCS was created in 2003 for the purpose of

acquiring the toll road assets of SJHTCA and FETCA, taking responsibility for the operation and maintenance of the System, and constructing additional capital improvements to the System. The proposed refinancing would provide additional capacity to construct an additional southern segment to the Foothill Transportation Corridor (Foothill South) in Orange County, CA.

#### Triangle Expressway

The North Carolina Turnpike Authority (NCTA) is seeking to advance the \$967 million Triangle Expressway project. The proposed 18.8-mile Triangle Expressway comprises three sections. Triangle Parkway will extend from NC 147 at I-40 south 3.4 miles, terminating at the interchange with the Outer Wake Expressway. Northern Wake Expressway (NC 540) is the portion of the Outer Wake Expressway that extends from NC 54 to NC 55. This 2.8-mile segment, which recently opened to traffic and was constructed by the North Carolina DOT with Statewide Transportation Improvement Program (STIP) funds, is being transferred to NCTA in support of the project. This section will enable Triangle Parkway and Western Wake Freeway to function as a contiguous toll facility. Western Wake Freeway connects with Northern Wake Expressway and will extend from a northern junction with NC 55 near Research Triangle Park to a southern junction with NC 55 Bypass near Holly Springs, covering a distance of 12.6 miles.

#### US 460

The \$1.5 billion project currently contemplated will include a 58-mile, limited access, four-lane, divided highway. The project extends from Interstate 295 in Prince George County, Virginia to the Suffolk Bypass (US 58) in Suffolk, Virginia. It is anticipated that the VDOT will pursue a public-private partnership to design, build, operate, and finance the US 460 project. The current VDOT schedule calls for submission of detailed proposals in fall 2008 with a comprehensive or interim agreement in early 2009.

### **INFRASTRUCTURE INVESTMENT AS ECONOMIC STIMULUS**

42. QUESTION: As the state of our economy dominates the news, there has been much discussion about whether infrastructure investment would help stimulate our struggling economy. Many in the transportation community strongly believe that an increased investment in infrastructure would create jobs and make critical and lasting improvements to our transportation network that supports economic activity. Yet, the Administration has argued against using investment in infrastructure projects as a means to stimulate the economy. Please provide the basis for that position.

RESPONSE: Infrastructure investment can be an important form of investment for the growing the economy in the long run, reducing transportation costs and increasing productivity. However, infrastructure investment is not an effective economic stimulus in the short run, because it takes too long for the funds to be expended to have an impact on jobs and the current economy. The employment figures have recently been used as a justification for including highway spending in an economic stimulus package. With the exception of short-term resurfacing and preservation projects, highway funds spend out slowly, with only 27% of a project, on average, outlaying in the first year. Further, it is unlikely that States would undertake additional resurfacing projects; instead, States would likely use additional funds to move other planned projects.

43. QUESTION: How does the Administration respond to claims by State Secretaries of Transportation and organizations such as the American Association of State Highway and Transportation Officials who have stated that 47 States have over 3,000 projects totaling in excess of \$18 billion that are ready to go and could be awarded quickly if the Federal resources were provided to get them started?

RESPONSE: We are not certain how AASHTO compiled this list of projects, as AASHTO has not provided details on the list and we have not been able to validate the projects or confirm their costs. AASHTO's press release stated that the list includes all projects States could "award and begin" within 30 – 90 days. However, based on the data we have seen and from checking with our division offices, it appears the list incorporates not only short-term resurfacing projects, which could spend out quickly, but also new highway and bridge construction and major reconstruction and rehabilitation projects, which would follow the average 9-year spend-out pattern for highway projects and likely would not stimulate today's economy a great deal. As reference, we know that in FY 2006 States obligated Federal funds of \$3.2 billion on quick-spending resurfacing projects and another \$2.5 billion on restoration and rehabilitation work, which includes overlays and other shorter-term projects. We believe this data is a better indicator of the scale of work States potentially could complete in the near term. Moreover, it seems unlikely that providing stimulus funding would cause States to significantly increase planned resurfacing and rehabilitation projects because many States are already well into their construction seasons and have already allocated their construction resources (personnel, equipment, materials, etc.). States would also be challenged to identify or appropriate matching funds for projects to be completed this year. Instead, we suspect States would simply use any additional appropriations to fund other planned highway and bridge projects, which typically take several years to complete.

### THE FEDERAL ROLE IN HIGHWAYS

44. **QUESTION:** The report issued by the National Surface Transportation Policy and Revenue Study Commission (Policy Commission) clearly illustrated the divergent opinions and varied solutions regarding our transportation infrastructure. For instance, the Secretary was a dissenting voice on the Commission largely due to her vigorous opposition to a fuel tax increase to fund infrastructure improvements as well as against the federal government playing the dominant role in funding solutions. Rather, the Secretary strongly advocated the use of pricing as a principal means of raising revenue and controlling congestion in our most severe highway bottlenecks and stated "Federal programs should focus on truly federal objectives, such as preservation and improvement of the Interstate Highway System, interstate freight movement and safety programs". The Secretary has also been a proponent of the private sector's involvement in planning and funding transportation infrastructure.

Does the Administration believe in using Federal highway dollars on anything other than the Interstate system and safety? If not, how would the secondary roads and bridges that feed into the Interstate System be maintained? What about the 16,000 miles of the Strategic Highway Network that is not on the Interstate? How does the Administration propose to maintain and improve these roads under such a narrow policy?

**RESPONSE:** The Administration supports a Federal role in transportation that is focused on reducing impediments to transportation solutions and in funding a more limited set of investments that have benefits or costs that cannot be readily captured in State and local project decision-making. The Secretary and the Policy Commission agree on the need to simplify, consolidate, and streamline Federal transportation programs and focus on a limited set of clearly-defined Federal interests. The Secretary proposes to refocus programmatic structures and the funding that follows primarily on three different areas of greatest federal interest - transportation safety, the Interstate highway system and other nationally significant corridors, and mobility in our metropolitan areas. A large percentage of the Nation's infrastructure is primarily of local rather than national interest, and funding responsibility should be met from local revenue sources. A streamlined Federal role would allow the Federal Government to ensure accountability for specific investments that are in the national interest and give States greater flexibility to prioritize other investments in the transportation infrastructure.

### CONGESTION PRICING

45. **QUESTION:** The Secretary has advocated for the implementation of dynamic pricing on the Nation's busiest highways to raise revenue and control congestion. How will lower income people, who have to travel these same roads, view the pricing option?

RESPONSE: Each of the UPAs agreed to use the revenues collected from the Department's pricing initiative to develop and expand transportation alternatives in those settings, thereby providing benefits to the broader population. Significant shares of the projected pricing revenues were programmed by State and local officials for transit service expansion in the UPA corridors, which would be available to users across the demographic and income spectrum. Similarly, the diversion of a portion of vehicles from general use to priced lanes, and the expected diversion to improved transit services, was seen to benefit the remaining users of the general use highway lanes across all income levels.

The Secretary advocates the implementation of congestion pricing, which does not necessarily have to be "dynamic." Congestion pricing includes charges for road use that vary by demand. Charges may vary on a pre-scheduled basis, e.g., by time of day, or dynamically in response to real-time changes in demand. Congestion-priced toll rates are set to achieve specific targets of reductions in demand or to maintain specific levels of performance on the priced facility, e.g., a target speed range.

Data from priced lanes operating in the U.S. show that high-income motorists use the lanes more often. However, data also show that drivers across all income groups use priced lanes when they must arrive at their destinations on time. Moreover, approval ratings are equally high for all income groups, in the 60 to 70 percent range, since all income groups value the "insurance" of a reliable trip time. A well-designed value pricing plan can be less burdensome to low-income citizens than current systems that are based on more regressive sources, such as car registration fees, sales taxes and the gas tax. Low-income individuals can be compensated in a variety of ways, including transit, vanpool and carpool service improvements or innovative approaches such as toll credits or rebates.

Moreover, there are conceivably a variety ways state and local governments could mitigate the burden of tolls on lower income drivers. For example, lower income drivers could be provided certain tax considerations for their toll expenses or credits to use on tolled facilities.

46. QUESTION: The Administration spends a lot of time discussing how pricing can alleviate highway congestion without acknowledging other means of transportation, such as mass transit or high-speed passenger rail, to minimize highway use. What role does the Administration see these mass transportation mediums playing in the next 50 years?

RESPONSE: The Administration sees mass transportation as critical to the success of the Nation's efforts to reduce highway congestion through congestion pricing. Increasing the quality and capacity of mass transportation is necessary in order to offer a more attractive alternative to automobile travel and to

accommodate peak-period commuters who elect to switch to transit in response to the imposition of congestion pricing.

Congestion pricing and public transportation convey mutual benefits—road pricing benefits mass transportation by improving transit speeds and the reliability of transit service, increasing transit ridership, lowering costs for transit providers, and expanding the source of revenue that may be used for transit, while mass transportation benefits road pricing by absorbing those who shift their travel from automobile to bus or rail. This is why the Department required, as part of its Urban Partnership Program, that applicants include expansion of transit capacity as part of a comprehensive plan to reduce congestion.

By replacing congested traffic with free-flowing conditions on major routes, congestion pricing will improve the speed and productivity of express bus services, making them more attractive to commuters while reducing their operating costs.

Reducing congestion will also facilitate rapid deployment of innovative, high-performance bus rapid transit (BRT) operations in major corridors, which require only modest investments in new vehicles and passenger facilities that may be eligible for financial support through the Department's various funding mechanisms.

Improving the performance and variety of mass transportation options through a combination of congestion pricing and limited capital investment will provide significant benefits to transit riders while improving mass transportation's effectiveness in reducing auto travel and providing the expanded passenger-carrying capacity necessary to accommodate shifts to transit commuting induced by the imposition of congestion pricing.

#### **THE POLICY COMMISSION REPORT AND THE FEDERAL GAS TAX**

47. QUESTION: The Secretary did not sign onto the Commission's report for a number of reasons but one of the major ones appears to be the Commission's recommendation to increase the federal fuel tax by 25 to 40 cents per gallon. In her dissenting views concerning the breakdown of the transportation system, she said: "We believe, however, that a failure to properly align supply and demand, not a failure to generate sufficient tax revenues, is the essential policy failure." What does the Administration mean by that statement and specifically, how would you propose we align "supply and demand"?

RESPONSE: While Secretary Peters and two other Commissioners did not endorse all of the recommendations in the report of the National Surface Transportation Policy and Revenue Study Commission, they issued a statement

that supports many of the conclusions in the report. Secretary Peters recognizes the hard work and valuable contributions of her fellow Commissioners.

Secretary Peters and Commissioners Cino and Geddes noted the following in their statement: "Congestion has grown virtually unchecked because of a severe imbalance between the supply of and demand for transportation infrastructure in both urban and suburban areas...This imbalance is largely attributable to ineffective and indirect pricing mechanisms in the provision of surface transportation facilities that bear little or no relation to system costs. While the prices for most goods and services are a function of supply and demand, pricing associated with surface transportation infrastructure – predominantly fuel taxes, sales taxes and other indirect taxes - is essentially uninfluenced by market forces. Users pay the same per gallon fuel tax or other indirect tax to use a higher-value facility at peak travel hours as they do to use a significantly lesser-value facility in off-peak travel hours. As a result, severe over-consumption occurs in some locations and times, and under-consumption in others."

The Department believes that "supply and demand" should be aligned through the implementation of direct, dynamic user charges that reflect actual demand for use of a given facility at a particular time. Virtually every economist who has studied congestion says that direct pricing of road use, similar to how people pay for other utilities, holds far more promise in addressing congestion and generating sustainable revenues for re-investment than do traditional gas taxes, which are unrelated to demand.

Over the past seven years, the Department has advanced practices that may lead to more efficient use of the surface transportation network. Urban Partnership and congestion reduction agreements with cities across the United States place an emphasis on effective, systematic solutions.

The Department continues to work with States and cities throughout the nation, whether Urban Partners or not, to use tolling and pricing strategies to reduce congestion and to raise revenues to support needed transportation improvements.

#### **STATE GASOLINE TAXES**

48. QUESTION: What are the various State gasoline taxes, by State, and what is the national average State gas tax?

RESPONSE: Please see the following page(s):

**Motor Fuel Tax Rates (Gasoline)**  
**2004 - 2008 1/**  
**(As of January 1, of year shown)**

	2008	2007	2006	2005	2004
Alabama	18	18	18	18	18
Alaska	8	8	8	8	8
Arizona	18	18	18	18	18
Arkansas	21.5	21.5	21.5	21.5	21.5
California	18	18	18	18	18
Colorado	22	22	22	22	22
Connecticut	25	25	25	25	25
Delaware	23	23	23	23	23
Dist. of Col.	20	20	20	20	20
Florida	15.6	15.3	14.9	14.5	14.3
Georgia	7.5	7.5	7.5	7.5	7.5
Hawaii	17	17	16	16	16
Idaho	25	25	25	25	25
Illinois	19	19	19	19	19
Indiana	18	18	18	18	18
Iowa	20.7	20.7	20.7	20.7	20.3
Kansas	24	24	24	24	24
Kentucky	19.7	19.7	19.7	18.5	17.4
Louisiana	20	20	20	20	20
Maine	27.6	26.8	26.8	25.9	25
Maryland	23.5	23.5	23.5	23.5	23.5
Massachusetts	21	21	21	21	21
Michigan	19	19	19	19	19
Minnesota	20	20	20	20	20
Mississippi	18.4	18.4	18.4	18.4	18.4
Missouri	17	17	17	17	17
Montana	27.75	27.75	27.75	27.75	27.75
Nebraska	23.9	27	27.1	25.3	24.8
Nevada	24.0	24	24	24	24
New Hampshire	19.6	18	18	18	18
New Jersey	10.5	10.5	10.5	10.5	10.5
New Mexico	18.88	18.88	18.88	18.88	18.88
New York	24.40	24.65	23.95	23.25	22.65
North Carolina	30.15	29.95	30.15	27.1	24.6
North Dakota	23	23	23	23	21
Ohio	28	28	28	28	24
Oklahoma	17	16	16	16	16
Oregon	24	24	24	24	24
Pennsylvania	31	30	30	30	26.2
Rhode Island	30	30	30	30	30
South Carolina	16	16	16	16	16
South Dakota	22	22	22	22	22
Tennessee	20	20	20	20	20
Texas	20	20	20	20	20
Utah	24.5	24.5	24.5	24.5	24.5
Vermont	20	20	20	20	20
Virginia	17.5	17.5	17.5	17.5	17.5
Washington	36	34	34	31	28
West Virginia	32	31.5	27	27	25
Wisconsin	30.9	30.9	30.9	29.9	29
Wyoming	14	14	14	14	14
<i>Mean</i>	<i>21.4</i>	<i>21.32</i>	<i>21.2</i>	<i>20.96</i>	<i>20.53</i>
<i>Weighted Avg.</i>					
Federal Tax	18.4	18.4	18.4	18.4	18.4
1/ 2008 is data derived from Federal Tax Administrators database. All other data is FHWA, Table MF-121T.					

49. QUESTION: What are the five States with the lowest State gas tax, and what are the five States with the highest?

RESPONSE: Five States with the lowest gas tax (in 2008):

Georgia	7.5
Alaska	8
New Jersey	10.5
Wyoming	14
Florida	15.6

Five States with the highest gas tax (in 2008):

Washington	36
West Virginia	32
North Carolina	30.15
Wisconsin	30.9
Montana	27.7

50. QUESTION: What are the trends in State gas taxes over the past five years? How many have raised their tax rates and how many have lowered them?

RESPONSE: The gas tax rates in most States have remained static over the past five years. During that period, 16 States raised their tax rates.

#### Motor Fuel Tax Rates (Gasoline)

2004 - 2008

Number of States with Increase in Tax Rates - 16

	2008	2007	2006	2005	2004
Florida	15.6	15.3	14.9	14.5	14.3
Hawaii	17	17	16	16	16
Iowa	20.7	20.7	20.7	20.7	20.3
Kentucky	19.7	19.7	19.7	18.5	17.4
Maine	27.6	26.8	26.8	25.9	25
Nebraska	23.9	27	27.1	25.3	24.8
New Hampshire	19.6	18	18	18	18
New York	24.40	24.65	23.95	23.25	22.65
North Carolina	30.15	29.95	30.15	27.1	24.6
North Dakota	23	23	23	23	21
Ohio	28	28	28	28	24
Oklahoma	17	16	16	16	16

Pennsylvania	31	30	30	30	26.2
Washington	36	34	34	31	28
West Virginia	32	31.5	27	27	25
Wisconsin	30.9	30.9	30.9	29.9	29
2008 is data derived from Federation of Tax Administrators database. All other data is FHWA, Table MF-121T.					

### DEFICIENT BRIDGES

51. QUESTION: Please provide a table that shows by State the total number of highway bridges, the number of structurally deficient bridges, the number of functionally obsolete bridges, the total number of deficient bridges, the percentage of deficient bridges, and the ranking by percent deficient.

RESPONSE: Please see the following page(s):

## Deficient Bridge Rankings

**QFR #51**  
 All Bridges  
 As of December 2007

	# Bridges	# SD	# FO	# Def	%Def	Rank
DC	245	24	128	152	62.0%	1
RI	748	164	232	396	52.9%	2
MA	5,018	585	1,987	2,572	51.3%	3
PR	2,146	241	822	1,063	49.5%	4
HI	1,115	142	358	500	44.8%	5
PA	22,325	5,802	3,934	9,736	43.6%	6
NY	17,361	2,128	4,518	6,646	38.3%	7
WV	7,001	1,058	1,515	2,573	36.8%	8
VT	2,712	500	467	967	35.7%	9
NJ	6,448	750	1,501	2,251	34.9%	10
ME	2,387	349	468	817	34.2%	11
CT	4,175	358	1,042	1,400	33.5%	12T
OK	23,524	5,793	1,614	7,407	31.5%	12T
KY	13,637	1,362	2,928	4,290	31.5%	14
NH	2,364	383	358	741	31.3%	15T
MO	24,071	4,433	3,108	7,541	31.3%	15T
LA	13,342	1,780	2,180	3,960	29.7%	17
CA	24,184	3,140	3,837	6,977	28.8%	18
NC	17,783	2,272	2,787	5,059	28.4%	19
AK	1,229	155	179	334	27.2%	20
WA	7,651	400	1,661	2,061	26.9%	21
MD	5,127	388	980	1,368	26.7%	22T
IA	24,776	5,153	1,455	6,608	26.7%	22T
MI	10,923	1,584	1,304	2,888	26.4%	24
VA	13,417	1,208	2,234	3,442	25.7%	25
AL	15,881	1,899	2,158	4,057	25.5%	26
MS	17,007	3,002	1,315	4,317	25.4%	27
SD	5,924	1,216	261	1,477	24.9%	28
OH	27,998	2,862	4,001	6,863	24.5%	29
NE	15,475	2,382	1,241	3,623	23.4%	30
AR	12,531	997	1,908	2,905	23.2%	31
OR	7,318	514	1,155	1,669	22.8%	32
SC	9,221	1,260	808	2,068	22.4%	33
ND	4,458	743	249	992	22.3%	34
IN	18,494	2,030	2,004	4,034	21.8%	35
KS	25,461	2,991	2,372	5,363	21.1%	36
TN	19,838	1,325	2,776	4,101	20.7%	37
WY	3,030	389	231	620	20.5%	38
MT	4,980	473	541	1,014	20.4%	39
GA	14,563	1,028	1,888	2,916	20.0%	40T
TX	50,271	2,186	7,851	10,037	20.0%	40T
ID	4,104	349	452	801	19.5%	43
NM	3,850	404	294	698	18.1%	43
FL	11,663	302	1,692	1,994	17.1%	44T
UT	2,851	233	254	487	17.1%	44T
CO	8,366	580	824	1,404	16.8%	46
IL	25,998	2,501	1,840	4,341	16.7%	47
DE	857	20	112	132	15.4%	48
WI	13,798	1,302	789	2,091	15.2%	49
MN	13,067	1,156	423	1,579	12.1%	50
NV	1,705	47	156	203	11.9%	51
AZ	7,348	181	600	781	10.6%	52
NAT	599,766	72,524	79,792	152,316	25.4%	

52. QUESTION: Please provide a similar table for bridges that are on the National Highway System.

RESPONSE: Please see the following page(s):

## Deficient Bridge Rankings

QFR #52  
NHS Bridges  
As of December 2007

	# NHS Bridges	# SD	# FO	# Def	%Def	Rank
DC	115	9	59	68	59.1%	1
MA	2,020	187	905	1,092	54.1%	2
RI	272	55	70	125	46.0%	3
HI	415	31	142	173	41.7%	4
NY	3,580	227	1,123	1,350	37.7%	5
VT	477	56	110	166	34.8%	6
WA	2,344	98	626	724	30.9%	7
PA	3,831	571	594	1,165	30.4%	8
NJ	2,503	175	546	721	28.8%	9
CA	7,467	1,030	1,010	2,040	27.3%	10
OR	1,562	90	326	416	26.6%	11
ID	740	41	146	187	25.3%	12
ME	448	28	84	112	25.0%	13
CT	1,571	66	325	391	24.9%	14
PR	580	50	92	142	24.5%	15
AL	2,776	108	562	670	24.1%	16
LA	2,676	90	524	614	22.9%	17
AK	389	40	48	88	22.6%	18
KY	1,798	112	283	395	22.0%	19
MI	2,541	261	296	557	21.9%	20
SC	1,375	107	185	292	21.2%	21
WV	1,137	108	127	235	20.7%	22
NH	682	55	85	140	20.5%	23
MT	1,264	27	227	254	20.1%	24
CO	2,212	136	305	441	19.9%	25
OK	2,733	280	260	540	19.8%	26
MS	2,166	32	395	427	19.7%	27
NC	2,638	160	343	503	19.1%	28
IL	3,627	297	373	670	18.5%	29
OH	4,148	178	581	759	18.3%	30
MD	1,470	47	221	268	18.2%	31
MO	2,768	125	372	497	18.0%	32
UT	1,104	69	121	190	17.2%	33
WY	1,330	108	117	225	16.9%	34
IN	2,447	108	299	407	16.6% 35T	
VA	3,306	112	436	548	16.6% 35T	
NV	788	7	119	126	16.0%	37
TN	3,075	74	412	486	15.8%	38
TX	15,302	184	2,192	2,376	15.5%	39
IA	1,848	122	161	283	15.3%	40
AR	1,929	43	245	288	14.9%	41
KS	2,397	41	303	344	14.4%	42
DE	248	0	34	34	13.7%	43
SD	811	29	80	109	13.4%	44
WI	2,720	102	208	310	11.4%	45
GA	2,529	33	249	282	11.2%	46
NM	1,782	105	91	196	11.0%	47
FL	4,109	22	425	447	10.9%	48
MN	1,659	47	93	140	8.4%	49
AZ	2,631	26	160	186	7.1%	50
NE	1,277	42	48	90	7.0%	51
ND	528	9	11	20	3.8%	52
NAT	116,145	6,160	17,149	23,309	20.1%	

53. QUESTION: Please provide a similar table for bridges that are on the Interstate System.

RESPONSE: Please see the following page(s):

## Deficient Bridge Rankings

**QFR #53**  
 Interstate Bridges  
 As of December 2007

	# Istate Bridges	# SD	# FO	# Def	%Def	Rank
DC	63	3	32	35	55.6%	1
MA	935	53	447	500	53.5%	2
RI	136	25	35	60	44.1%	3
VT	313	35	89	124	39.6%	4
NY	2,162	120	681	801	37.0%	5
MS	771	0	280	280	36.3%	6
ID	387	18	118	136	35.1%	7
PA	2,033	210	424	634	31.2%	8
HI	206	10	48	58	28.2%	9
OR	636	42	130	172	27.0%	10
CA	3,755	551	459	1,010	26.9%	11
OK	1,096	142	151	293	26.7%	12
KY	751	89	106	195	26.0%	13
WA	941	26	214	240	25.5%	14
MT	818	15	193	208	25.4%	15
ME	279	16	53	69	24.7%	16
DE	90	0	22	22	24.4%	17
KS	1,021	19	229	248	24.3%	18
CT	832	39	156	195	23.4%	19T
PR	385	41	49	90	23.4%	19T
CO	1,108	70	185	255	23.0%	21
IA	637	63	83	146	22.9%	22
LA	1,557	35	318	353	22.7%	23T
MI	1,196	134	137	271	22.7%	23T
AK	183	23	17	40	21.9%	25
MO	1,015	45	175	220	21.7%	26
NJ	1,059	43	185	228	21.5%	27
NC	993	43	161	204	20.5%	28
NH	362	33	41	74	20.4%	29
AL	1,165	27	210	237	20.3%	30T
WY	921	72	115	187	20.3%	30T
NV	519	6	98	104	20.0%	32
OH	2,198	89	347	436	19.8%	33
UT	832	55	106	161	19.4%	34
SD	454	14	73	87	19.2%	35
IN	1,498	61	225	286	19.1%	36
MD	873	29	136	165	18.9%	37
WV	657	48	75	123	18.7%	38
IL	2,237	135	254	389	17.4%	39
TX	6,207	43	962	1,005	16.2%	40
TN	1,423	40	175	215	15.1%	41
WI	1,076	54	106	160	14.9%	42
SC	707	18	86	104	14.7%	43
VA	1,669	49	189	238	14.3%	44
NM	882	69	53	122	13.8%	45
MN	720	25	51	76	10.6%	46
AR	804	9	75	84	10.4%	47
NE	343	9	24	33	9.6%	48
FL	1,777	4	149	153	8.6%	49
AZ	1,557	18	115	133	8.5%	50
GA	999	7	60	67	6.7%	51
ND	205	3	5	8	3.9%	52
NAT	55,443	2,827	8,907	11,734	21.2%	

**QUESTIONS FOR THE RECORD FROM  
CONGRESSMAN KNOLLENBERG**

**FEDERAL HIGHWAY ADMINISTRATION**

The President's budget requests \$40.1 billion to maintain the guaranteed funding levels authorized in SAFETEA-LU. According to 23 USC 110(a)(2), a reduction in contract authority is required in the event that the results of the RABA calculation are negative. Likewise, according to Section 1102(h) of SAFETEA-LU, the obligation limitation shall also be adjusted by an amount equal to that of the result of the RABA calculation.

**QUESTION:** The budget proposal notes the \$1 billion downward adjustment to the obligation limitation as required in SAFETEA-LU. Yet, the contract authority levels do not reflect the downward adjustment. If both contract authority and obligation limitation are to be reduced, why is the reduction not reflected in the contract authority levels that were submitted?

**RESPONSE:** The President's budget proposes an obligation limitation level that satisfies the President's original commitment to provide \$286.4 billion when he signed SAFETEA-LU. The proposed \$39.4 billion represents the final installment against the commitment, and is \$1.8 billion less than the 2009 authorized obligation limitation. Of the \$1.8 billion, \$1 billion represents a downward revenue aligned budget authority (RABA) adjustment to *both* the obligation limitation and the contract authority, as required by SAFETEA-LU.

**QUESTION:** If the FY 2009 contract authority levels are to be reduced by \$1 billion, is it a fair assessment that although the amount being requested by the President fulfills the last installment of the guaranteed SAFETEA-LU funding levels, that in all actuality, it is an over-estimate of what will actually be required by the agency?

**RESPONSE:** The amounts reflected in the President's budget incorporate the \$1 billion downward revenue aligned budget authority (RABA) adjustment to both the obligation limitation and the contract authority, as required by SAFETEA-LU.

In FY 2009, the FHWA has proposed to rescind roughly \$12.5 billion in unobligated contract authority, of which \$8.6 is mandated by SAFETEA-LU. In addition to this mandatory rescission, the FHWA has proposed the cancellation of \$3.15 billion from unobligated contract authority for its formula programs and \$735 million from unobligated balances of inactive TEA-21 Highway Priority Projects and ISTEA Demonstration Projects.

QUESTION: What is the justification for this “self-imposed” cancellation of funds?

RESPONSE: The budget proposes a cancellation of \$3.15 billion from unobligated balances of unavailable Federal-aid highway contract authority. These balances of contract authority are amounts in excess of the Federal-aid highway obligation limitation and are not available for obligation. In addition, the budget proposes \$735 million in cancellations of unobligated balances of inactive TEA-21 High Priority Projects and ISTEA demonstration projects. Of this amount, \$626 million is from unobligated balances of High Priority Projects authorized in TEA-21.

The amount represents funding associated with inactive earmarks (i.e., those that have obligations to date of less than 10 percent of the total funding authorized for the projects). Likewise, \$109 million is from unobligated balances of inactive demonstration projects authorized in ISTEA. These projects were authorized ten to nearly twenty years ago and have no signs of moving forward.

QUESTION: Is it not the case that by shifting the rescissions enacted in FY 2008 to the mandatory side of the budget yet retaining those same rescissions as discretionary in FY 2009, that the increase to the Department’s budget, specifically FHWA, appears to be smaller than it really is?

RESPONSE: The budget reflects a realistic level of spending in comparison to future Congressional proposals for 2009. In recent years, rescissions of unavailable highway contract authority (\$4.3 billion in FY 2007 and \$3.7 billion in FY 2008) have been routinely used to offset overall spending in annual appropriations. The budget proposal anticipates that the Congress will continue the practice of rescinding unavailable contract authority.

**FEDERAL TRANSIT ADMINISTRATION**

**QUESTION:** The FTA is requesting \$10.1 billion for FY 2009, a \$644 million increase over 2008 levels. How will the additional funds be used, have all programs received a slight increase or will the additional funding be limited to a specific initiative?

**RESPONSE:** A majority of the Federal Transit Administration's (FTA) budget request is \$8.4 billion in the Formula and Bus Grants account. The request is about \$593 million, or a 7 percent increase over the FY 2008 enacted level, and consistent with the account total in SAFETEA-LU. These resources are primarily delivered by formula and fund transit services, including security, planning, bus and railcar purchases and maintenance, facility repair and construction, and where eligible, operating expenses in urban and rural areas nation-wide. Most programs in the Formula and Bus Grant account grow by 6.2 percent, except in the bus and bus facilities program where the increase is 19 percent compared to the FY 2008 enacted level.

FTA requests \$1.62 billion in Capital Investment Grants for New Starts and Small Starts projects which is \$52 million above the FY 2008 enacted level. The request is based on an inventory of existing multi-year funding commitments to projects currently under construction and a "bottoms-up" review of proposed projects in the development pipeline. The FY 2009 request will fund 15 existing Full Funding Grant Agreements (FFGAs), 2 pending FFGAs, 13 Small Starts Project Construction Grant Agreements (PCGAs), plus provide an additional \$78 million to support the advancement of projects in the final design phase during FY 2009.

**QUESTION:** The FTA is requesting \$51.5 million for the Clean Fuels Grant Program. Since the conversion of the program from formula-based to grant-based last April, how many grants have been awarded and on average what was the amount of the award? Secondly, what is the FTA doing, aside from purchasing clean fueled buses, to contribute towards reaching the goals set forth in the "Twenty in Ten" program?

**RESPONSE:** In FY 2006, \$43 million was authorized for the Clean Fuels Program. After the one percent project management oversight takedown was applied, \$42,570,000 was available. Of this amount, \$17,607,150 funded 16 projects designated in SAFETEA-LU. Congress also requested

that FTA transfer the remaining \$24,962,850 to the Bus and Bus Facilities program. \$15,202,440 of the amount transferred has been obligated to date for an average grant amount of \$1,266,870. The unobligated balance for FY 2006 is \$2,404,710.

In FY 2007, \$45 million was authorized for the program. Of this amount, \$18,721,000 funded 16 projects designated in SAFETEA-LU. Congress also requested that FTA transfer the remaining \$26,279,000 to the Bus and Bus Facilities program. Of this amount, \$8,091,000 has been obligated to date for an average grant amount of \$899,000. The unobligated balance for FY 2007 is \$10,630,000.

In FY 2008, \$49 million was authorized for the program. Of this amount, \$20,247,000 funds 16 projects designated in SAFTEA-LU. The Explanatory Statement accompanying the Consolidated Appropriations Act, 2008, requested that FTA provide \$24 million in additional funds from the bus discretionary program to the clean fuels bus grant program, which would increase funding for clean fuels buses to \$73 million. FTA intends to issue a Notice of Funding Availability (NOFA) and competitively award the unallocated FY 2008 funds. To date, \$1,035,000 has been obligated for one grant.

To help America reduce its dependence on oil, the President set the goal of cutting U.S. consumption of gasoline by 20 percent during the next ten years. The United States must make progress on two fronts to meet this goal: decrease the demand for petroleum, and increase the supply and use of energy alternatives. FTA's grant programs play a critical role in providing alternative transportation solutions to the automobile. By shifting automobile use to public transportation, FTA can contribute to a decreased demand for gasoline.

Additionally FTA's research programs, such as its National Fuel Cell Bus Program and research on hybrid electric vehicles, can also help the transit industry reduce its use of petroleum products. Besides the \$13.5 million requested for the National Fuel Cell Bus Program, FTA is requesting \$3.3 million for research projects such as: plug-in hybrid transit vehicle development and demonstrations; energy management for electric drive vehicles; transit vehicle accessory energy studies; and, hydraulic hybrid transit bus development. During FY 2008, FTA will spend \$12.75 million for the National Fuel Cell Bus Program and fund \$850 thousand in research

in support of the fuel cell bus program, on hybrid-electric bus performance, and on energy storage systems for diesel electric commuter rail.

FTA has also conducted research on the use of alternative fuels by U.S. transit systems. In 2007, West Virginia University, under its grant from FTA, prepared the following reports: "Environmental Benefits of Alternative Fuels and Advanced Technologies in Transit" and "Transit Bus Life Cycle Cost and Year 2007 Emissions Estimation." In December 2006, FTA produced the "Alternative Fuels Study: A Report to Congress on Policy Options for Increasing the Use of Alternative Fuels in Transit Vehicles."

### CONGESTION INITIATIVES

**QUESTION:** In creating the Urban Partnership and Corridors for the Future Programs, did the Department assess the economic impacts of congestion pricing and increasing the Federal gasoline tax or consider the potential adverse impacts that either may have on low and moderate income families and on small businesses? If so, what were the Department's findings and if not, why?

**RESPONSE:** In the Urban Partnership and Corridor of the Futures Programs, the Department considered proposals for road pricing and corridor integration, respectively, that were prepared and vetted by State and local transportation agencies, including: (i) seven transportation agencies in the Miami area (including the Florida Department of Transportation); (ii) three transportation agencies in the Seattle area (including the Washington State Department of Transportation); (iii) two transportation agencies in Minneapolis area (including the Minnesota Department of Transportation); (iv) seven transportation agencies in the San Francisco Bay Area; and, (vi) three in the New York City area (including the New York City Department of Transportation). We agree with the jurisdictions named as Urban Partners that their road pricing proposals would produce a significant public good in their respective jurisdictions. Under the Urban Partnership Program, Department conditioned the availability of Federal assistance on the local adoption of legal authority for such proposals.

The Department has considered the economic impacts of congestion pricing and increasing the Federal gasoline tax. Here is what we have found:

- First, the impact of tolling and pricing on people with low incomes must be compared with traditional policies. For example, the traditional gas tax model is highly regressive. Low income drivers pay just as much tax on a gallon of gas as high income drivers even though the gas tax has a significantly more detrimental effect on the mobility of low income drivers. Another example would be transit policies that are increasingly targeted at developing rail transit options for suburban, middle and upper class commuters.<sup>1</sup>
  
- Second, people with low incomes often support tolling and pricing. A recent Federal Highway Administration primer on congestion pricing reports that while low income drivers do not use toll facilities every day, they support having the option to avoid traffic when they need to – for example, to avoid paying a penalty for being late to work, or for picking up a child late from a daycare facility.<sup>2</sup> The primer indicates that on San Diego’s I-15 HOT Lanes a high level of support (70 percent) comes from the lowest income users. FHWA recently prepared a white paper on the equity issues of pricing as it relates to low-income drivers and reported, among other positive conclusions, the following:
  - In evaluations of the variably-priced 91 Express Lanes in California, it has been stated that low-income drivers do use the express lanes and are as likely to approve of the lanes as drivers with higher incomes. In fact, over half of commuters with household incomes under \$25,000 a year approved of providing toll lanes.
  
  - In a 2006 survey of users of the I-394 HOT Lanes in Minneapolis, Minnesota, usage was reported across all income levels, including by 79 percent of higher income respondents, 70 percent of middle income respondents, and 55 percent of lower-income respondents. Support for the lanes was also found to be high across income levels, including by 71 percent

---

<sup>1</sup> O’Toole, Randall. *A Desire Named Streetcar, How Federal Subsidies Encourage Wasteful Local Transit Systems*, Policy Analysis, No. 559, January 5, 2006, pg. 5.

<sup>2</sup> *Congestion Pricing, A Primer*. Federal Highway Administration, Office of Transportation Management, December 2006 (<http://ops.fhwa.dot.gov/publications/congestionpricing/index.htm> (last visited March 6, 2008)).

of higher income respondents, 61 percent of middle income respondents, and 64 percent of lower-income respondents.

- The research paper, “Lexus Lanes or Corolla Lanes? Spatial Use and Equity Patterns of the I-394 MnPASS Lanes,” cited some specific equity benefits of managed lanes, including: (i) vehicle shifts away from the general-purpose lanes improving travel conditions on such lanes; (ii) a high-quality transit alternative is generally part of a managed-lanes project; (iii) even unused transponders may be considered to provide high-value travel-time insurance to their owners; and (iv) when the social benefits are paid for by those choosing to drive, situational equity is generally improved.
- Third, tolling and pricing is also supported by people with low incomes if portions of the revenue are used to pay for transit improvements. These types of subsidies can be targeted at relieving any unfair burden that the tolls or pricing create. For example, a significant portion of the revenue from the congestion pricing plan previously proposed for downtown New York City would have been used to pay for transit improvements.<sup>3</sup>
- Fourth, virtually every economist who has studied transportation says that direct pricing of road use, similar to how people pay for other utilities, holds far more promise in addressing congestion and generating sustainable revenues for re-investment than do traditional gas taxes. And thanks to new technologies that have

---

<sup>3</sup> *Recommendation of the Traffic Congestion Mitigation Commission*, New York City Traffic Congestion Mitigation Commission, January 31, 2008, which indicates that “[t]he vast majority of City residents of limited income will benefit from short and long-term transit improvements that revenues generated by the plan will make possible.” See also, for example, New York City Councilwoman Melissa Mark-Viverito’s blog posting on January 30, 2008 at [http://ny.metro.us/metro/blog/my\\_view/entry/Voices\\_Congestion\\_pricing\\_fairest\\_for\\_the\\_poor/11607.html](http://ny.metro.us/metro/blog/my_view/entry/Voices_Congestion_pricing_fairest_for_the_poor/11607.html). The blog states “For months, some suburban elected officials from wealthy areas, as well as a coalition backed primarily by the American Automobile Association and Manhattan garage owners, have tried their best to cloak themselves as guardians of New York’s poor and middle-class residents...The truth is that just 5 percent of commuters in Brooklyn, Queens, Staten Island and the Bronx travel to Manhattan by private car. People who drive their cars to work also earn 30 percent more a year than those of us who use mass transit. It is our poor and middle-class families who would benefit from congestion pricing — as the fees charged to drivers would be used to improve the bus and subway system...Unlike those who falsely claim to speak for the best interests of my constituents, the commission ought to recognize it would be irresponsible not to pursue a policy that could provide immediate and measurable relief of traffic congestion while improving the air that all of my constituents breathe and the buses and subways that they ride daily.”

eliminated the need for toll booths, the concept of road pricing is spreading rapidly around the world. The brilliance of road pricing is that it achieves three major policy objectives simultaneously.

- It will immediately reduce congestion and deliver substantial economic benefits. Drivers have proven in a growing array of road pricing examples in the U.S. and around the world that prices can work to significantly increase highway speed and reliability, encourage efficient spreading of traffic across all periods of the day, encourage shifts to public transportation and encourage the combining of trips. In fact, the National Household Travel Survey shows on an average workday, 56 percent of trips during the morning peak travel period and 69 percent of trips during the evening peak travel period are non-work related, and 23 percent of peak travelers are retired.
- It will generate revenues for re-investment precisely in the locations that need investment the most. Recent estimates in a forthcoming paper, “Toward a Comprehensive Assessment of Road Pricing Accounting for Land Use” by economists Clifford Winston and Ashley Langer at the Brookings Institution conclude that utilizing congestion pricing in only the largest 98 metropolitan areas would generate approximately \$120 billion a year in revenues while simultaneously solving the recurring congestion problem in those areas. Implementation of a broader road pricing strategy tied to wear and tear and reconstruction costs would obviously produce even higher revenue. In 2006, as a Nation, we spent approximately \$150 billion on all of our highways. State and local officials would even gain additional flexibility to reduce the wide array of taxes currently going into transportation that have nothing to do with use of the system.
- Direct pricing will reduce carbon emissions and the emissions of traditional pollutants. According to Environmental Defense, a nonprofit environmental organization, congestion pricing in the city of London reduced emissions of particulate matter and nitrogen oxides by 12 percent and fossil fuel consumption and CO<sub>2</sub> emissions by 20 percent; a comprehensive electronic road pricing system in Singapore has prevented the emission of an

estimated 175,000 lb of CO<sub>2</sub>; and Stockholm's congestion pricing system has led to a 10-14 percent drop in CO<sub>2</sub> emissions.

**QUESTION:** Would the Department agree that these types of economic analyses or considerations should be a crucial determinant of any future approach to funding the highway system? Why or why not?

**RESPONSE:** In the Department's view, issues of social equity should be taken into account in structuring road pricing program. The Department believes additionally that the same considerations should be taken into account when evaluating the burdens imposed on the public by the current Federal surface transportation program. Indeed, the gas tax has proven to be an ineffective, unsustainable and unpopular revenue mechanism that each works a gross inequity on the public.

*The fuel tax has proven ineffective at reducing congestion.* Because gas and diesel taxes are levied regardless of when, where or how someone drives, a misperception has been created that highways are "free." As with any scarce resource that is perceived to be free, demand will chronically exceed supply. In the case of highways, this peak demand problem is serious and growing worse in every medium or large city in the United States. While highway spending at all levels of government has increased 100 percent in real dollar terms since 1980, the hours of delay during peak travel periods has increased almost 200 percent over the same time period.

Traffic congestion affects people in nearly every aspect of their daily lives – where they live, where they work, where they shop, and how much they pay for goods and services. According to 2005 figures, in certain metropolitan areas the average rush hour driver loses as many as 60 hours per year to travel delay – the equivalent of one and a half full work weeks, amounting annually to a "congestion tax" of approximately \$1,200 per rush hour traveler in wasted time and fuel. Nationwide, congestion imposes delay and wasted fuel costs on the economy of at least \$78 billion per year. The true costs of congestion are much higher, however, after taking into account the significant cost of unreliability to drivers and businesses, the environmental impacts of idle-related auto emissions, increased gasoline prices and the immobility of labor markets that result from congestion, all of which substantially affect interstate commerce.

Traffic congestion also has an increasingly negative impact upon the quality of life of many American families. In a 2005 survey, for example, 52 percent of Northern Virginia commuters reported that their travel times to work had increased in the past year, leading 70 percent of working parents to report having insufficient time to spend with their children and 63 percent of respondents to report having insufficient time to spend with their spouses.

Nationally, in a 2005 survey conducted by the National League of Cities, 35 percent of U.S. citizens reported traffic congestion as the most deteriorated living condition in their cities over the past five years; 85 percent responded that traffic congestion was as bad as, or worse than, it was in the previous year. Similarly, in a 2001 survey conducted by the U.S. Conference of Mayors, 79 percent of Americans from ten metropolitan areas reported that congestion had worsened in the prior five years; 50 percent believe it has become 'much worse'.

In a report released in July 2007 entitled "Surface Transportation: Strategies Are Available for Making Existing Road Infrastructure Perform Better," the Government Accountability Office (GAO) cited existing revenue mechanisms as the culprit, stating:

"The existing revenue-raising structure provides no incentive for users to take these costs (delays, unreliability and pollution) into account when making their driving decisions. From an economic perspective, a mechanism is needed that gives users price incentives to consider these costs in deciding when, where, and how to drive. Because the existing structure does not reflect the economic, social, and environmental costs of driving at peak periods, drivers who may have flexibility to share rides, use mass transit, use more indirect but less congested routes, or defer their trips to uncongested times have no financial incentives to do so. Without such incentives, the transportation system will be headed for more frequent occurrences of congestion that last longer, resulting in more time spent traveling, greater fuel consumption, and higher emissions in the long run."

*The fuel tax also results in an inefficient use of resources.* Federal gasoline taxes are deposited into a centralized trust fund and allocated based on political will. Major spending decisions often have nothing to do with

underlying economics, engineering realities or consumer needs. Stand-alone new programs that have no broader national purpose and pet project earmarks have proliferated in recent years. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), for example, included more than 6,000 politically driven earmarks reported to cost some \$24 billion.

The real cost of these earmarks is much higher. Looking at a sample of various recent earmarks, we found that the Federal earmark amounts themselves comprised on average only 10 percent of the total project cost. Because of this, states will typically either delay the earmarked project indefinitely or re-allocate resources from higher priorities to fill the funding gap. In addition, earmarks present administrative burdens for states that must dedicate scarce personnel resources to managing lower priority projects that are subject to earmarking. In short, earmarks ripple through the entire Federal-aid program structure.

*The fuel tax is unsustainable in the future.* Next year, outlays from the Highway Account of the Highway Trust Fund are expected to exceed tax receipts by billions of dollars. A multi-billion dollar deficit in the Highway Account is expected in 2009, prior to the end of the current highway bill. A flattening of national vehicle-miles traveled (VMT), coupled with the growing popularity of more fuel efficient vehicles, is likely to negatively impact revenue collection from traditional transportation fuel taxes at all levels of government.

Further, under the enactment of the Energy Independence and Security Act of 2007, automobile fuel economy standards will increase 40 percent by 2020. This will save billions of gallons of fuel, but further erode the long-term revenue potency of fossil-based fuel taxes. Increasing our reliance on fossil-based fuel tax revenues to sustain our Nation's surface transportation systems, while simultaneously striving to reduce U.S. oil consumption and promote the production and use of alternative fuels, puts two national policy imperatives in direct conflict with each other.

*The fuel tax is unpopular, but effective alternatives are not.* Around the country, a growing number of public opinion polls reflect the unpopularity of gas and diesel taxes, particularly when compared to open road electronic tolling. Most recently, in a King County, Washington survey conducted in December 2007, respondents preferred financing the reconstruction of a

major bridge with electronic tolling instead of gas taxes by a margin of 77 to 17 percent. In addition, the concept of variable tolling using new technologies in which prices vary regularly based on demand levels received support from 76 percent of respondents and opposition from only 22 percent.

A survey of public opinion surveys conducted in November 2007 for the Transportation Research Board by the research firm NuStats found that “in many parts of the U.S., a wide gap exists between elected officials’ perceptions of what the public thinks about tolling and road pricing and what public opinion actually is.” Summarizing their findings, the report said, “in the aggregate there is clear majority support for tolling and road pricing. Among all surveys, 56 percent showed support for tolling or road pricing concepts. Opposition was encountered in 31 percent of the surveys. Mixed results (i.e., no majority support or opposition) occurred in 13 percent of them.”

In the 2007 edition of their Annual Survey of U.S. Attitudes on Tax and Wealth, the Tax Foundation wrote, “the one surprise this year was at the state and local level, where gas taxes were viewed as the least fair tax. That’s the first time any state-local tax has edged famously-disliked local property taxes out for the honor of most unfair tax.”

**QUESTION:** With respect to tolling and congestion pricing, does the Department agree that this would fundamentally alter what has always been a system that provides equal access and equal benefit to all, to one that would provide more access and benefits to the wealthy at the expense of low and moderate income families, why or why not?

**RESPONSE:** Studies have shown that lower income individuals face the greatest financial harm when they are denied adequate choices. For example, lack of choice can result in lost wages or late fees for day care that could have been avoided had they been provided a viable choice. Surveys conducted on priced lanes have concluded a broad spectrum of income groups express approval of the priced projects because they are given a choice of a tolled route, an alternative route, or a different transportation mode. Furthermore, transit riders, many of whom are low-income users, actually experience faster and more reliable transit trips when lanes are managed with pricing.

- Data collected along facilities currently operating on major transportation corridors in California, Minneapolis and Texas show a wide range of income groups use the value priced lanes at different levels of frequency.
- Impacts of congestion pricing are not necessarily related to income and can also be based on flexibility of time and routes available to users according to research from San Jose State University and the University of California, Berkeley.
- In San Diego, support for the “FasTrak” congestion pricing program on I-15 was 60 percent among those with incomes less than \$40,000.
- Studies on SR-91 in southern California have shown that at any given time about three-quarters of the vehicles in the toll lanes belong to low and middle income individuals with only one-quarter of the vehicles belong to high-income individuals. According to data collected on “express lanes” in California, low-income drivers are as likely to approve of the lanes as drivers with higher incomes. In fact, over half of the commuters (51 percent) with household incomes under \$25,000 a year approved of providing toll lanes.
- A 2006 survey on the I-394 MnPass revealed MnPass usage was reported across all income levels, including 79 percent of higher income respondents, 70 percent of middle income respondents and 55 percent of lower-income respondents. The survey also revealed support for the lanes to be high across all income levels including 64 percent of lower-income respondents.
- Lower income residents are more likely to be transit riders who would benefit from both reduced congestion and increased transit investments from pricing revenues. A 2007 King County Washington survey revealed support for tolling grew substantially if a portion of revenues is dedicated to transit, even if tolls had to be significantly higher to allow such a diversion to occur.

The President's Budget proposal for the FHWA seeks to rescind and reprogram \$175 million in unobligated balances of contract authority for inactive, earmarked projects to reduce congestion in metropolitan areas and to fund/support the Corridors for the Future Program.

QUESTION: What methodology was used to determine which projects were inactive?

RESPONSE: The \$175 million in unobligated balances proposed to be redirected for congestion reduction initiatives is associated with demonstration projects authorized in ISTEA nearly two decades ago. Analysis indicated that overall there has been no funds obligated on these projects.

QUESTION: Was an analysis of each project conducted to determine the reason for its inactivity or whether the project would not become active in the future?

RESPONSE: The \$175 million in balances is comprised of at least 100 projects. The analysis was conducted on the overall data set to assess the level of inactivity.

QUESTION: In addition to the \$175 million requested in the budget proposal, the Department seeks to supplement this amount using 75% of the amounts authorized for certain discretionary highway and transit programs in FY 2009. Specifically, what programs would be affected and by how much would their respective authorizations be "earmarked"?

RESPONSE: The budget proposes that 75 percent of the funds for authorized for discretionary programs (i.e., competitive grant programs that Congress has authorized DOT to administer based on its evaluation of applications and project merit) will be made available for support of critical congestion relief projects to the extent consistent with each program's statutory requirements. Below are estimated FY 2009 authorized amounts for the relevant discretionary programs that would be used to implement the proposal:

- Ferry Boat Discretionary Program (\$50 million);

- Highways for Life Pilot Program (\$15 million);
- Innovative Bridge Research and Deployment Program (\$9.8 million);
- Interstate Maintenance Discretionary Program (\$75 million);
- Public Lands Highway Discretionary Program (\$76.5 million);
- Transportation, Community, and System Preservation Program (\$46 million); and
- Truck Parking Facilities Pilot Program (\$4.7 million).

In August 2007, the Department announced the award of some \$850 million in Federal discretionary grants to five metropolitan areas under its Urban Partnership Program.

**QUESTION:** Why were the grants limited to only those cities which already had a congestion pricing plan in place?

**RESPONSE:** The grants were not limited to only those cities that already had congestion pricing plan in place. At the time of the announcement in August 2007, Miami, San Francisco, and Seattle had not implemented congestion pricing in their metropolitan areas.

**QUESTION:** How confident is the Department that the five metropolitan areas selected as Urban Partners will provide a representative picture of all of the alternative solutions that are being considered under this initiative, as well as the nature, timing or extent of congestion that is occurring nationwide? On what is that confidence level based?

**RESPONSE:** Based on their applications and their undertakings to the Department in their respective Urban Partnership Agreements, the Department is confident that five metropolitan areas selected as Urban Partners will provide a representative picture of all of the alternative solutions that are being considered under the Urban Partnership Program.

**QUESTION:** Of the five metropolitan areas selected to participate in the program, how many have been able to make good on the agreements they entered into with the Department? Of those that have not fulfilled their agreements, what has prevented them from doing so?

RESPONSE: Each of the Urban Partners is in good standing under its respective Urban Partnership Agreement with the Department, other than the City of New York, whose Urban Partnership Agreement with the Department has been terminated based on its terms.

QUESTION: When does the Department expect to receive status reports from the Urban Partners and what is the Department's timeline for analyzing the results of the demonstration program? Will the analyses lead to specific recommendations or just add to the existing knowledge base about congestion mitigation practices?

RESPONSE: The Department is in frequent contact with its Urban Partners and is in the process of implementing a program of long-term oversight and evaluation for each Urban Partner.

QUESTION: The President's FY 2009 budget proposal requests that \$100 million be reprogrammed from inactive projects to fund demonstration initiatives to reduce congestion in metropolitan areas. Is it the intent of the Department to use these funds to make grants under the Urban Partnership Programs? If so, how many grants does the Department anticipate to award and what would be the average size of an award? If the \$100 million will not be used for the Urban Partnership Program, for what purposes will the Department use the funds?

RESPONSE: This funding will be used to implement congestion pricing projects along with complementary transportation solutions, including transit service and innovative operational technologies, as part of the Department's Congestion Initiative. The size and number of the awards have not yet been determined. Those decisions will be made in FY 2009, pending the review of the grant applications.

QUESTION: In FY 2007, the FTA committed \$420.4 million in bus and research funds to the five Urban Partners. Have the metropolitan areas been able to use any of the funding they received for transit investment and if so, what is the status of their initiatives?

RESPONSE: **Miami (FL) Urban Partners** were allocated \$19.5 million in Section 5309 Bus and Bus Facilities funds to support the transit elements of their congestion reduction initiative. The funds will support the purchase of two forty-foot transit coaches, 16 articulated buses, five over-the-road

coaches, a park-and-ride facility, two transit stations, Tri-Rail pedestrian facilities and 50 transit signal priority signals. Miami-Dade Transit and Broward County Transit are in the process of obligating these funds so that they can implement these projects.

**Minneapolis (MN) Urban Partners** were awarded \$85.913 million in Section 5309 Bus and Bus Facilities funds to support the transit elements of their congestion reduction initiative. The funds will support the purchase of 26 buses, the construction of transit lanes in downtown Minneapolis, the construction of a bus ramp, the construction of 4 park-and-ride facilities and 4 bus stations and intelligent transportation system (ITS) improvements. The Metropolitan Council is pursuing allowable initial FTA-funded activities: \$8.8 million for a park-and-ride facility and \$4.4 million for new buses. The remaining funds will become available once the Minnesota State legislature provides the legal authority necessary to implement each of the UPA projects including the legal authority to implement congestion pricing.

**New York City (NY) Urban Partners** were allocated a total of \$328.3 million in transit funds to support the transit elements of their congestion reduction initiative. The transit funds included \$213.6 million in Section 5309 Bus and Bus Facilities funds, \$112.7 million in Section 5309 New Starts/Small Starts funds, and \$2 million in Section 5339 Alternatives Analysis funds. As the New York State legislature did not authorize New York City's congestion reduction plan, the transit funds are no longer available to New York City.

**San Francisco (CA) Urban Partners** were allocated \$58 million in Section 5309 Bus and Bus Facilities funds to support the implementation of SFgo Fiber Optic Transit Signal Priority system. FTA is in the process of obligating \$38 million of these funds to initiate implementation of the signal priority system.

**Seattle (WA) Urban Partners** were allocated \$41 million in Section 5309 Bus and Bus Facilities funds to support the implementation of the transit elements of their congestion reduction initiative. These funds will support the purchase of 45 hybrid coaches, the expansion of the Kirkland park-and-ride lot, the design and construction of a garage and four transit shelters and the installation of real time information/ signs along the SR 520 corridor. These funds may not be drawn down until the Urban Partner has implemented variable tolling on the SR 520 bridge.

In September 2007, the Department announced the award of some \$66 million [for the Corridors of the Future Program] to multiple states in an effort to explore different methods of reducing congestion and improving freight delivery.

QUESTION: Have formal agreements been reached with any of the State and local governments that were selected to participate in this initiative? If not, how many agreements remain to be reached and what is the timeline for having this portion of the initiative completed?

RESPONSE: Although none of the agreements have reached the point of signature, all seven coalitions are currently negotiating with the Department. The funds in question have been awarded for various projects associated with these corridors. The projects are progressing outside of the formal agreements and are not dependent on agreement execution.

QUESTION: The President's FY 2009 budget proposal requests that \$75 million be reprogrammed from inactive projects to the Corridors of the Future Program. Is it the intent of the Department to use these funds to supplement those grants that were awarded in September 2007 or to use the funds to make additional grants?

RESPONSE: The Department is currently negotiating with the various coalitions to develop a vision for the corridors, a prioritization framework, an initial list of actions/projects, and an organizational structure to coordinate this in a multi-State paradigm. The use of these funds will be based on the results of this process; as such, there currently has been no decision on this distribution.

**FUTURE OF THE HIGHWAY TRUST FUND**

To maintain solvency of the Highway Trust Fund, the President's FY 2009 budget proposal requests that temporary authority be granted to the Secretary of Transportation to advance funds between the Highway and Mass Transit Accounts to cover insufficient fund balances.

**QUESTION:** What authority does the Department have to make such a transfer absent any specific authorizing language and has such legislation been submitted to the appropriate Congressional committees, specifically Ways and Means and Transportation and Infrastructure? And if so, have they opined about their willingness to enact such legislation?

**RESPONSE:** DOT would not be able to make such transfers without a change to existing law. The President's Budget included a general provision that would allow us to make 'repayable advances' between the Highway Account and the Mass Transit Account of the Highway Trust Fund. DOT staff had discussions with staff from the Transportation and Infrastructure Committee on the topic of shoring up the Highway Trust Fund for the remainder of the authorization period, but we did not seek approval for any specific solution in those discussions.

**QUESTION:** Has the Department determined a specific course of action, a Plan-B if you will, to manage the program with a shortfall of dollars in the absence of this legislation or if legislation is enacted late in the fiscal year?

**RESPONSE:** The cash shortfall is a problem that cannot be fixed without legislation. If the Administration encountered a cash shortfall in the absence of legislation, it would cover whatever outlays it could with the available resources it had on hand. This would mean that States would not be paid on time and would have to wait until the Highway Account of the Highway Trust Fund had adequate balances. As time progressed under this scenario, the backlog of unpaid bills could be anticipated to grow.

However, even in the event of a shortfall, obligations will continue as normal. This is because the program has contract authority, which is unfunded and requires a subsequent appropriation or offsetting collection to liquidate the obligations.

QUESTION: At the current payout rate, what is the estimated amount that would need to be transferred to cover obligations in FY 2009 and how soon would this transfer need to be made?

RESPONSE: The Administration currently estimates that \$3.2 billion would need to be transferred between the Mass Transit Account and the Highway Account of the Highway Trust Fund during the year. However, the shortfall will not happen all at once. Instead, it is likely to happen at different points of time in the year, depending upon the cash flow coming into the Highway Trust Fund. It is possible that we could see an initial shortfall, followed by a period of sufficient cash, followed by another shortfall.

As a result, the Administration does not anticipate needing the full \$3.2 billion all at once. Instead, we expect that we might need as much as \$3.2 billion over the course of the year to cover cash shortages. Under our proposal, cash would be transferred only as needed.

QUESTION: Given the falling collections in highway user fee receipts and the projected shortfall at the end of 2009, what assurance does the Department have that there will be sufficient receipts in the Highway Account to reimburse the Mass Transit Account?

RESPONSE: We are not confident that there will be sufficient receipts to reimburse the Mass Transit Account. The shortfall is expected to increase in coming years. This is something that will need to be addressed in the next authorization legislation.

WEDNESDAY, APRIL 2, 2008.

**THOUGHTS AND RECOMMENDATIONS FROM THE NATIONAL SURFACE TRANSPORTATION POLICY AND REVENUE STUDY COMMISSION**

**WITNESSES**

**JACK SCHENENDORF, VICE CHAIR, NATIONAL SURFACE TRANSPORTATION POLICY AND REVENUE STUDY COMMISSION [OF COUNSEL, COVINGTON & BURLING]**

**FRANK BUSALACCHI, COMMISSIONER [SECRETARY OF TRANSPORTATION, WISCONSIN DEPARTMENT OF TRANSPORTATION]**

**RICK R. GEDDES, COMMISSIONER [DIRECTOR OF UNDERGRADUATE STUDIES, CORNELL UNIVERSITY DEPARTMENT OF POLICY ANALYSIS AND MANAGEMENT]**

**STEVE HEMINGER, COMMISSIONER [EXECUTIVE DIRECTOR, METROPOLITAN TRANSPORTATION COMMISSION]**

Mr. OLVER. The Subcommittee will come to order. I am pleased to welcome members of the National Surface Transportation Policy and Revenue Study Commission to the Subcommittee. The Commission was created by the SAFETEA-LU authorizing legislation in the summer of 2005. It recently issued a report entitled "Transportation for Tomorrow," which details the long-term surface transportation policy and financing changes the Commission believes Congress and the Executive Branch must begin to implement.

The report concluded that we need to significantly increase our investments in surface transportation and dramatically restructure the way we allocate transportation resources to remain economically competitive and to also meet the challenges of the country's changing demographics.

The Commission's final report was endorsed by nine of the 12 commissioners. Of those nine commissioners that endorsed the final report, five were appointed by Republicans and four by Democrats, so it was a very bipartisan result.

Today, we want to hear about the work you have done on surface transportation policy over the last two years, and we are looking forward to that testimony. Before I recognize my Ranking Member and my chairman, I do want to introduce the members of the Commission to the group.

Jack Schenendorf, vice chairman of the Revenue Study Commission, of counsel to Covington & Burling since 2001, my understanding is that you spent 25 years on the T&I Committee—

Mr. SCHENENDORF. Yes, sir.

Mr. OLVER [continuing]. And was chief of staff of that committee from 1995 to 2001. So I want to welcome you back to the Hill. That is a wonderful background for this.

Frank Busalacchi has been the secretary of transportation to Wisconsin DOT since 2003. I had the opportunity to meet Frank

a few months ago at a meeting in Chairman Obey's office, where I received a briefing on the Commission's work. You, I know, have been a strong advocate for passenger rail, and I am pleased that you are with us today.

We have Ray Geddes, director of undergraduate studies at Cornell, Department of Policy Analysis and Management. Ray is an economist who has authored a number of books and essays on corporate governance and regulation. Thank you for being here.

Finally, Steve Heminger, the executive director of the Metropolitan Transportation Commission in the San Francisco Bay Area. Mr. Heminger, thank you for your being here also.

Now, let me recognize the big chairman for his opening comments.

Mr. OBEY. Mr. Chairman, I am going to have to leave early, so I do not want to take any time talking. I just came here to listen for as long as possible. I am glad to be here.

Mr. OLVER. Okay. You cannot sit there and listen for long, I am sure.

All right. Then to my distinguished Ranking Member, Mr. Knollenberg, a previous chairman of the Committee, and my partner in this.

Mr. KNOLLENBERG. Thank you, Mr. Chairman, and welcome, Commissioners, one and all. I would like to extend my appreciation for you being here today because we are going to spend some time this afternoon discussing some of the findings and the recommendations that you are making, as well as the views of the dissenting commissioners.

Mr. Chairman, we are nearly six months into the 2009 Fiscal Year, and this is the final year of the current surface transportation and authorization SAFETEA-LU, and I can think of no better time than now to address the future of surface transportation programs and the means by which these programs, or these types of programs, will be funded in the years to come.

In the coming months, Congress will begin the task of reevaluating the overarching objectives for the Surface Transportation program, perhaps redirecting some funds to meet priorities in order to address the transportation-related issues, such as congestion mitigation, the movement of commodities, and the nation's aging surface transportation infrastructure.

According to the Texas Transportation Institute's 2007 Annual Urban Mobility Study, which was released last September, our nation's drivers sit in traffic something like, on average, 38 hours a year and waste 26 gallons of fuel in doing so. Last summer's collapse of the Minnesota I-35W bridge during rush hour disrupted travel patterns, as well as the movement of goods and freight, but, even more so, it shined a spotlight on the deteriorating condition of this nation's transportation infrastructure.

With stats such as those found in the PTI report and tragedies like the I-35W bridge collapse, it is apparent that we have become a nation of too many people taking too many trips over too short a timeframe on a system that is too small.

For these reasons, we find ourselves facing some hard questions regarding our nation's surface transportation infrastructure. How do we combat congestion efficiently and effectively on an infrastruc-

ture that we have clearly outgrown? Do we simply build more roads, or will that just create more incentive to drive? In lieu of more roads, we do turn to a different type of infrastructure, such as high-speed rail. That is a question. Do we just live with what we have in an effort to keep it in good order, establish a means for allocating more of the costs associated with using highways to those who use it most or cause the most wear and tear?

As I noted in this morning's hearing, in my opinion, we are looking at a highway version of the "perfect storm." At the very time that we are seeing rapidly diminishing trust fund revenues and rapid increases in fuel prices, both of the prominent solutions being discussed are to increase taxes, one on gasoline and one on access to highways, yet we, as a nation, have decided to move in a different direction: alleviate stress on the environment and reduce our dependency on gasoline.

Many Americans are opting to take advantage of the technological strides made in recent years to reduce gasoline consumption by purchasing vehicles powered by a new generation of diesel engines, hybrids, electricity, and also any other alternative fuels that may be available.

As a result, the old assumptions may not be reliable anymore. In a nutshell, if you look at this, these trends, if they continue, gasoline consumption will no longer be as closely or directly tied to the amount of travel or the amount of damage done to the highway system as much as it has in the past.

All of this suggests that perhaps raising the gas tax—I know some of you agree with that—and assessing access fees are not the most equitable or efficient means of allocating the cost of highway maintenance and construction to those who will actually be using the system and doing the most damage. Then the question is, how do we pay for any or all of this? It is clear that the current level of highway receipts will not be sufficient to fund the current program, let alone any future programs.

This past January, OMB projected that the Highway Trust Fund will face a shortfall of some \$3.2 billion in 2009. That is just around the corner. There appears to be a short- and a long-term solution that are being discussed, and, in the short term, the president's Fiscal Year 2009 budget proposal requests that temporary authority be granted to the secretary of transportation to advance funds between the highway and the mass transit accounts to cover insufficient fund balances. Such a budgetary gimmick has not been used since the 1960s that I am aware of, and that assumes that the funds would be there and that somehow it could be repaid, both of which are huge ifs.

Other long-term recommendations to partially solve our looming funding question were put forth in the report by our panel of witnesses and their fellow commissioners. One such recommendation was an increase of 40 cents per gallon federal gasoline tax to be phased in over the next five years, with automatic increases every year thereafter tied to inflation.

Mr. Chairman, you and I both know that there are no guarantees that either borrowing from other programs or big tax increases will keep the Highway Trust Fund solvent, and I have serious reservations as to what type of ripple effect some of these proposed taxes

will have on our society overall, in particular, those struggling to make ends meet on a daily basis and on small business.

I cannot think of a more regressive tax on low- and moderate-income families than a 40-cent-per-gallon increase in taxes on gasoline. In my opinion, and I believe the Chairman would tend to agree with me, proposals to borrow from other programs only postpones the day of reckoning, and big tax increases, whatever their variety, come with significant adverse impacts on the very families that we are trying to help with the other half of our bill, and that is the HUD half.

Now, I realize that some may prefer to call these increases "user fees." Well, let us call them what they are. They are taxes. In my opinion, we need major reforms to not only what we finance but how we finance, and, Mr. Chairman, I will have some questions for the witnesses regarding the specifics of the Commission's recommendations.

I appreciate the opportunity to highlight what I think are some very serious issues for not just this Subcommittee but for the upcoming reauthorization process, too, and I share the Commission's vision, and I quote, "to create and sustain the preeminent surface transportation system in the world."

I look forward to exploring these topics with you, and, at the moment, I will yield back the balance of my time. Thank you, Mr. Chairman.

Mr. OLVER. Thank you, Mr. Knollenberg.

We will go to the panel. We have lined you up here with the commissioner who was the vice chairman of the Commission, and then the rest of you are alphabetical. So, Mr. Schenendorf, it is your turn. All of your formal testimony will be in the record. You can do with it as you wish in your oral testimony.

Mr. OBEY. Mr. Chairman, I just have one question. How did we let an authorizer in? [Laughter.]

Mr. OLVER. Those are the old days.

Mr. SCHENENDORF. Thank you, Chairman Olver. Thank you, Chairman Obey, Ranking Member Knollenberg, and other Members of the Subcommittee. I am Jack Schenendorf with Covington & Burling Law Firm in Washington, and I was honored to be vice chair of the Commission, and I am testifying in that capacity.

In my allotted time, I would just like to briefly summarize five of our key findings and conclusions and recommendations.

First, the next transportation bill has to be bold and transformational. Simply put, we have outgrown our aging surface transportation system. New leadership must step up with a vision for the next 50 years that will ensure the U.S. prosperity and global preeminence for the generations to come.

We cannot have a healthy and robust economy without having a healthy and robust surface transportation system. We must act now. There is not time for delays. There is not time for more studies. This next transportation bill needs to be the bill.

Second, any effort to address future transportation needs of the United States must come to grips with the sobering financial reality of such an undertaking. We are recommending that all levels of government and the private sector invest at least \$225 billion annually over the next 50 years to upgrade our existing network

to a state of good repair and to build the more advanced facilities we will require to remain competitive. We are spending less than 40 percent of this amount today.

Third, we recommend that the federal government be a full partner with states and local governments and the private sector in addressing this looming transportation crisis. Our national transportation system is essential to our national security, to our economic prosperity, to our global competitiveness, and to our way of life. Our transportation crisis requires a national solution.

At a time when countries around the world, from China and India to the European Union to Panama, are pursuing major national infrastructure investments, how ironic and how unfortunate it would be if the federal government was to abdicate its responsibilities? Moreover, the problem is simply too big to be dumped in the laps of state and local governments and the private sector.

Fourth, we are recommending fundamental and wide-ranging reform. Since completion of the interstate system, the federal program has had no clear mission. It is now essentially a bloc grant model with little or no accountability for specific outcomes.

We believe that a mission or sense of purpose must be restored to the federal program. That is why we are recommending that the 108 existing Surface Transportation programs be replaced with 10 new federal programs that are performance driven, outcome based, generally mode neutral, and refocused to pursue objectives of genuine national interest. These programs include a state-of-good-repair program, a national freight program, and other programs that will be discussed by my colleagues.

Fifth, to close the investment gap, we are recommending a wide range of revenue enhancements. There is no free lunch when it comes to infrastructure investment. We will need a significant increase in public funding to keep America competitive, and we have recommended a number of different types of increases at the federal level. We will also need additional private investment, we will need more tolling, and we will need to price for use of the system. Simply stated, we must use all of the financial tools available to us. The users of the system should pay, and money derived from transportation should stay in transportation.

In closing, let me just say, it was already mentioned that of the nine commissioners that supported this, five were appointed by Republicans, four by Democrats. It is the full range of the political spectrum from one end to the other, everywhere in between. We have a CEO of a major railroad, a CEO of a major trucking company, a CEO of a major user of the system, the secretary of transportation of a state, a local official. So it is a very diverse group of commissioners who strongly support our recommendations.

Let me just close by saying that our parents and grandparents gave us a great gift with the interstate system. They gave us a new system with excess capacity that has served this country very, very well and has helped this country to grow and to build itself into what it is today.

Well, as has been stated, that system is aging, we have outgrown it, and we need to do for our children and grandchildren what our grandparents and parents did for us, and we need to do it soon, and we need to do it efficiently. Thank you.

[The information follows:]

COVINGTON & BURLING LLP

1201 PENNSYLVANIA AVENUE NW WASHINGTON  
WASHINGTON, DC 20004-2401 NEW YORK  
TEL 202.662.6000 SAN FRANCISCO  
FAX 202.662.6291 LONDON  
WWW.COV.COM BRUSSELS

Testimony of Jack Schenendorf  
Vice Chair, National Surface Transportation Policy and Revenue Study Commission  
Before The  
Subcommittee on Transportation, Housing and Urban Development,  
and Related Agencies  
Of The Committee on Appropriations  
U.S. House of Representatives  
Wednesday, April 2, 2008

Thank you, Mr. Chairman.

I am Jack Schenendorf. I am Of Counsel with Covington & Burling LLP in Washington, D.C. Prior to joining Covington, I served on the Republican staff of the House Transportation and Infrastructure Committee for 25 years. I also served on the Bush/Cheney Transition where I was Chief of the Transition Policy Team for the U.S. Department of Transportation and was responsible for reviewing all transportation policies and issues for the incoming Administration.

In 2006, Speaker Hastert appointed me to the National Surface Transportation Policy and Revenue Commission. I was subsequently elected Vice Chair by my fellow Commissioners. It is in that capacity that I am testifying before you today.

In the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU), Congress established the National Surface Transportation Policy and Revenue Study Commission to undertake a thorough review of the Nation's transportation assets, policies, programs, and revenue mechanisms, and to prepare a conceptual plan that would harmonize these elements and outline a coherent, long-term transportation vision that would serve the needs of the Nation and its citizens.

This Commission has worked diligently to fulfill this charge, meeting and holding public hearings across the country during the intensive 20-month study period. On behalf of all of the Commissioners, I would like to thank our Chair, Secretary Mary Peters, who did an outstanding job in guiding us through this effort. She presided over the Commission with graciousness, wisdom, and a great deal of patience. And I would be remiss if I did not also thank all of the Department of Transportation staff assigned to the Commission—especially Chris Bonanti, Lydia Conrad, Ross Crichton, Eric Gabler, James March, David Marks, Mary Moehring, and Darren Timothy. Their professionalism, expertise and dedication were instrumental in our success. And a special thanks goes to our Executive

## COVINGTON &amp; BURLING LLP

Director, Susan Binder, for her hard work and for the sound guidance and advice she provided during our effort. We would not be here today were it not for her and her team.

Our findings and recommendations—calling for bold changes in policies, programs and institutions—are contained in our report, *Transportation for Tomorrow*. Our recommendations are the product of a bipartisan consensus of a diverse group of Commissioners—5 appointed by Republican officeholders and 4 appointed by Democratic officeholders; from both ends of the political spectrum and everywhere in between; from all regions of the country; a CEO of a company that relies on transportation services; a CEO of a trucking company; a CEO of a rail company; a state transportation official; and a local transportation official. But despite our different perspectives, we were able to coalesce around the findings and recommendations in the Commission's report.

My testimony today will focus on our vision and our four key recommendations.

## Background

But first a few key findings:

- Conditions on America's surface transportation systems — our roads, bridges and highways, our passenger and freight rail facilities, our public transit networks — are deteriorating. The physical infrastructure itself is showing the signs of age. In almost all cases, the operational efficiency of our key transportation assets is slipping.
- In figures compiled by the Texas Transportation Institute, congestion cost the American economy an estimated \$78 billion in 2005, measured in terms of wasted fuel and workers' lost hours. Congestion causes the average peak-period traveler to spend an extra 38 hours of travel time and consume an additional 26 gallons of fuel.
- Over the next 50 years, the population of the United States will grow by some 120 million people, greatly intensifying the demand for transportation services by private individuals and by businesses. Most of that growth will occur in metropolitan areas. Congestion will increase and spread beyond the traditional morning and evening rush hours to affect ever-lengthening periods of each day.
- If, as expected, the world economy grows and becomes more globally integrated during the next half-century, the U.S. will experience higher trade volumes and greater pressures on its international gateways and domestic freight distribution network. Economic forecasts indicate that freight volumes will be 70 percent higher in 2020 than they were in 1998. Without improvements to key goods-movement networks, freight transportation will become increasingly inefficient and unreliable, hampering the ability of American businesses to compete in the

## COVINGTON &amp; BURLING LLP

global marketplace.

- Travel on the nation's surface transportation system is far too dangerous. In 2006, over 42,000 people lost their lives on American highways, and almost 2.6 million were injured.
- Overly onerous and procedure-bound environmental review processes can often serve to delay the speedy and cost-conscious delivery of important transportation improvements. Major highway projects take about 13 years from project initiation to completion, according to the Federal Highway Administration, and Federal Transit Administration figures indicate that the average project-development period for New Starts projects is in excess of 10 years.

### Our Vision

Just as it helps to know your destination before starting off on a trip, our Commission believed at the outset that it is important to have in mind a vision of what the national surface transportation system might look like — or at least how we'd like it to function — in the middle of the 21st century.

We decided to aim high. We agreed among ourselves that our fundamental motivation should be to help the United States to “create and sustain the pre-eminent surface transportation in the world.” That pledge has in the end allowed us to reach agreement on a surprisingly wide range of sweeping policy proposals.

### Four Key Recommendations

The Commission respectfully makes the following key recommendations:

**First, to keep America competitive, we are recommending a significant increase in investment in our national surface transportation system.**

Any effort to address the future transportation needs of the United States must come to grips with the sobering financial reality of such an undertaking. We estimate that the U.S. needs to invest at least \$225 billion annually for the next 50 years to upgrade our existing transportation network to a good state of repair and to build the more advanced facilities we will require to remain competitive. We are spending less than 40 percent of this amount today.

The existence of an enormous investment gap is indisputable. It has been documented by study after study, including most recently the Urban Land Institute's Infrastructure 2007

COVINGTON & BURLING LLP

Report, DOT's own Conditions and Needs Report, and various state studies. It has been documented by our Commission's analyses. It has been documented by the many witnesses we heard from in our hearings. And it is being documented every day by the American people as they sit in congestion on crumbling roads or ride on crowded and aging buses and trains.

The implications of this underinvestment, which has been going on for decades, are ominous. We saw with Katrina what happens when there is a pattern of underinvestment in infrastructure. Unless we close this investment gap soon, our surface transportation systems will face the same fate as New Orleans' levees. We must not let this happen.

To close this investment gap, we will need increased public funding. We will also need increased private investment. More tolling will need to be implemented and new and innovative ways of funding our future system will need to be employed. And we will need to price for the use of our system, which will help reduce investment needs.

**Second, we are recommending that the federal government be a full partner—with states, local governments and the private sector—in addressing this looming transportation crisis.**

The problem is simply too big for the states and local governments to handle by themselves, even with the help of the private sector. We believe that the federal government must continue to be part of the solution, both in terms of providing leadership and in terms of providing a fair share of the resources.

And it's not just that the problem is big. The federal government has a strong interest in our national transportation system. The system is of vital importance to our economy, our national defense and our emergency preparedness. Our transportation network is critical to the interstate and regional movement of people and goods, economic growth, global competitiveness, environmental sustainability, safety and our overall quality of life.

**Third, we are recommending fundamental and wide-ranging reform of the federal transportation program. We are recommending that the program be transformed into one that is performance-driven, outcome-based, generally mode-neutral, and refocused to pursue objectives of genuine national interest.**

In addition to putting more money into the system, the federal transportation program must be reformed. We do not believe that the federal program should be reauthorized in its current form. Instead, we are calling for A NEW BEGINNING.

No more restrictive categories. No more planning silos. Generally no more modal silos. And no more earmarks.

There are three key elements to this recommendation.

## COVINGTON &amp; BURLING LLP

Element One: We believe that a mission or sense of purpose must be restored to the federal program. Since completion of the Interstate System, the program has had no clear mission. It is now essentially a block grant model, with little or no accountability for specific outcomes. We believe that this must change.

We are recommending that the program be transformed into one that is performance-driven, outcome-based, free of earmarking, generally mode-neutral, and refocused to pursue objectives of genuine national interest. More specifically, we are recommending that the 108 existing surface transportation programs in SAFETEA-LU and related laws should be replaced with the following new federal programs:

- A program designed to bring our existing highways, bridges and transit systems into a state-of-good-repair;
- A freight program designed to enhance U.S. global competitiveness;
- A program designed to reduce congestion in our largest metropolitan areas (population greater than one million) (e.g., reduction of 20 percent by 2025);
- A program designed to improve access and mobility in smaller cities and rural areas;
- A program designed to improve safety by cutting fatalities (e.g., by 50 percent by 2025);
- A program designed to provide high speed passenger rail service in the nation's high-growth corridors (300-500 miles);
- A program designed for environmental stewardship;
- An energy security program designed to hasten the development of replacement fuels;
- A federal lands program; and
- A coherent national research and development program.

These programs would give rise to a national surface transportation strategic plan that would guide federal investment.

US DOT, state and regional officials, and other stakeholders would establish performance standards in the federal program areas outlined above and develop detailed plans to achieve those standards. Detailed cost estimates would also be developed. These plans would then be assembled into a national surface transportation strategic plan.

## COVINGTON &amp; BURLING LLP

Federal investment would be directed by the national surface transportation strategic plan. Only projects called for in the plans would be eligible for federal funding. And all levels of government would be accountable to the public for achieving the results promised.

The Commission acknowledges that this element of the recommendation represents a major departure from current law. Developing performance standards and integrating them into a performance-driven regimen will be challenging but we believe the rewards will be worth the effort. In addition to making better use of public monies to accomplish critical national objectives, the Commission's recommended approach of performance standards and economic justification would do much to restore public confidence in the transportation decision-making process. In such an environment, we believe Congress and the public would be more amenable to funding the nation's transportation investment needs.

Element Two: The project delivery process must be reformed by retaining all current environmental safeguards, but significantly shortening the time it takes to complete reviews and obtain permits. Projects must be designed, approved and built as quickly as possible if we are to meet the transportation challenges of the 21st Century. This will save both time and money.

Element Three: We are recommending that Congress establish an independent National Surface Transportation Commission (NASTRAC), modeled after aspects of the Postal Regulatory Commission, the Base Closure and Realignment Commission, and state public utility commissions. The new federal commission would perform two principal planning and financial functions:

- The NASTRAC would oversee various aspects of the development of the performance-based performance standards in the federal program areas outlined above and the detailed plans to achieve those standards, and it would approve the national transportation strategic plan.
- Once the national strategic plan has been approved, the NASTRAC would establish a federal share to finance the plan and recommend an increase in the federal fuel tax to fund that share, subject to congressional veto.

**And fourth, to close the investment gap, we are recommending a wide range of revenue enhancements.**

Unfortunately, there is no free lunch when it comes to infrastructure investment. Policy changes, though necessary, will not be enough on their own to produce the transportation system the nation needs in the 21st century. Significant new funding also will be needed.

We are recommending significant changes in the way the program is financed. In the long-term, we envision transitioning from motor fuel taxes to a VMT tax; we include in our recommendations a number of provisions to hasten that transition. And in the

## COVINGTON &amp; BURLING LLP

interim, we would no longer rely almost exclusively on motor fuel taxes; instead, we would rely on a broad range of user-related fees and charges.

Here are our major revenue recommendations:

General Revenue Recommendations: We are making the following general revenue recommendations:

- It is imperative that all levels of government and the private sector contribute their appropriate shares if the United States is to have the pre-eminent surface transportation system in the world.
- We strongly support the principle of user financing that has been at the core of the nation's transportation funding system for half a century.
- We are recommending continuation of the budgetary protections for the Highway Trust Fund, so that user fees benefit the people and industries that pay them.

Immediate Revenue Recommendations: We recommend that legislation be passed in 2008 to keep the Highway Account of the Highway Trust Fund solvent and prevent highway investment from falling below the levels guaranteed in SAFETEA-LU.

Mid-Term Revenue Recommendations: We are making the following specific recommendations with respect to transportation funding in the period between 2010 and 2025:

- The annual investment requirement to improve the condition and performance of all modes of surface transportation – highway, bridge, public transit, freight rail and intercity passenger rail – ranges between \$225-340 billion. The range depends upon the extent of peak-hour pricing implemented on congested urban highways in lieu of physical capacity expansion. To address this investment target by providing the traditional federal share of 40 percent of total transportation capital funding, the federal fuel tax needs to be raised by 25-40 cents per gallon. This increase should be phased in over a period of 5 years (5 to 8 cents per gallon per year). This rate increase should be indexed to the construction cost index.
- We are also recommending other federal user-based fees to help address the funding shortfall, such as a freight fee for goods movement projects, dedication of a portion of existing customs duties, and ticket taxes for passenger rail improvements. Tax and regulatory policy also can play an incentivizing role in expanding freight and intermodal networks.
- In addition, we are recommending that Congress remove certain barriers to tolling and congestion pricing, under conditions that protect the public interest. This will

## COVINGTON &amp; BURLING LLP

give states and local governments that wish to make greater use of tolling and pricing the flexibility to do so. More specifically, we are recommending that Congress modify the current federal prohibition against tolling on the Interstate System to allow:

- tolling to fund new capacity on the Interstate System, as well as the flexibility to price the new capacity to manage its performance; and
  - congestion pricing on the Interstate System (both new and existing capacity) in metropolitan areas with populations greater than 1 million.
- We are recommending that Congress encourage the use of public-private partnerships, including concessions, for highways and other surface transportation modes. Public-private partnerships can serve as a means of attracting additional private investment to the surface transportation system, provided that conditions are included to protect the public interest and the movement of interstate commerce.
  - State and local governments have many different types of revenues to draw upon for their share of new investment. The Commission expects that state and local governments will have to raise motor fuel, motor vehicle, and other related user fees. In addition, many may take advantage of the expanded opportunities in tolling, congestion pricing and public-private partnerships that our recommendations propose.

Long-Term Revenue Recommendations: We are making the following specific recommendations for transportation funding in the post-2025 era:

- The motor fuel tax continues to be a viable revenue source for surface transportation at least through 2025. Thereafter, the most promising alternative revenue measure appears to be a vehicle miles traveled (VMT) fee, provided that substantial privacy and collection cost issues can be addressed. The next surface transportation authorization act should require a major national study to develop the specific mechanisms and strategies for transitioning to the VMT fee or another alternative to the motor fuel tax to fund surface transportation programs.

### **A Failure To Act Would Be Devastating**

The surface transportation system of the United States is at a crossroads. The future of our nation's well being, vitality and global economic leadership is at stake. We must take significant, decisive action now to create and sustain the pre-eminent surface transportation system in the world.

But some will question whether it is realistic to think that Congress will raise the gas tax by 25 to 40 cents per gallon over 5 years, given the current anti-tax increase sentiment in

## COVINGTON &amp; BURLING LLP

some quarters. The Commission's recommendation is based on our best judgment on what needs to be done to address our investment shortfall, without factoring in the political feasibility.

But it doesn't seem unreasonable to think that the public would be willing to support an increase of this magnitude to finance a reformed program that has a clear mission and is focused on projects in the national interest. In year five, the cost to the average motorist would be 41 cents to 66 cents per day—less than the price of a candy bar or about 1/5 the cost of a cafe latte. This seems like a bargain when you consider that he or she will get for it: substantially reduced fatalities, highway and transit systems in a state of good repair, reduced congestion, a transportation system that can support a strong economy and job growth, and access for all Americans to all parts of our nation. Moreover, forty-one or sixty-six cents a day also seems quite reasonable when you compare it to the projected \$5 to 6 dollar average per trip cost of using a 14-mile stretch of the Capital Beltway during rush hour—a project which some have called a “national model.”

But even more compelling is that a failure to act—that is, a failure to raise sufficient revenue to close the investment gap—would be devastating.

The United States would be unable to compete effectively in the global marketplace. Our status as an economic superpower would be jeopardized. Jobs would be lost. And as U.S. businesses are squeezed by foreign competitors, those jobs that remain would likely be lower paying.

Moreover, our quality of life would suffer substantially. We would have fewer travel options. We would spend more time in congestion. We would have to leave our families earlier in the morning and arrive home later at night. Going to and from the doctor would be more difficult as congestion extends to more and more roads and for longer and longer periods of time. Other errands and trips to school would be similarly affected. And as gridlock became common even in rural areas, vacations would become a nightmare. And the cost of maintaining our vehicles would increase as they are damaged by our crumbling infrastructure.

Eventually we would reach the point of catastrophic failures. Road closures. Bridge collapses. Long detours. Tragedies like the I-35 Bridge collapse in Minnesota would become all too common.

Fatalities and injuries would continue increasing and could reach alarming rates.

We cannot let this happen. We must find the political leadership and the political will to make the necessary reforms and the necessary investment. Raising revenues will not be easy. But we must do it, and we must do it soon.

COVINGTON & BURLING LLP

### **A Call To Action**

President Dwight D. Eisenhower had the foresight to understand how a system of interstate highways would transform the nation. If there was ever a time to take a similarly daring look at a broadened surface transportation network, it is now. The nation faces challenges similar to those of the Eisenhower era. However, the imperative for change due to the global economy is even stronger.

The good news is that we can do it. We believe that our recommendations, if enacted as a package, will give the American people the transportation system they need and deserve. We cannot just reform our way out of the transportation crisis; nor can we get the job done by sending lots more money coursing through a broken project delivery system. We need both reform AND increased investment

We cannot sit back and wait for the next generation to address these ever-increasing needs. It will be too late. The crisis is now and we have a responsibility and obligation to create a safer, more secure, and ever more productive system. We need to create and sustain the pre-eminent surface transportation system in the world. Now.

Mr. OLVER. Thank you, Mr. Schenendorf. Mr. Busalacchi?

Mr. BUSALACCHI. Thank you. Good morning, Chairman Olver, Chairman Obey, Ranking Member Knollenberg, and Members of the Committee. My name is Frank Busalacchi. I am secretary of the Wisconsin Department of Transportation and also chair of the States for Passenger Rail Coalition.

As a state DOT secretary, I see firsthand how transportation affects our citizens' lives. Serving on the Commission allowed me to consider how federal policy could be crafted to best serve citizens nationwide and to assure that states work together to achieve national goals.

Let me speak briefly to issues not addressed by my colleagues.

The commissioners adopted inner-city passenger rail as a part of our multimodal vision for the future. Rail can help alleviate congestion, high gas prices, and global warming impacts. We heard testimony from state and local officials asking for additional public investment in passenger rail.

To assist the Commission in advising Congress, I engaged a working group to provide analysis. They created a 20/50 map and cost estimates for rail improvements connecting cities in corridors of 500 miles or less. Of the 10 new programs recommended, inner-city passenger rail is the only modal-focused program. The federal government will fund 80 percent of the program, similar to the funding partnerships for highways, transit, and aviation.

The commissioners recognize the problems of a limited passenger rail system, lack of transit options in some cities, inadequate freight capacity, and congestion. There were strong voices as well for the transportation challenges of rural America.

Our transportation system is a network that passes through urban, suburban, and rural areas. "Connecting America," a national program for smaller cities and rural areas, assures that states with rural populations will continue to receive federal transportation funds. We need to support all segments of our national network. Without this federal commitment, between 20 and 25 states would miss out on the economic-development and quality-of-life benefits that come from improved transportation.

Your predecessors showed wisdom in establishing the Highway Trust Fund to build the interstate system, rejecting Clay Commission's original recommendation for debt financing. For 50 years, the trust fund has been the primary mechanism for funding our transportation system. However, its revenues have not been raised in over 15 years; nor is the fund index protected from inflation.

Commissioners are concerned that the balance of the highway account of the trust fund is projected to fall negative \$1.4 billion by the year 2009. I am troubled by the administration's 2009 budget proposal and its unwillingness to outline a long-term solution that assures the growth and predictability of revenues to fund our nation's surface transportation needs.

In my written testimony, I outline the potential impact of a negative cash balance on my state, assuming no other formula changes or corrective action. In 2009, Wisconsin's funding will be reduced by close to \$100 million. All states will be similarly affected.

We spoke plainly in our Commission report: There is no free lunch when it comes to financing. We recommended a variety of

revenue sources, and it came down squarely on the side of pay-as-you-go financing. The Commission looked at long-term leases by private investment companies used to build interstate tolling projects. Our roads and transit systems are public assets and should be protected. We should not allow private companies to take their profits from infrastructure built with public funds.

The current issues plaguing Wall Street and our economy speak to this issue: The government must assure that the public is not assuming the risk associated with investment decisions made by the private sector. It was a bold vision and a strong commitment to funding the interstate highway system that made it possible 50 years ago. Today, our highway and aviation systems are congested, and it is time to create a truly multimodal system. A strong federal partner will be required to help finance the Commission's vision for the preeminent transportation system in the world. Thank you.

[The information follows:]

875

**TESTIMONY**

**Related to the Recommendations of the  
National Surface Transportation  
Policy and Revenue Study Commission**

**Before the**

**United States House Committee on Appropriations,  
Subcommittee on Transportation,  
Housing and Urban Development, and Related Agencies**

**by**

**FRANK J. BUSALACCHI**

**Commissioner, National Surface Transportation Policy  
and Revenue Study Commission**

**Tuesday, April 2, 2008**

Frank J. Busalacchi, Secretary  
Wisconsin Department of Transportation  
4802 Sheboygan Avenue  
P.O. Box 7910  
Madison, Wisconsin 53707  
608/266-1114

Good afternoon, Chairman Oliver, Ranking Member Knollenberg, members of the Committee. My name is Frank Busalacchi. I am Secretary of the Wisconsin Department of Transportation and Chairman of the States for Passenger Rail Coalition. It is a distinct pleasure to appear before your Committee today with colleagues from the National Surface Transportation Policy and Revenue Study Commission (the Commission).

As a state DOT Secretary, I see firsthand how transportation affects our citizens' lives. Serving on the Commission offered me the opportunity to consider how federal policy could be crafted to best serve citizens nationwide – and to assure that states work in concert to achieve national goals. I am honored that Speaker Nancy Pelosi appointed me to serve as a member of this Commission, and I am proud of our accomplishments.

***The Commission's Vision – Needs and the Federal Role***

The Commission delivered its report to Congress in December 2007. That report is supported by a bipartisan group of Commissioners who came together to chart a course for the nation's transportation system over the next 50 years. To do this, we began with the end in mind. Early in our work, we created a vision that we believed should drive our nation's transportation policy – ***to create and sustain the preeminent transportation system in the world.***

Commissioners came to the table with perspectives from every conceivable viewpoint. We held ten public hearings across the nation. We spent three days together at a retreat in August 2007. We had many long and difficult conversations. In the end, we came together to support the report before you because we recognized our charge was critically important to the nation. We also recognized that if we did not come together as democratic, republican, public-sector and private-sector members, we could not look members of Congress in the eye and ask them to come together over the critical issue of transportation policy.

We started with needs. The Commission gathered and analyzed information to project the nation's transportation needs over the next 50 years. For highways and transit systems, this exercise was somewhat easier than for rail. We had the benefit of highway and transit data collected by US DOT over many years. For both freight and passenger rail, the Commission relied on Commissioner Matt

Rose and me to oversee the collection of needs data. For all surface transportation, the needs are staggering – a minimum of \$225 billion each year, potentially as much as \$338 billion. Counting all levels of government, our nation currently spends less than \$90 billion each year.

While sobering, these dollar figures gave us a firm foundation for the remainder of the Commission's work and, specifically, our next task – determining the federal role. Again, my role as Wisconsin DOT Secretary informed my view of this issue. From a parochial perspective, Wisconsin DOT works to provide the best transportation value to the citizens of Wisconsin. At the same time, investments made in the Chicago metropolitan area and in other areas around the country directly impact upon Wisconsin's transportation system. The important point here is that without a strong federal vision supported by federal policy and funding, the states will always act in their self-interest.

The Commission spent a morning with representatives of the "Big Seven" organizations<sup>1</sup> last May, and the testimony of these organizations drove that point home to me. They told the Commission that only the federal government has the ability to move policy in big, national ways. Each state or city can work to be innovative, but national coordination, supported by funding, must come from the federal level.

The federal government must assure a *national* transportation system. Without this, we have merely a conglomeration of state, regional and local transportation systems. Only national policy and funding can assure that all Americans have mobility options and can afford to use the system. Only national policy and funding can assure that our freight system consists of rails and roads in good condition. Only national policy and funding can assure that we rebuild our intercity passenger rail network and revitalize our transit systems to address the current challenges presented by a growing population, global warming, and the need for energy conservation and smart land use.

Finally, I believe that we must define the system first – and then determine what method, or methods, we'll use to pay for transportation. Different visions of the transportation system call for different funding sources and approaches. However, since release of the Commission's report, the discussion has focused on how we pay – should we toll, raise the gas tax, sell the system off to the

---

<sup>1</sup> Council of State Governments, National Governors Association, National Conference of State Legislatures, National League of Cities, U.S. Conference of Mayors, National Association of Counties, International City/County Management Associations

private sector, or focus on an entirely new revenue approach? Not one of these options is compelling without a clear understanding of what our citizens need and what the system should look like. Only with that knowledge can we identify the associated costs, benefits, and stakeholders and better understand the pros and cons of each financing approach. No one benefits from a conversation about financing without understanding what it is we need to build.

These considerations highlighted for me the importance of the federal role – because interstate roads, intercity rail, a sound freight system and world-class transit systems cannot, by and large, be built by towns, or villages, or even cities or states. All levels of government need to come together to deliver what is among the most important of government services to citizens – the promise of mobility – to earn a living, see a family member, seek health care, or go to school.

#### *The Commission's Vision – Program Elements*

After determining that national needs were large and that the federal government had a key role to play in creating national policy and providing federal funding, the Commission focused its efforts on the federal transportation program. We worked with US DOT staff to learn what is working and not working with the current program. We tried to envision a program structure that would address identified needs, support the federal role, maintain federal, state and local government partnerships, and include the private sector when appropriate to meet national policy goals.

The Commissioners agreed that the current program structure is complex beyond reason. Over the past 50 years, more than 100 separate programs have evolved. This translates into an accounting nightmare for state DOTs and others responsible for programming federal dollars. Each month, my state DOT receives reports from the Federal Management Information System (FMIS), an FHWA database that tracks the various categories of federal funding that can be applied to highway projects and assists states in programming their oldest funds first to avoid unnecessary funding lapses. Wisconsin's current report is over 150 pages long, with funding accounts that date back to the 1980's. This report is for highways alone; it doesn't speak to the accounting challenges of our current transit and rail programs.

The Commission created a program structure that simplifies the existing complex array of federal programs. We recommend that today's 100 programs be consolidated to ten programs that are in the federal interest.<sup>2</sup> The proposed programs are designed to address key federal priorities while offering state and local governments flexibility in applying federal funds to their needs.

The Commissioners reached consensus support for federal funding for transportation on federal lands and research that benefits the federal program. The remaining eight programs are the result of long deliberations that began with discussions of the federal role.

Commissioners Schenendorf and Heminger will address six of the eight recommended programs; I will address two: Intercity Passenger Rail: A Program to Serve High-Growth Corridors by Rail; and Connecting America: A National Access Program for Smaller Cities.

### *Intercity Passenger Rail Program*

The Commissioners looked carefully at the nation's population growth estimates. Experts predict that our population will grow from about 300 million people in 2007 to 450 million people by 2050. We looked at congestion on our highways and airways and quickly recognized that our federal program must become more multi-modal to address population growth and other critical national priorities such as energy conservation and global warming.

Our Commission recognized that federal policy and funding approaches have, unfortunately, led to a disinvestment in passenger rail over the past 50 years. Years ago, intercity passenger rail routes comprised the backbone of the country's transportation network. Freight rail is investing in its system, but based on a freight rail analysis,<sup>3</sup> freight rail cannot economically justify sufficient investment in its infrastructure to address the demand for added freight rail capacity, much less added passenger rail capacity. We must create a healthy, vibrant passenger and freight rail system

---

<sup>2</sup> Rebuilding America: A National Asset Management Program; Freight Transportation: A Program to Enhance U.S. Global Competitiveness; Congestion Relief: A Program for Improved Metropolitan Mobility; Saving Lives: A National Safe Mobility Program; Connecting America: A National Access Program for Smaller Cities and Rural Areas; Intercity Passenger Rail: A Program to Serve High-Growth Corridors by Rail; Environmental Stewardship: A Transportation Investment Program to Support a Healthy Environment; Energy Security: A Program to Accelerate the Development of Environmentally-Friendly Replacement Fuels; Federal Lands: A Program for Providing Public Access; Research, Development, & Technology: A Coherent Transportation Research Program for the Nation.

<sup>3</sup> National Rail Freight Infrastructure Capacity and Investment Study, September 2007.

that can provide a key mobility option for people and freight. Rail has the added benefit of reducing carbon dioxide and other emissions per passenger mile compared to highway and air travel.

The Commission heard testimony from state and local officials and others asking for additional public investment in intercity passenger rail. The intercity program includes a federal/state funding partnership for intercity passenger rail similar to the partnerships that exist for highways, transit and aviation. We do not envision rail replacing other transportation modes. We see rail providing greater mobility to help meet the needs of our growing and aging population.

To assist the Commission in advising Congress, I engaged a Passenger Rail Working Group to develop a passenger rail analysis.<sup>4</sup> This group mapped a vision of the national rail system in 2050 and determined cost estimates to achieve this vision. Its focus is city-to-city connections in corridors of 500 miles or less. The 2050 map, contained in the Commission report, provides one perspective on the future of passenger rail and is entirely illustrative. Individual states will be responsible for their own rail plans. Currently, 16 states<sup>5</sup> are working on estimates and plans for new passenger rail service; these states are undertaking this work because they understand their citizens want a mobility option – especially in light of high gas prices and increasing highway and airway congestion. With federal support, these states will be empowered to implement their passenger rail service plans.

Of the ten new transportation programs recommended by the Commission, Intercity Passenger Rail is the only program focused on one specific mode of transportation. The federal government would fund 80 percent of the program, similar to what it now provides for other modes.

***Connecting America: A National Access Program for Smaller Cities and Rural Areas***

Commissioners quickly recognized the problems of congestion, inadequate freight capacity, a limited passenger rail system and lack of transit options in some cities. These are the issues that get most coverage in the news. However, there were strong voices as well for the transportation challenges of rural America.

---

<sup>4</sup> Vision for the Future – U.S. Intercity Passenger Rail Network through 2050, December 2007.

<sup>5</sup> California, Washington, Wisconsin, Illinois, Oklahoma, Iowa, Texas, Kansas, North Carolina, Florida, Louisiana, Virginia, Georgia, Maine, New York and Ohio

Commissioners found particular resonance in the following quote by President Dwight Eisenhower: “Our unity as a nation is sustained by free communication of thought and by easy transportation of people and goods... Together the unifying forces of our communication and transportation systems are dynamic elements in the very name we bear – United States. Without them, we would be a mere alliance of many separate parts.”<sup>6</sup> All states – regardless of their population density, geographical size or economic status – depend on their transportation systems for their economic vitality and quality of life.

The Commission’s report does not specifically define “rural states.” These states generally have higher lane miles and fewer people to support the upkeep of their roads. In many states, the ability to raise adequate revenues through property and income taxes is limited. They likely have inadequate Vehicle Miles Traveled (VMT) to support a privately managed toll system. In addition, they may have limited transit services and certainly not the typical transit system found in an urbanized area. These states have elderly residents and residents with disabilities who cannot drive and have severely limited mobility options. They may have one or two larger cities, but beyond the urban area, the state’s population is rural in nature. There are likely between 20 and 25 states that fall into the “rural state” category.

Urban congestion may impact the daily lives of most of us, but we cannot ignore the extreme needs of our rural areas. Many trips begin, end or travel through rural areas. Rural roads and rail lines are both critically important in moving our goods to market. Rural transit services must be implemented to serve residents with limited mobility options. The Commission recommends the “Connecting America” program to address the needs of all states with rural areas and to assure the national character of our transportation system.

#### ***The Future of the Highway Trust Fund and Paying the Bill***

Our final task was to address financing. Commissioners agreed that our nation showed uncommon wisdom in establishing the Highway Trust Fund (HTF). The Clay Committee actually recommended debt financing, specifically bonding, as an approach to funding its ten-year highway plan. The

---

<sup>6</sup> A 10-Year National Highway Program-A Report To The President, The President’s Advisory Committee On A National Highway Program, Clay Committee, 1955.

Congress looked at this proposal and rejected it, believing instead that a pay-as-you-go system was in the best interest of the nation. In light of the current issues with debt across our economy, we should all be grateful for your predecessors' wisdom on this issue.

The Commission came down strongly on the side of a multi-modal system where all modes are treated similarly in terms of their access to the trust fund. We recommend renaming the Highway Trust Fund the Surface Transportation Trust Fund (STTF). States would then be able to choose the right transportation solution – instead of selecting a less-preferable option that assures access to federal funding.

We spoke plainly in our Commission report: there is no free lunch when it comes to financing. Our Commission came down strongly on the side of a pay-as-you-go system. We do not believe that this is the time to make federal transportation investments based on more debt. We also faced up to the issue that the nation's transportation needs are enormous. Our report outlines a variety of revenue sources that could be, and likely should be, tapped to fund the investments we see as important.

We recognized that in order to bring freight and passenger rail investments into the trust fund, the trust fund's resources must be increased significantly. The recommendation of a gas tax increase of 25 to 40 cents over five years, with subsequent indexing to the Consumer Price Index, has been widely reported. Other recommended revenue increases to support the new STTF include an increase in container fees, custom duties, ticket taxes, and tax incentives for freight transportation businesses investing in transportation infrastructure. A carbon tax could be instituted or a cap-and-trade system adopted to reduce greenhouse gas (GHG) emissions. The Commission believes it is appropriate for transportation activities that contribute to reductions in GHG emissions to receive a proportionate share of these revenues.

The Commission looked carefully at private sector investment in large Interstate projects through the use of long-term leases. The Interstate and National Highway Systems were built with user fees paid for by the citizens of this nation. Fundamentally, the Commission agreed that the roads and transit systems are not only a public asset; they are, more importantly, a public good. Public ownership assures that policy makers are responsible to citizens for the maintenance and improvement of our transportation assets. It also assures that the value of these assets – and the

sizable public investment made in them – accrues to citizens. As these assets are tolled to limit transportation demand, the mobility of our citizens and businesses is also limited. In my view, that is not a sound transportation vision for our nation.

For that reason, the Commission developed protections to assure that public assets and the public good are protected. The current issues plaguing Wall Street and our economy with regard to leveraging by large investment banks should be considered in relation to transportation financing. Leveraging is used in many of the deals negotiated by states and local governments with the private sector. Bear Stearns was involved in transportation financing, both as a bidder on projects and as a consultant to governments reviewing private sector bids. For the past decade, Bear Stearns hosted transportation conferences focused on increasing private investment in what has been primarily a public sector-financed transportation system.

Congress will ultimately have to address how to treat the “shadow banking system” with its leveraged deals supported by complex financial instruments that bypass financial regulation.<sup>7</sup> Many of the deals negotiated by states include private equity firms. We should not allow private companies to take their profits from our transportation system, while the public takes the risk. My view may be considered old-fashioned; perhaps that is why so many US DOT programs that advocate debt call it “innovative financing.” In my world, debt is debt. It has its place, but it should be considered carefully.

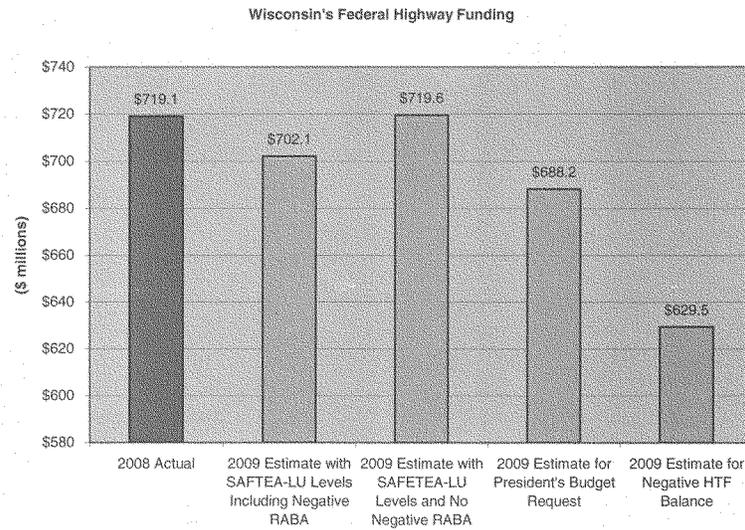
#### *The Highway Trust Fund Challenge for Federal Fiscal Year 2009*

Before closing, let me comment on the current challenge facing the Highway Trust Fund. As this Committee is aware, the Congressional Budget Office (CBO) estimates that by the end of Federal Fiscal Year (FFY) 2009, the Highway Account of the HTF will have a negative cash balance of \$1.4 billion. The Treasury’s estimate for the HTF-Highway Account deficit is a negative \$3.4 billion. I asked my staff to evaluate the impact of the estimated HTF-Highway Account deficit on Wisconsin in FFY 2009 if no corrective action is taken. The following chart identifies how Wisconsin’s highway funding would be affected under the various proposals, using CBO estimates.

---

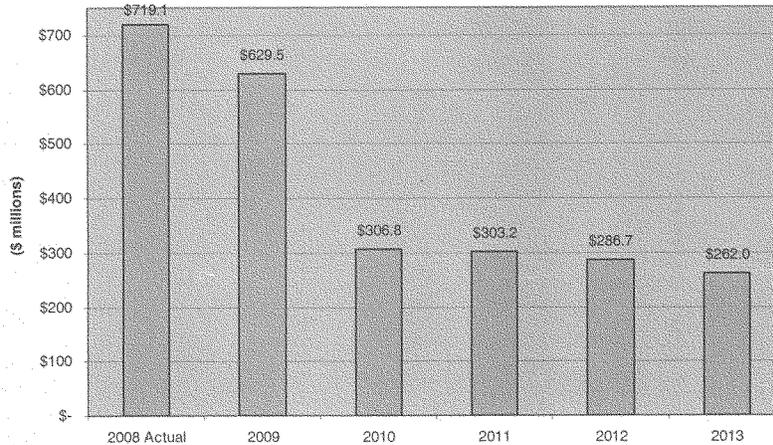
<sup>7</sup> Krugman, Paul, “Partying Like It’s 1929.” *The New York Times*, March 21, 2008.

Recall, if this graph illustrated Treasury estimates, the FFY 2009 impact would be much greater. All states will be similarly impacted by the HTF-Highway Account deficit.



The next graph shows the long-term impact of the HTF-Highway Account cash balance if the Administration and Congress take no action. Again, the chart is based on CBO estimates of the HTF-Highway Account deficit; the Treasury estimates would show a more significant reduction in highway funding to Wisconsin in the earlier years. Like the chart above, the estimates for future years can be compared with Wisconsin's highway funding for FFY 2008.

Wisconsin's Estimated Highway Obligation Authority (2009-2013) with No HTF Correction Other than Reduced Obligation Authority



With no revenue solution, the Mass Transit Account of the HTF will go negative in FFY 2012.

With no revenue solution, neither account will regain its FFY 2008 level until the mid-2020's.

With no revenue solution, the federal funding partnership in transportation, for all intents and purposes, will end.

I am disappointed that the approach taken by the President's budget is to transfer funding from the HTF-Mass Transit Account to the HTF-Highway Account, moving the Transit Account deficit one year closer. I am troubled by the Administration's unwillingness to address the negative cash balance in the HTF-Highway Account. Like every challenge, if this issue were confronted earlier, the fix would have been easier. Instead, the burden of meeting this challenge is left for Congress, making the reauthorization discussion next year all the more difficult.

I want to thank the Committee for the opportunity to provide my views on our Commission's work and the short-term issues associated with the potential negative HTF-Highway Account cash balance. Despite this short-term challenge, I hope that in the Commission report you will find a sound blueprint for the next golden age of transportation in the United States.

Mr. OLVER. Thank you very much. Mr. Geddes.

Mr. GEDDES. Thank you, Mr. Chairman, Chairman Obey, Committee Members, and Fellow Commissioners. Thanks for the opportunity to appear today, and thank you for the opportunity to serve on this Commission. It has been an honor to serve with such a wonderful group of people, and thank you for taking a careful look at this crucial issue that is facing our nation today.

As you know, there was a minority report filed. I was one of the signatories of the minority report, and I am happy to discuss in detail my reasons for signing onto the minority report, but I would like to start off by emphasizing the number of areas where the Commission was unanimous in its recommendations to Congress, and I think those are critical to articulate.

The Commission was unanimous in its recommendations for the use of increased tolling, congestion pricing, private investment, performance standards, enhanced use of performance standards, enhanced use of cost-benefit analyses, increasing our efforts to improve safety on our nation's roads, streamlining the number of federal programs that are out there. As Commissioner Schenendorf mentioned, there are 108, and our Commission's recommendations would reduce those down to 10. That is a significant streamlining. Increasing the speed of project delivery is something that the Commission is unanimous on, and I encourage you to carefully consider the recommendations that the Commission has made as a whole.

But I would like to note from there that I believe that the nation is essentially on the verge of a major paradigm shift in the way that transportation services in the United States are going to be funded and managed.

I believe that this largely will stem, partly, I would say, will stem from what I view as the political unfeasibility of raising fuel taxes at this time or in the foreseeable future. I predict that it is going to be very difficult to increase fuel taxes by anything other than a very small amount, perhaps not at all, in the future, for a couple of reasons.

First of all, fuel prices are now very high, by historical standards, and I believe that the economic forces that are in place that cause those high fuel prices are not going away in the future, that they will remain sustained for the long term and that that will reduce the political feasibility of relying on the fuel taxes as we have in the past.

Basically, what we are seeing is standard Economics 101 competition amongst various groups for a scarce resource driving up the price. There is a global price for crude oil, and we are seeing China, developing countries overall, but mainly China and India, increasing the demand for fuel, resulting in very high fuel prices that are not, in my view, going to be alleviated unless you believe that the rate of growth of those economies is going to slow.

The middle class is growing in those countries quite rapidly. Along with the middle class growth comes increases in car ownership, the desire to own a car, and that will drive the demand for this type of fuel. We already have seen the truckers strike in the past couple of days regarding high fuel prices, so I think that gives us some indication.

The second point is Mr. Knollenberg's point regarding the regressivity of fuel taxes. There was a 2007 study done by the comptroller of the State of Texas which assessed all of the State of Texas's taxes, which include sales taxes, franchise taxes, natural gas taxes, school property taxes, and, using standard measures of regressivity, the gas tax was the most regressive tax of all of those taxes.

So I do not believe that the nation, at a time when it is concerned about enterprise and inequality, is going to significantly raise a tax that is that regressive.

I believe that these also apply at the state level for fuel taxes. States are going to have that difficulty in raising the funds, but yet our Commission, and I think, again, unanimously, has understood the massive needs of the transportation system in the United States. So where is that funding going to come from?

Well, clearly, in the short term, it is going to continue to come from fuel taxes, but over the longer term, I believe we are increasingly going to have to rely on alternative revenue sources. I believe those must come from increased use of pricing and toll concessions or public-private partnerships. Indeed, data indicate that this is already occurring.

From 2000 to 2004, revenue from tolls increased 21 percent, while that from fuel taxes increased 2.4 percent, so a very significant difference in trends there.

So I believe that what we should be doing, in a policy sense, is focusing on facilitating and managing this paradigm shift that I see occurring, and I believe our Commission has already laid the groundwork for that facilitation. As I mentioned, we unanimously support the use of tolls and toll concessions.

This paradigm shift raises a host of important policy issues, a vast array, which would take me far too long than I have in my oral testimony here to discuss, but I believe it will raise important issues of regulation, and essentially our transportation system is a network industry, and the economics profession, from which I come, has a vast amount of experience with regulating network industries, such as telecommunications, electricity, and natural gas.

To make a couple of concrete suggestions, just to suggest some of the nature of the things that I think we should be talking about, given that you believe there is a paradigm shift that is going to take place.

First, regarding toll concessions, I believe we should avoid any type of rate-of-return regulation. Other industries have experimented with rate-of-return regulation. It has been used for a number of years, and those industries are moving away from rate-of-return regulation in favor of various types of what we call "incentive regulation," regulation that is designed to give firm, solid incentives. Rate-of-return regulation is well known for generating a host of negative incentive effects, such as blunting the incentive to innovate, and I believe one thing our transportation system really, really needs is the incentive to innovate.

I was impressed to learn on the Commission about the number of ways that innovation could be brought into our system, new materials for roads, faster use of electronic tolling. There is a whole host of innovations that could be brought in. Second, rate-of-return

regulation has the effect of blunting incentives to keep costs down, so I think we need to avoid that.

The second point that I would make, essentially in conclusion, is that flexibility in the way we approach this, I think, is key, and the new learning suggests that a sort of centralized, one-size-fits-all approach may not be the way that we want to go.

Instead, we would want to adopt a flexible approach to this new paradigm, and I would just quote from a recent article that I was reading in a prestigious journal in economics called the *Journal of Economic Literature*. It is from the December 2006 issue. It is essentially a survey article that is surveying the economics literature on infrastructure regulation, and it is written by a New Zealander by the name of Graham Guthrie.

It was just this quote that struck me about this. It says: "The two most important lessons to be drawn from the literature surveyed here are that there is no single combination of regulatory settings that is best in all situations and that the various components of a regulatory scheme are interrelated. The most appropriate regulatory scheme for a given situation will depend on the characteristics of the firm and the industry being regulated, as well as the institutional environment," which, to me, suggests that a flexible approach in this case is warranted.

So these are just some examples of things that I think we are going to have to confront in this new paradigm, and I hope those thoughts are helpful. Thank you.

[The information follows:]

889

**Written testimony of:**

**Rick Geddes  
Associate Professor  
Department of Policy Analysis and Management  
College of Human Ecology  
Cornell University**

**Before the**

**Committee on Appropriations  
Subcommittee on Transportation, Housing and Urban Development  
U.S. House of Representatives**

**April 3, 2008**

Contact Information:

**Rick Geddes  
Associate Professor  
Department of Policy Analysis and Management  
College of Human Ecology  
251 Martha Van Rensselaer Hall  
Cornell University  
Ithaca, NY 14853  
Phone: (607) 255-8391  
Fax: (607) 255-4071  
rrg24@cornell.edu**

Chairman Obey, committee members, fellow commissions:

I am honored to be invited to appear before this committee to discuss some of the most critical transportation policy issues facing America today. It has been a pleasure to assist the National Surface Transportation Policy and Revenue Study Commission in its important work, and I am pleased that you are exploring its findings in detail.

I would like to begin by making some predictions about the future of funding surface transportation in America. These predictions are based on my learning as a commission member for almost two years, and on my background as an academic economist. As you know, in the past the majority of funding for surface transportation has come from fuel taxes at both the state and federal levels. I do not believe that will be the case in the future.

Fuel taxes are typically determined as a fixed number of cents per gallon of fuel. The purchasing power of the revenue from such a tax naturally declines with inflation. This is a serious concern when the costs that the tax is intended to fund – here transportation construction and maintenance costs – are rising considerably faster than overall inflation.

Revenue from fuel taxes is also likely to decline because motorists will rationally respond to high, sustained fuel prices by substituting into more fuel efficient vehicles, biking, walking, or car pooling, and by using alternative modes of transportation, such as public transit. There are also likely to be longer-term responses to high fuel prices, such as changes in housing locations, which will result in less fuel consumption, and thus less fuel tax revenue.

Moreover, the fundamental economic drivers of the current high fuel prices are

unlikely to abate in the foreseeable future. The rapid development of large, emerging economies, particularly China and India, results in powerful demand for fossil fuels. This is driven by, among other factors, the growth in new construction and the desire for more automobiles, which typically accompanies an emerging middle class. This increasing competition for a scarce resource has an entirely predictable effect on fuel prices: they will rise.

The fundamental forces that generate high fuel prices are not going away. I thus predict that the magnitude of increases in fuel taxes necessary to even come close to meeting the formidable needs for transportation investment (which are described in the Commission's report), will be politically impossible for the foreseeable future. But I believe there are at least two other reasons why additional revenue from fuel taxes will not be forthcoming. First, I believe that motorists, with some justification, have little confidence that the proceeds from higher fuel taxes will be spent wisely. Once that confidence is lost, it is very difficult to regain. Second, the gas tax is a highly regressive tax in the sense that it disproportionately hits the poor. Indeed, a 2007 study by the Comptroller of the State of Texas found that, of all the taxes that the states relies on, including sales taxes, franchise taxes, natural gas taxes, and school property taxes, the gas tax was by far the most regressive of any tax. I believe that the public will be reluctant to allow meaningful increases in so regressive a tax.

To the extent that one agrees with these predictions about the future of fuel taxes, it becomes clear that other ways to fund transportation infrastructure are called for. Two critical alternatives are increased use of both tolling and public-private partnerships, also called toll concessions. Indeed, there is evidence that these forms of funding are already

rising in importance. From 2000 to 2004, for example, toll revenues grew 21.1 percent in the United States, compared to 2.5 percent and 0.1 percent for fuel and vehicle taxes, respectively. Most new highway projects over \$500 million that are currently in the development phase in the United States will be toll roads. The majority will be built using some form of toll concession.

Consistent with these predictions, the public appears more willing to accept higher tolls than higher fuel taxes. The American Automobile Association recently published a national opinion poll finding that 52 percent of respondents favored tolls to fund expanded highway investment, while only 21 percent favored higher fuel taxes. A survey by the Colorado DOT found that 66 percent favored tolls to fund new highway capacity, while only 16 percent favored fuel taxes. A 2005 Washington Post survey for the Washington, D.C. area found that 60 percent favored tolls, compared with only 30 percent in favor of fuel taxes, and so on.

The Commission recognized that alternative funding approaches are necessary, which is why it was unanimous in supporting increased use of tolling and toll concessions. I believe that forward-looking policy makers should think carefully about how to encourage the use of these alternative funding mechanisms. That is why, in the course of my study, I became concerned about several misunderstandings regarding toll concessions. A complete discussion of the range of issues surrounding toll concessions is outside the scope of this testimony. I discuss three below.

#### *Monopoly Power and Regulation*

An important issue is that of potential monopoly power. This reflects the concern

that the private operator of a transportation facility might be able to increase its profits by raising prices (and thus reducing traffic throughput) because the facility faces limited competition. Several points should be kept in mind when trying to address such a concern. First, this concern is not unique to private investment, as a public owner possesses the same degree of monopoly power as a private owner on any particular facility. Second, unlike most other network industries, any monopoly power in transportation is likely to be highly facility-specific. That is, the amount of competition that a facility faces will vary widely across facilities. One particular highway, for example, might face competition from other nearby roads, from public transit, or from air travel, while another highway might face little effective competition. The purpose of regulation is to mimic the forces of market competition, and ensure that consumers are protected from excessive prices. Market competition might be highly robust for some facilities, and less so for others, so that rigorous regulation, which can induce its own inefficiencies, may be undesirable for some facilities. Therefore, a one-size-fits-all approach to addressing possible monopoly power could easily do more harm than good. Rather, a flexible approach should be maintained. As Graeme Guthrie stated in a survey article on infrastructure regulation in the December 2006 issue of the *Journal of*

*Economic Literature*:

The two most important lessons to be drawn from the literature surveyed here are that there is no single combination of regulatory settings that is best in all situations and that the various components of a regulatory scheme are interrelated. The most appropriate regulatory scheme for a given situation will depend on the characteristics of the firm and industry being regulated, as well as the institutional environment.

These lessons would appear to counsel against a monolithic approach to regulation in favor of a flexible approach. Third, policy makers have learned from decades of

regulatory experience. There is now a consensus that rate-of-return regulation is inferior to various forms of incentive regulation, which can protect consumers while avoiding the unfortunate incentive effects associated with rate-of-return regulation. The focus should not be on the “reasonableness” of the return earned by a particular firm, as this suggests a throwback to inefficient rate-of-return regulation.

#### *Length of Toll Concession*

Another concern that has occasionally surfaced focuses on the length of the toll concession. Some commentators suggest that particular toll concessions may simply be “too long,” and that it would be appropriate to restrict concession lengths through regulation. This reflects a misunderstanding of the role of concession length. As noted above, transportation facilities are likely to be heterogeneous, so that no one concession length is appropriate for all. If, for example, traffic demand is low and uncertain on a particular facility, a longer concession may be necessary to attract private capital to the project. Moreover, if traffic demand as initially forecast does not materialize, and a facility is in danger of bankruptcy, then a simple way to retain the services of the concessionaire, if desirable, is to extend the length of the concession term. As above, the key lesson is that a flexible approach is warranted, and that a one-size-fits-all policy that would artificially limit concession length is likely to result in social harm. Concession length should be determined by those with the most knowledge and information about the particular facility in question.

#### *Balkanization*

A third concern that has been expressed about toll concessions is that the

transportation system would become “balkanized” if various private concessionaires were allowed to enter. This concern is unjustified. One motivation for using toll concessions is that they bring profit-maximizing incentives to the transportation arena. Those incentives inspire firms to keep costs down, to be customer focused, and to innovate, but they also motivate firms to increase their revenues. One way that the revenues on a facility can be increased is by interconnecting with as many other facilities as possible. Just as any profit-seeking business wants as large a customer base as possible, so too will a concessionaire seek to increase its access to more motorists. The last thing a private concessionaire would seek is to cut its facility off from other nearby facilities.

Importantly, it is inaccurate to view the current system as a seamless network of perfectly coordinated units. The Interstate system, for example, currently has 50 owners, in the form of individual states. The existence of both a state department of transportation and a state toll authority might make coordination within a state even more difficult. This situation is further complicated by a patchwork of municipal and county roads, which implies still greater coordination challenges.

There is evidence of coordination problems under the current system. For example, many state turnpikes lack interchanges with major interstates long after the bridging has been completed. Moreover, state departments of transportation may not want to encourage truck traffic, for example, because of potential harm to their roads from out-of-state truckers who do not have a political voice in that state. Such incentives act to discourage greater connectivity.

A private concessionaire, in contrast, sees those users instead as customers, and would work to encourage connectivity. A private concessionaire, because it seeks traffic

and revenue, would be more likely to coordinate across jurisdictional lines.

Concessionaires have an enhanced incentive to cooperate with various agencies because it makes solid business sense. Indeed, increased use of the toll concession model has the potential to help “de-Balkanize” the current system, which should be counted as an important benefit of this approach.

I hope that these thoughts on new approaches to funding surface transportation are helpful. I look forward to answering any questions you may have.

Mr. OLVER. Thank you. Mr. Heminger.

Mr. HEMINGER. Thank you, Mr. Chairman, Mr. Chairman, Mr. Knollenberg, Members of the Committee. In my brief testimony, I would like to describe four of the 10 new surface transportation investment categories that Jack mentioned in his that would telescope the program from over 100 down to 10, and, in a way, they are our answer to the question which we thought was critical in our work: How do you define the federal interest in surface transportation?

The first of these new programs has the working title of "Metropolitan Mobility," and, in simple terms, it is designed to decongest our major urban areas. We have focused on major metropolitan areas with more than one million residents in our work. These 50 or so areas capture an astonishing 90 percent of national market share for three key transportation indicators: traffic congestion, transit ridership, and population exposure to air pollution. In a nutshell, these major metros are where the action is.

We think the nation should set ambitious targets to reduce traffic congestion in these areas, not just slow the rate of increase. As former transportation secretary and Congressman Norm Manetta has said, alas, another authorizer, "Congestion is not a fact of life."

The second program area is traffic safety, one that Rick touched on, where our track record as a nation is really a tragedy. Every year, as you well know, 40,000 of our fellow citizens die on the nation's highways, which is equivalent to a 9/11 every month, month after month, year after year.

In addition to the horrible human cost, the economic consequences are enormous. According to a study released just last month by Triple A, the annual cost of traffic crashes in lost earnings, medical bills, and other economic impacts is nearly two and one-half times the annual cost of traffic congestion in the nation's urban areas.

Our Commission report proposes, again, a performance-based, outcome-oriented approach, an aggressive but achievable goal of cutting traffic fatalities in half by 2025. We can reach that goal, but only if the combined might and muscle of our federal, state, and local governments are brought to bear.

When it comes to the third area that I would like to discuss briefly, environmental protection and enhancement, the Federal Surface Transportation program, in a way, is living in the worst of both worlds: too much process and too few results. On the process side, the average time to complete an environmental impact statement for a highway project is about five years. Perversely, it can take even longer for environmentally friendly rail extensions to run the gauntlet of the Federal New Starts program.

The process is clearly taking too long, and with construction inflation running a seven to 10 percent a year, it is costing us a boat load of money. In this area, I would like to acknowledge that there is actually a fifth member of our Commission present, Tom Skanky, from the great state of Nevada, and it was Tom's special passion to have us focus in this area.

We fully support maintaining all of the relevant environmental standards that govern how and where we build transportation projects, but our report contains a series of detailed recommenda-

tions for complying with those standards in ways that are both faster and smarter.

On the results side, the transportation sector is the fastest-growing and largest source of greenhouse gas emissions in the United States, and while this Congress is to be commended for raising CAFE standards for the first time in decades last year, much more will need to be done in the transportation arena to confront the challenge of global warming.

For our part, we recommend a new federal investment program called "Environmental Stewardship." This program would consolidate several existing categories, but it would represent a larger percentage of total funding in the Federal Surface Transportation program because of the importance we place on maximizing both the economic and environmental potential of the nation's transportation system.

The fourth, and final, area I would like to touch on is energy security, which has become a critical transportation issue. As you know, the nation's mobility is largely dependent on gasoline and diesel fuel, and the transportation sector accounts for two-thirds of U.S. petroleum use. Federal transportation policy must work in tandem with national energy policy to reduce reliance on petroleum fuels.

Our Commission recommends that a transportation energy research and development program be authorized for \$200 million annually over the next decades, as was recommended by another bipartisan Commission on National Energy Policy in 2004. While this use of federal fuel tax funds would be unprecedented, it is a strategy that the public supports.

We have talked a little bit about the fuel tax already this afternoon. I would draw your attention to polling conducted last year by the New York Times and CBS News, which found that 64 percent of Americans would be willing to pay higher gas taxes if the money were used for research into renewable energy sources, and the investment would reduce our dependence on foreign sources of oil.

In conclusion, let me say this: The inefficiencies and underinvestment that plague the nation's transportation network are not just about concrete, asphalt, and steel. They jeopardize our national security, they damage our ability to compete in a global economy, and they harm our enviable quality of life. We simply cannot afford to pass this problem on to the next generation. As Jack indicated at the outset, the time to act is now. Thank you.

[The information follows:]

899

TESTIMONY OF STEVE HEMINGER  
MEMBER, NATIONAL SURFACE TRANSPORTATION POLICY  
AND REVENUE STUDY COMMISSION

BEFORE THE  
SUBCOMMITTEE ON TRANSPORTATION,  
HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES  
COMMITTEE ON APPROPRIATIONS  
U.S. HOUSE OF REPRESENTATIVES  
APRIL 2, 2008

Chairman Olver, Ranking Member Knollenberg, and members of the committee. My name is Steve Heminger, and I am executive director of the Metropolitan Transportation Commission (MTC). MTC is the metropolitan planning organization for the nine-county San Francisco Bay Area. It allocates more than \$1 billion per year in funding for the operation, maintenance, and expansion of the region's surface transportation network. MTC also serves as the Bay Area Toll Authority (BATA) responsible for administering all toll revenue from the seven state-owned bridges that span the Bay. BATA has a "AA" credit ratings and has issued over \$5 billion in toll revenue bonds to finance bridge, highway, and transit construction projects.

I was appointed to the National Surface Transportation Policy and Revenue Study Commission by House Speaker Nancy Pelosi. It was a rare privilege to serve on that commission, just as it is a distinct honor to appear before this committee today to discuss our commission's findings and recommendations. In my brief testimony, I would like to describe four of the ten new federal surface transportation programs which we propose to replace the 108 different spending categories in current law. These four new programs meet the rigorous test we developed for a new beginning in U.S. surface transportation policy: that the federal investment strategy should be performance-driven, outcome-based, generally mode-neutral, and refocused to pursue objectives of genuine national interest.

### 1. Congestion Relief

The first of these new federal investment programs has the working title of Metropolitan Mobility. In simple terms, it is designed to decongest our major urban areas. The Census Bureau tells us to expect 120 million more fellow citizens by the year 2050. From a transportation point of view, that kind of growth wouldn't be too tough to handle if it were spread across our vast country. But it won't be. Most of these new Americans will live where most of today's Americans already live: in metropolitan areas. These urban centers are the economic engines of the nation, and they are bound to become even more vital as America's population continues to urbanize and cluster near large cities.

In our commission report, *Transportation for Tomorrow*, we have focused on major metropolitan areas with more than 1 million residents (see Exhibit 1). These 50 or so areas account for about 60% of the nation's population and GDP – that's impressive enough. But these same areas capture an astonishing 90% of national market share for three key transportation indicators: traffic congestion, transit ridership, and population exposure to auto-related air pollution (see Exhibit 2). In a nutshell, these major metros are where the action is.

In 1982, only Los Angeles experienced congestion levels that exceeded 40 hours per year for the average commuter. Today, that level of traffic delay has spread to nearly 30 urban areas across the country. We think the nation should set ambitious targets to reduce traffic congestion in these areas – not just slow the rate of increase. In order to do so, metropolitan officials will need more resources. But they will need more authority as well – to implement market-based strategies like congestion pricing to help unclog some

of our key commute and freight corridors. And with the added resources and authority should come accountability – to meet the mobility targets they set. That’s what our commission report means when we say “performance-based” and “outcome-driven”. We believe it’s time to stop complaining about traffic congestion, and start doing something about it. As former Transportation Secretary and former Congressman Norm Mineta has said: “Congestion is not a fact of life.”

## 2. Saving Lives

Put bluntly, our track record on highway safety in America is a national tragedy. Every year 40,000 of our fellow citizens die on the nation’s highways – that’s equivalent to a 9/11 every month, month after month, year after year (see Exhibit 3). In addition to the horrible human cost, the economic consequences are enormous. According to a study released just last month by the American Automobile Association, the annual cost of traffic crashes in lost earnings, medical bills, and other economic impacts is nearly two and a half times the annual cost of traffic congestion in the nation’s urban areas -- \$164 billion for traffic crashes vs. \$68 billion for congestion.

We constantly hear federal officials claim that safety is Job #1, and the current transportation act is even named SAFETEA, yet the carnage continues. With the exception of many rural roads that need to be upgraded, our highways themselves are pretty safe – it’s the drivers who are dangerous. Driver behavior is where we need to devote much more attention than we have in the past, just as countries very similar to ours – like Great Britain and Australia – have done so and achieved much lower fatality rates than our own (see Exhibit 4).

Every state should have a primary seat belt law, but only half do. Every state should have a motorcycle helmet law, but only 20 do. Every state should have an ignition interlock law that prevents repeat drunk drivers from starting their car if they're not sober, but less than a handful do. And once those laws are passed, they need to be vigorously enforced to ensure compliance.

Our commission report proposes an aggressive but achievable goal of cutting traffic fatalities in half by 2025. We can reach that goal, but only if the combined might and muscle of our federal, state, and local governments are brought to bear. If we do reach that goal, it would mean 20,000 more Americans every year would be able to tell their loved ones about their drive home from work each day.

### 3. Environmental Stewardship

When it comes to environmental protection and enhancement, the federal surface transportation program is living in the worst of both worlds: too much process and too few results. On the process side, the Federal Highway Administration reports that the average time to complete an Environmental Impact Statement (EIS) for a federally-funded highway project is about five years (see Exhibit 5). Perversely, it can take even longer for environmentally friendly rail extensions to run the gauntlet of the federal New Starts program overseen by the Federal Transit Administration (see Exhibit 6). The process is clearly taking too long. And with construction inflation running at 7-10% per year, it is costing us a boatload of money.

On the results side, the nation's air quality in terms of criteria pollutants like ozone and particulate matter has improved, but it's been due almost entirely to technology advances in motor vehicles and the fuels they use. The transportation

network itself and how we use it has not become more sustainable. In addition, greenhouse gas emissions have not been declining – they have been increasing – and the transportation sector is the fastest growing and will soon be the largest source of these climate-changing emissions in the United States. While this Congress is to be commended for raising CAFÉ standards for the first time in decades last session, much more will need to be done in the transportation arena to confront the challenge of global warming.

In reforming and streamlining the transportation project delivery process, our commission believes we can actually have our cake and eat it, too. We fully support maintaining all the relevant environmental standards and objectives that govern how and where we build transportation projects. But our report also contains a series of detailed recommendations for complying with those standards and objectives in ways that are both faster and smarter. For example, in addition to the delays associated with completing an EIS under the National Environmental Policy Act, transportation projects often are held up pending permit approvals from federal regulatory agencies. Permits can languish for months on the desk of federal officials, and it is not uncommon for federal agencies to disagree with one another in exercising their independent oversight responsibilities. Our report recommends setting strict time limits for review of permit applications; using federal transportation funds to pay for increased regulatory staffing levels to speed reviews and comply with time limits; and establishing a Cabinet-level reconciliation process to which the U.S. Department of Transportation can appeal adverse decisions.

We also recommend a new federal investment program called Environmental Stewardship. This program would consolidate several existing funding categories such as Congestion Mitigation and Air Quality and Transportation Enhancements, but it would differ in two significant respects. First, the program would represent a larger percentage of total funding in the federal surface transportation program (7% vs. 5% under current law) because of the importance we place on maximizing both the economic and environmental potential of the nation's transportation system. Second, similar to our other programmatic recommendations, this new environmental investment effort would focus on results – such as cleaning up the commercial and personal vehicles that cause the most pollution, and purchasing and protecting habitat and open space lands to accompany new highway capacity.

#### 4. Energy Security

Energy security has become a critical transportation issue. The nation's mobility is largely dependent on gasoline and diesel fuel, and the transportation sector accounts for two-thirds of U.S. petroleum use (see Exhibit 7). The steeply rising cost and unreliable supply of oil puts great strains on American households and businesses, and the greenhouse gases emitted when oil products are refined and burned worsens global warming. Federal transportation policy must work in tandem with energy policy to reduce reliance on petroleum fuels and promote research and development of alternatives.

In its 2004 report, the bi-partisan National Commission on Energy Policy recommended a doubling of federal funding for energy research and development. According to the Energy Commission, federal spending on transportation-related energy research was \$178 million in 2004. Accordingly, our commission recommends that a

distinct transportation energy research and development program be authorized in conjunction with ongoing research programs of the U.S. Department of Energy at the level of \$200 million annually over the next decade.

While this use of federal fuel tax funds would be unprecedented, we think it's an important step in demonstrating the strong linkage that must be forged between transportation and energy policy. It is also a strategy that the public supports. According to national polling conducted by the New York Times and CBS News last year, 64% of Americans would be willing to pay higher gas taxes if the money was used for research into renewable energy sources and the investment would reduce the United States' dependence on foreign sources of oil (see Exhibit 8).

\* \* \* \*

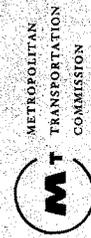
Again, I appreciate the opportunity to testify before the committee. My commission colleagues and I feel a great sense of urgency in the message we convey to you today about the worsening condition of the nation's transportation infrastructure. The inefficiencies and underinvestment that plague the nation's transportation network aren't just about concrete, asphalt, and steel. They jeopardize our national security, damage our ability to compete in a global economy, and harm our enviable quality of life. We simply cannot afford to pass this problem onto the next generation. The time to act is now.



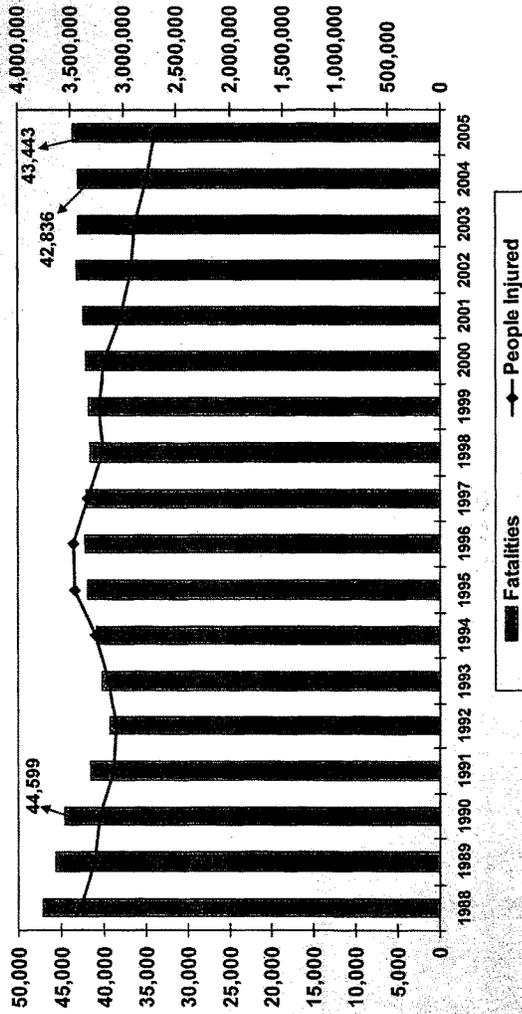
# Metros Capture Huge Market Share

	10 Megaregions	Metro Areas > 1 Million
1 Share of U.S. Population	68%	58%
2 Share of Traffic Congestion	92%	97%
3 Share of GDP	78%	61%
4 Share of Transit Ridership	93%	92%
5 Share of Population Exposure to Criteria Pollutants	94%	88%

Sources: U.S. Census, Texas Transportation Institute, U.S. Conference of Mayors, EPA



# People Killed and Injured In Traffic Crashes, by Year



Source: FARS

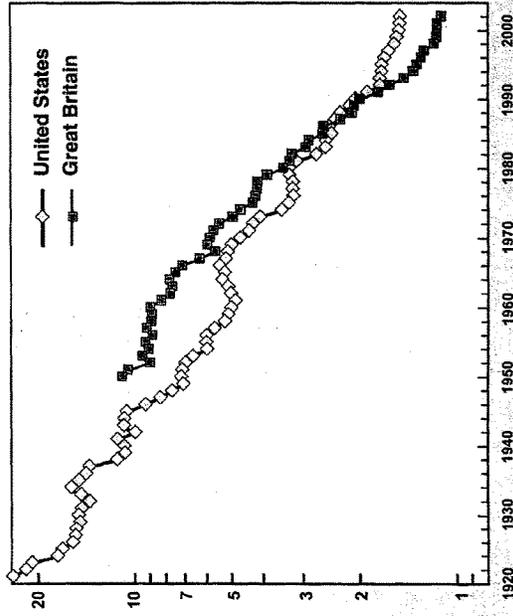
2005 Annual Assessment of Motor Vehicle Crashes

Released August 22, 2006



NHTSA's National Center for Statistics & Analysis

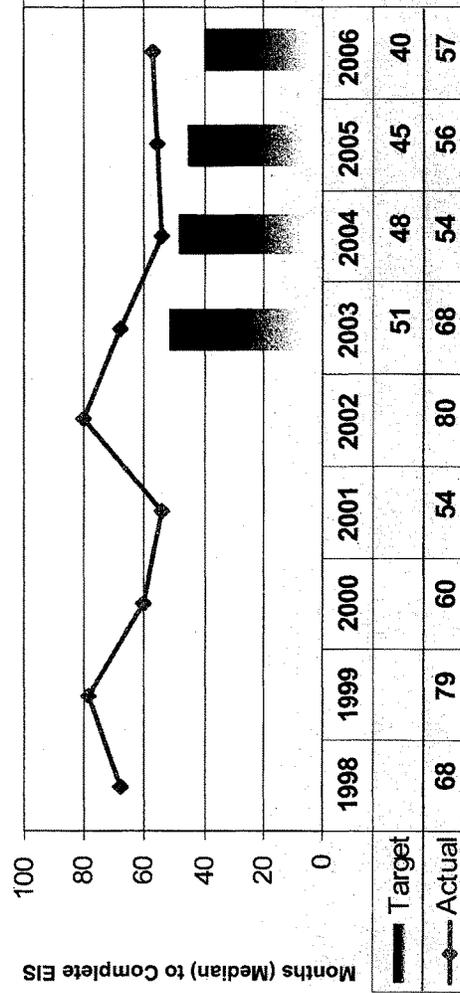
# U.S. and G.B. Traffic Fatalities Per 100 Million VMT



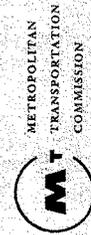
Source: Leonard Evans, Traffic Safety, 2004c

# Environmental Impact Statement

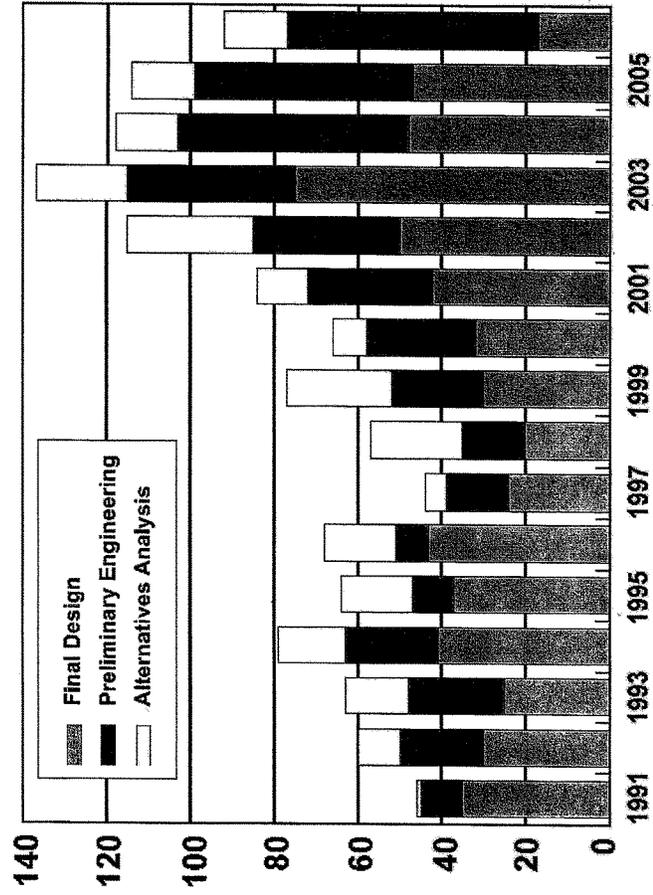
Processing Time (FY 1998 - 2006)



Source: FHWA

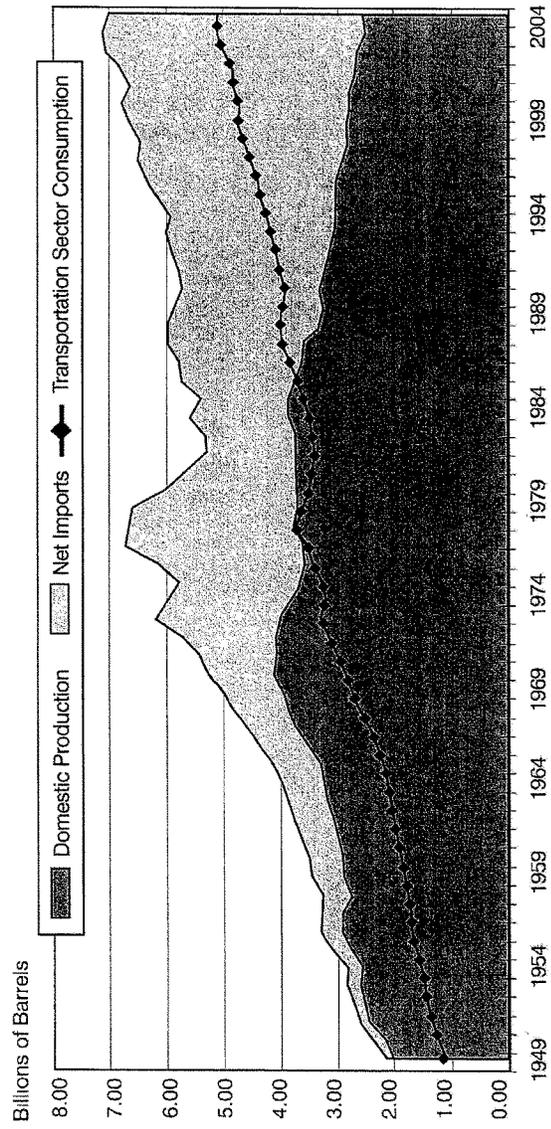


# Length of Time to Complete the New Starts Process



Source: Holland & Knight

# Annual Petroleum Production, Imports and Consumption in the U.S., 1949-2006



Source: Energy Information Administration

# Is the Public Ready for Change?

## Views on the Environment

Would you be willing or not willing to pay higher taxes on gasoline and other fuels if the money was used for research into renewable energy sources like solar and wind?



If an increased tax on gasoline would reduce the United States' dependence on foreign oil, would you favor or oppose an increased federal tax on gasoline?



Source: The New York Times / CBS News Poll, April 2007



Mr. OLVER. Thank you very much. There is an old psychological experiment—by the way, I am just making a quick comment and then I will go into—questions as quickly as possible. There is an old psychological experiment, a list of things that the person being tested is asked to remember. You can remember the first and the second and maybe the third and the last and everything else in between, which is why we only have four people. I am not even sure that I can remember what all four of you will have said. But, I particularly enjoy you, Steve Heminger, for putting it in four clear items, which I can actually jot down quickly enough along the way.

I want to ask a couple of quick questions. Jack, you have said, and I must have misunderstood this the first time, you had said at least 225 billion per year and I think that growing over the period of 50 years is 340 or something like that. Is that roughly correct?

Mr. SCHENENDORF. No. The range of our findings found that what we needed to invest was in the range of 225 billion a year to 340 billion a year, depending upon how much pricing you do. If you do maximum pricing, that forces the number down to about 225 billion. If you did no pricing at all, you would be up in the 340 billion range.

Mr. OLVER. But that implies sort of a jump from where we are now.

Mr. SCHENENDORF. Yes, sir.

Mr. OLVER. But this is 225 billion of federal, state, and local investment, where our present investment in those three areas is roughly this year 85 or 86 billion dollars. That is two-and-a-half times, right in one jump. In my understanding of this, I thought you were going to maybe 125, a 50 percent increase, and then going up by a percent, a couple of percent per year until you got to a higher number.

Mr. SCHENENDORF. Well, I would say that, obviously, as this program, if Congress enacted something similar to this, it would have to be a transition period, in which the rules were changing, the programs were changing, and obviously the funding would be changing.

Mr. OLVER. Okay.

Mr. SCHENENDORF. So, we did not say absolutely have it be a step jump.

Mr. OLVER. Okay.

Mr. SCHENENDORF. But, obviously, it has to phase up to that level pretty quickly.

Mr. OLVER. Then let me just ask Mr. Geddes, you said, you gave a list of things that the Commission was unanimous about. There was a whole group, longer than just four, seven or eight. And then you said later, that you had thought unanimous, is that correct, on the issue that we need a substantially increased investment in service transportation? Is the idea that we need to go up to that level of 225, is that agreed to by the Commission, as a whole—

Mr. GEDDES. I do not think the specific—

Mr. OLVER [continuing]. In the terms that Schenendorf has said?

Mr. GEDDES. I believe what we all agree on is the need for substantial increases in investment. The particular number—

Mr. OLVER. Particularly for the number of the—

Mr. GEDDES. Right, right. I am happy to go into the discussion of why. As Commissioner Schenendorf said, the 225 billion dollar number is based on the use of tolling. One of the recommendations of the minority report is that the proceeds from tolling be used on transportation, but that number does not assume that there proceeds are, in fact, used on transportation.

I have sort of more of a conceptual problem with the notion that we can simply take a step back and say here are the needs of the system. As an economist, the term "needs" to me is a very alien, foreign term. I think more in terms of the demand, what are people willing to pay for, like the way we would have any other good provided. So, you can come up with models that say any positive net present value project should be funded and those are needs, but I am not sure I believe that the—

Mr. OLVER. I understand what you are saying. That complicates my characterization here a good deal. My understanding was that the Commission on the issue of transit is suggesting that we should be doing somewhere between 26 and 40, 45 billion dollars per year, which is a big step up. But, again, it is sort of like that two-and-a-half times step upward for transit purposes and I am putting in the back of my mind exactly what you said. But, we are now this year going to be—the request is 10 billion dollars now for this year.

In the case of rail, which is Frank's major role, we have a hard time coming up with 500 million for capital investment in passenger rail, which is Amtrak, and the terrible fight about it every year. We have done exactly nothing on high-speed rail in this country. That whole thing in a balanced transportation system has not been touched. And I think your recommendation there, as a Commission, or at least the majority now—I am accepting that maybe the minority does not agree with these kinds of needs within your caveats—that that should be somewhere in the seven, eight billion dollars year on an ongoing basis.

My goodness, I note that Korea, in two-and-a-half years with its new program opened from Pusan to Seoul, has gotten up to 40 million passengers per year. And we, and all of Amtrak, which we have been struggling with, like a fishbone caught in our throat, have not reached—well, we have gotten to about 26 million passengers per year for the whole system. But, we refuse to put more than a half a billion dollars per year in the capital funding and that is saying nothing about freight rail and so on.

The Assistant Secretary this morning gave us a table, which showed the erosion of the trust fund over the years, in particular that erosion has been dramatic since the 2005 SAFETLU was adopted and now we are going to, in this year, be within a margin of error, essentially, on what money gets funded. It is gone in the fiscal year 2009. So, the crux of the issue is how you fund this. Whatever it is, our needs, our demands, however you put it, the crux is the possible funding. That is enough for me. Mr. Knollenberg.

Mr. KNOLLENBERG. Thank you, Mr. Chairman. In the Commission report, there were several recommendations, and this is for Mr. Schenendorf, by the way, several recommendations to increase revenues to support the multi-modal trust fund, one of which was the levying of a federal ticket tax on all transit and passenger and

rail trips and the imposition of a federal freight fee to finance freight-related improvements, plus the redirection of a share of Customs taxes paid on all imports, increases in container fees, state fuel taxes, and other highway user fees and the use of variable pricing on the tolling mechanisms. However, out of all of these, the most talked about, I believe, was the Commission's recommendation to increase the federal gasoline tax by at least 40 cents a gallon, as they pointed out, to be phased over five years, et cetera. Whatever taxes are imposed or increased, the impact on many segments of society can be very severe. Before making this recommendation, did the Commission have experts to do an in-depth analysis of the differential impacts that a 40 cent per gallon federal gasoline tax or, in fact, any other proposed tax, user fee, increase would have on families of low, median, and very low income? If so, what were their findings and, if not, do you not think that the economic and social impacts on those least able to afford the tax should be a critical factor in your analysis and your final outcome?

Mr. SCHENENDORF. Yes. I mean, I think you have stated correctly that we did have a wide range of recommendations on the tax area. Our recommendation on the fuel tax was 25 cents to 40 cents, depending upon whether it is 225 or the 340, somewhere in that range, five to eight cents a gallon over five years. I would say that we do have an extensive analysis of a number of different factors of a number of different ways that are in our report. We have an entire chapter on it. It goes through this analysis.

I would disagree with the gas tax being the most regressive way to fund this program. First of all, these investments help America. We have to have a strong economy. You cannot have that without having a strong surface transportation system. So, everybody—the jobs that people have, how much they are able to earn, how we are willing to compete in the world, how much money we have for education, how much money we have for national defense all flows from a strong national economy and you cannot have a first-class economy with a second- or third-class transportation system. So, everybody benefits by those investments in that system.

The question is what is the fairest way to do it.

Mr. KNOLLENBERG. That is what I am coming to.

Mr. SCHENENDORF. And when you have a national network the way we do, having everybody pay through a gas tax, spreads it out over the widest base, so that people are actually paying less than they might otherwise pay. Compare this to congestion pricing. Congestion pricing is the most regressive. That is imposing a fee that basically is forcing people to not be able to drive. So, when you congestion price, it is the lowest in society that are not going to be able to use those lanes. The hot lanes in Northern Virginia—

Mr. KNOLLENBERG. I understand that. But the gas tax is the one that impacts people. We have people in Michigan, for example, that do not have a job. They do not have to pay the gas tax. But, those that do are paying mightily, because now with gasoline prices above 3.50, and this is just one tax, I talked about several options or recommendations you made here. But, I do think if they piggyback, let us say, all the others—let us take the gasoline tax, the transit tax, the passenger-rail—the state fuel tax and the federal

tax ticket on transit, those are others, if they parallel, in fact, come along with the gasoline tax, you have got yourself a severe problem, I think, with the low, the median income people.

You are saying investment. Now, tax may be one way of investing; but, honestly, there are other things that can be done besides taxing people.

Mr. SCHENENDORF. Well, I think that it is a question of what is the fairest overall way at the end of the day. If you just look at this hot lane project in Northern Virginia, this 14 miles that has been touted as a national model, if you take the gas tax, let us take it at the high end, the 40 cents per gallon, let us say that a driver gets 20 miles to the gallon, let us say they drive 20,000 miles a year, that driver would pay about two cents per mile. It would pay a total of about 400 dollars. The average price to just use those new lanes on the Beltway are five to six dollars a day. That is 120 dollars a month. That is 1,400 a year. That is three times what the gas tax would cost over the year just to drive on that one segment of the Beltway. So, all of these approaches are going to cost more. The question is only what is the best way, as a society, to pay for all of this.

What we are recommending is a combination, try to use the gas tax, try to use other things, use tolling in some places, congestion pricing in others, but try to do it in a balanced way, so that obviously if you are going to use congestion pricing, you are going to need transit in that area. You may need to subsidize people for transit.

Mr. KNOLLENBERG. Let me interrupt, Mr. Schenendorf. I want to go to Mr. Geddes real quickly for a quick question. I hear you, but I also know that—Mr. Geddes, you mentioned in your comments that the federal gas tax is a very highly regressive tax in the sense of how it disproportionately hits the poor. Other than the study conducted by the Controller of Texas, in your research, were you able to locate any national or regional data regarding by which such attacks would impact the low-income family and, if so, can you tell us quickly?

Mr. GEDDES. Yes. Thank you, very much, for the question. I asked the chief economist at the U.S. Department of Transportation to help me out on a literature search on this and we sort of did it together and the best we were able to do, in terms of a rigorous—there is standard way of measuring regressivity of a tax in public finance. It is something called a suit's index. And the only thing that we were able to find that compared these types of taxes was for the State of Texas. I can go back and try to do a more exhaustive survey, if you would find that helpful. But, basically, the best we could do was Texas.

Mr. KNOLLENBERG. That survey would be interesting. If you can supply some information relative to that, we would like to have it.

Mr. GEDDES. Yes, sir. I would be happy to.

Mr. KNOLLENBERG. Thank you, Mr. Geddes.

Mr. HEMINGER. Mr. Knollenberg, can any of the rest of us get in on this question?

Mr. KNOLLENBERG. I think the Chairman rules on time.

Mr. OLVER. Go ahead.

Mr. HEMINGER. And, look, I am not an economist, but the way I look at the issue is this. The federal gas tax is 18 cents. It was raised to that level in 1993 when the average retail price for gasoline in America was about one dollar. It is now over three. That two dollar runup has probably been regressive, but not a penny of it has benefitted the people paying that charge. There is no investment in infrastructure out of any of that money and quite a bit of it is going to places that are meaning to do us harm, not benefit. The way I look at it, to the extent there is some regressivity in the tax, if it is, as a user fee should be, benefitting the people who pay it, by reinvesting in the transportation system, then I think you start to see both sides of the equation. What we have been doing for the last decade or more is just watching the price go up and getting nothing for it. I mean, in my neighborhood, the price goes up five cents over the weekend and our recommendation is five cents per year to try to invest in our infrastructure.

Mr. KNOLLENBERG. Looking back to deal with things—what you are looking backward at, you are right, it is not that much money and by going to 40 cents, it would not be that much more. But, along with that does not just come a gas tax, it comes from other taxes, too, that are added on. I just relayed what some of those were. So, we are going to get more than just a gas tax.

Mr. HEMINGER. Congressman, you are correct and all I would ask you to do is to weigh the cost and the benefit—

Mr. KNOLLENBERG. Well, that is what I am going to do.

Mr. HEMINGER [continuing]. Because what—

Mr. KNOLLENBERG. That is exactly what we want—

Mr. HEMINGER [continuing]. We have been doing for the last many decades now is we have not been paying the cost, at least not to the government. We have been paying it to the oil companies. But, we have also not gotten the benefit, because our system is falling apart.

Mr. OLVER. Let me go to Mr. Obey here and we will let you answer something in the next round.

Mr. HEMINGER. Okay, all right.

Mr. OBEY. Thank you, Mr. Chairman. Let me confess to be absolutely rabidly biased on this issue. I am not in the slightest bit neutral on this issue. I do not like the gas tax, but I have spent virtually all of my career fighting politicians, who want to get credit for the benefits of public services that they provide without also being willing to take credit for the revenues that it requires in order to provide those benefits. And I spent a good deal of time in my state legislature arguing with the governor, who wanted to borrow like crazy to build highways today and stick a successor with the necessity to pay for them tomorrow. And I have had a bellyful of that kind of public service.

And with respect to regressivity, I do not think there is anything in the transportation area quite as regressive as high user fees or tolls, which can literally price out of use the lowest income people in this population. That is the point that you were making.

Another thing I detest about this town is euphemisms. And we have all of these wonderful terms that we use, public-private partnerships, et cetera, et cetera, ad nauseam. Mr. Busalacchi and anybody else, who wants to comment, when we talk about public-pri-

vate partnerships, would you do me a favor and cut through the bull gravy and tell me exactly what they mean? What are they? Is there a consistent model? Do they mean privatization of our public highways and other public infrastructure? Does it mean loss of public ownership or what public rights are lost? You mentioned the Hot Lanes on the Capital Beltway. Who is the private entity involved in that plan? How will it work? Who will own the roadway? What are the benefits to taxpayers and road users who have already paid for the Beltway? Is it true that such contracts last decades?

I understand, up to now, many of the companies who are involved in these deals are foreign-owned and controlled. Is that true? How much foreign ownership is there in existing public-private partnerships? What does this mean for control of our infrastructure by the federal government, by state and local government? Those are just a few of the questions that are bugging me.

Mr. HEMINGER. Well, if I could, Mr. Chairman, I just—what the Commission, I think one of the key things that we had talked about for me was that I was not going to agree to that language unless it was left up to the states. And I think the report specifically says that it is up to the states, if they want to do it or not. It is obvious in our state, we do no tolls. We made a policy decision. So, the public-private partnerships are off the table. We do not want congestion pricing either, because we think it is punishing and it is punitive on the taxpayer.

I have an awful lot of distrust for public-private partnerships. I made it very obvious in various discussions that we had on it. I do not believe that there is any good that comes of it. And as I have said in earlier testimony in front of the T&I committee, this is all about making money. This is not what is doing the right thing. We need to do the right thing here. I deal with this every single day. Nothing against the rest of the Commissioners, but I am a DOT secretary. Our infrastructure is in terrible condition. We are dealing with it in the State of Wisconsin each and every day. We can have economic theories and everything else, but I deal with it every day. Projects that—an interstate system that we built—

Mr. OBEY. If I could interrupt. You will probably deal with this even worse, because our legislature was so mindless that they eliminated indexing.

Mr. HEMINGER. Absolutely. You are absolutely right and it was a terrible, terrible decision on their part. But, we put roads up in the 1960s that cost 80 million dollars. We are replacing them for 800. This is going on throughout the United States today. There is no way that we will get to the finish line here unless we make a significant investment.

And Steve is right, we will get something for that investment. When this Commission started, the price of oil was 50 dollars a barrel. It is over 100 dollars now, in two years. We have to deal with this. And I understand this is not going to be an easy decision. Raising taxes is never an easy decision. But for the good of the country, we have to make this investment. It is an investment. And if at the end of the day, public-private partnerships and some of these other things are part of the mix, they are part of what is in the toolbox, that is fine. But, I can tell you that they will only

be a very, very small piece of this enormous problem that we have right now.

Mr. GEDDES. Mr. Chairman, I would really like to respond to your point. On the lingo, I am with you 100 percent. Call it what it is, whether you want to—a lot of people use toll concessions as the term. I think of it as just a long-term lease, where the public entity remains in control through the lease, the same way a landlord remains in control of their property through a lease through a renter. Even though toll concessions can be very long and two projects in the United States have had long leases, those toll concession agreements can be renegotiated at any time. And they are, they have been, in fact, renegotiated. So, the toll concession agreement allows the public entity to remain in control of the infrastructure even though there is a private investor providing the capital that we so sorely need. The Commission agrees that we sorely need capital to come into this activity and to fund bridges, roads, and tunnels, and refurbish what we already have. We can get that capital—

Mr. OBEY. But, you, also, have to divert part of what is collected for the profit for a private entity. It seems to me that that is a losing proposition, in terms of the dollars available for investing in public service.

Mr. GEDDES. Typically, you only fund these projects through tax-free municipal debt, which means, of course, the federal government does not get the tax on that debt, but it also means there is no equity investment. So, you are going to get less investment, if you do not have equity holders. You are giving the equity holders an expected rate of return, but you are getting a massive additional amount of capital because of the compensation, the rate of return.

But, I wanted to make a more fundamental point, which is we are talking about development of China and India. And as we all know, they are developing their infrastructure like crazy. I heard somebody say 90 new airports are coming in, in China, roads, bridges, tunnels, all over the place. That is not being paid for with the fuel tax. That is all being done with private investment. And the predominant model for funding these things—

Mr. OBEY. Well, the Chinese government's economy, it is a government that could not care less about the needs of the poor.

Mr. GEDDES. Well, I am happy—I do want to discuss—I am happy to discuss the—if we could put the equity issue aside for just a second, I just want to note that if we go to France, if we go to Spain, if we go to Chile, if we go to Korea, we go to Japan, the way that they fund this—we go to China, the way they fund this in these countries is with these long-term leases, these toll concessions through private investment. But, I would also add, in the United States, in other network industries, I know we are all thinking about transportation, but if we go to other—to an economist, other industries that are similar in structure, such as electricity, natural gas, telecommunications, that infrastructure is funded through private investment. It is only this one part of the global economy that is funded through this fuel tax mechanism. And I am suggesting that this paradigm shift needs to be facilitated to make it consistent with what we do not only in other countries, but in other industries.

I would just like to say something about the regressivity of the congestion toll, if I may. There are people, who represent the south Bronx and some of the poorest communities in New York City that are supporting Mayor Bloomberg's proposal for congestion pricing, because it helps them. The poor disproportionately take public transit. And when the roads are smoothly rolling, the buses and all, they go smoothly, as well. So, congestion pricing is actually a progressive tax. The people that drive into the city of New York are disproportionately wealthy and the tax would hit them. So, I think it is inaccurate to say that the congestion pricing is regressive.

Mr. OLVER. Mr. Schenendorf.

Mr. SCHENENDORF. Well, I mean, I fundamentally disagree with that. Congestion pricing is set at a level to basically ration the system, so people, who have lesser means, can afford to drive on the road. But, to your original question, I mean, there are all sorts of—these are basically private tolling, giving leases for private tolling. There are all sorts of different arrangements. You really have to look at each one individually. What we tried to do in the Commission report is find a balance where there is a place for private investment, there is a place for tolling, but only where conditions are met that aligns it with the public interest.

One of our concerns has been that some of these arrangements to date have had some real problems. In the Chicago skyway, part of those tolls are being used to pay off the debt of the City of Chicago and for home heating oil subsidies. In New Jersey, we heard about increases in toll rates that would be used to pay off the debt, so you have drivers basically paying off the debt of New Jersey and the governor, in his press conference, stated that that was okay, because it would be out-of-state people and commercial people that would be paying for it. That is the kind of balkinization that the Constitution was meant to overcome from the Articles of Confederation, that type of sectionalism and regionalism where everybody just taxes people as they please.

And the other item I just wanted to mention was that we do have recommendations that there be limits. I think the 80-year, 90-year concessions are in issue. And I think, also, in this hot lane proposal, that revenue stream that is being generated by that congestion pricing, there is no limit on the amount of profits that that private company can make for that 80-year period. So, they have an incentive to raise those prices as much as possible. There is a sliver of it that would go back to the state when it goes over a certain amount. But, the bulk of those profits, the bulk of those revenues would go—and that is a revenue stream that has lost the infrastructure for 80 years.

Mr. OLVER. We are going to have to stop here for a series of votes. But, I was going to let Mr. Heminger have a comment. We have not yet had—we have a few minutes yet. But, those of you, who are walking out, when we come back, we will go to five minutes for anybody, who comes back.

Mr. HEMINGER. Mr. Chairman, very quickly. I will sidestep the theological debate. But, just very practically, about half of that shortfall that you mentioned at the outset, doing your math, is rehabilitation of the existing systems. There are not a lot of investment bankers, who want to pay for that. That is going to need pub-

lic funding. A lot of the expansion that we need to do in America is public transit and a lot of public transit projects, as you know, operate at a loss, not a surplus. So, I think the very important practical point is that there are a class of projects, highway expansion, freight expansion in high growth areas, where there will be a pretty big revenue stream generated by tolls or fees, where public-private partnerships I think will make sense. I would say that in the majority of cases, all the rehabilitation, most of the public transit, the model does not work.

So, we can argue until the cows come home about whether it is a good public policy or not, but my sense is that in most cases, we are going to need robust public funding from somewhere, if we are going to make the investment.

Mr. OLVER. Okay. We are going to need to recess probably for about half an hour. I think it will be—if we have this correct, the next several votes will go fairly quickly. But, we will be back here as soon as we can. I am interested that you have tried to avoid the theology.

[Whereupon, a brief recess was taken.]

Mr. OLVER. We are a little bit breathless here, but I think we have everyone here that wanted to go back. Ms. Kaptur?

Ms. KAPTUR. Thank you, Mr. Chairman, and gentlemen, thank you, very much, for being with us today. I think I walked into the room at the point at which Commissioner Heminger was stating our over reliance on oil and I could not agree with you more. It is interesting, I recall that the Exxon-Mobile profits last year were 40 billion dollars, 40.6 billion dollars, the largest profit of any corporation in American history. And what I really do not understand is why, when we have seen gas prices rise from 2.16 cents a year ago, I paid 3.50 last year or 3.58, whatever it was—I am the pump thinking not a penny of this is going to benefit the country. And I do not understand why we do not have some type of mechanism, or I wanted to ask you what that might be, but these rising—we could impose a windfall profits tax on these companies. I would vote for it in a heartbeat and my constituents would all cheer. So, that is one solution.

Another one is to have some kind of indexing formula, in terms of these rising prices. I would be interested if you have any suggestions on how to do that.

I, also, wanted to just mention that I went to an excellent presentation in my district recently of firms that are involved in high-speed rail, passenger rail around the world, not so much here in the United States. It was really disappointing. And they went through what was done. One project in France, they were connecting, I think, from Paris to Strausburg, just really magnificent. If you are familiar of what they are doing there, any of you have any knowledge of these systems around the world? And your ideas for financing high-speed passenger rail across this country separated from freight. We have a particular problem in the Pittsburgh, Cleveland, Toledo, Ft. Wayne, Gary, Chicago corridor, in that we have to share track with freight. It is an impossibility. Passenger will never work unless it has its own right-of-way. Any thoughts there about how to work between states, a consortium of states?

We would like to have a high speed that gets up to Kenosha there around the lake and how we would do that.

So, the first question, what are the options for moving some of those higher gas prices out of the pockets of Exxon and into public infrastructure in this country? Any thoughts on how best to do that? And then, secondly, high speed way, options for financing.

Mr. HEMINGER. Ms. Kaptur, maybe I can try the first. I know Frank Busalacchi, I am sure, can do the second. If I could just note a personal privilege here. I grew up in Toledo, so I am happy to be talking to you here.

Ms. KAPTUR. No wonder I agree with so much of what you say.

Mr. HEMINGER. Look, there are two ways, you mentioned one of them, to try to deal with the issue that we have an excised tax. That is how we fund transportation, per gallon tax. And it loses pace, because unless you vote to raise the rate, you fall behind. One way to do it is with indexing and several states have enacted indexing. Some of them, as you have heard from Mr. Obey, have repealed it, as well, as enacting it, when they find that it does not quite work the way they like. But, that is a way that we do recommend. If the Congress is going to adjust the fuel rate, to index it, so that you do not have to keep doing it all the time.

A second would be to have an ad valorem tax, which we have in California. Our sales tax in California is also levied on gasoline. And pursuant to a ballot measure we enacted a few years ago, that money is now dedicated to transportation and that revenue source have been growing like gangbusters, as you might imagine, with the price going up. So, if we had something that was sensitive either to the price of the fuel or was indexed to use or was indexed to the construction cost index, if we had something that would get past the hurdle of a Congress or a legislature every couple of years having to actually take a vote and raise the rate, that is why, in part, we have not seen an increase in the federal tax since 1993. So, we recommend all of those kinds of strategies to you, as something that if we are going to swallow the pill, and none of us are here suggesting that it is an easy thing to do, let see if we can swallow a pill that will have some sting power and not lose 25 percent of its purchasing power.

Ms. KAPTUR. Sir, if I could interrupt you, what if the federal government were to require indexing as a condition of their receipt of federal dollars back to the states? What if we were to make it uniform?

Mr. HEMINGER. Well, I think one way to have the states follow is for the federal government to lead, frankly. And if the Congress were to enact indexing, I think you would see a lot of states following along, in part, because, if you look at some of—the volume of revenue increases that we are recommending are very substantial, because the needs are very substantial. If Congress were to act in anything like that amount, the states would have to follow, because they have to match it just to come up with the money. So, your leadership will have a cascading effect around the nation.

Ms. KAPTUR. I know my time has expired, but does anybody want to take a stab at the rail question?

Mr. BUSALACCHI. I will do that.

Ms. KAPTUR. Yes, sir.

Mr. BUSALACCHI. And thank you for asking the question.

Ms. KAPTUR. You are welcome.

Mr. BUSALACCHI. I think it is important to remember that we are experiencing in this country right now a significant upsurge in people riding passenger rail, intercity passenger rail in this country. The numbers in all the corridors are up and we do not anticipate them coming down. As gas prices go up, our numbers in passenger rail are going to go up.

We submitted a plan to the Commission that the Commission accepted. And I say "we," we formed this passenger rail working group while the Commission was going on. We submitted that report and the Commission accepted the report. We have to work this out with the freight rails. Now, I understand that being on their track is very difficult and that is why our suggestion is that we have expansion, that we add track. It will be costly, it will be costly, but we need to do this. And if we do this, the trains will operate on time and the number of people riding trains will increase. But at the present time, it is not going to work unless we incorporate this with the freight rails. We cannot fight over this. We would be wasting way too much time if we did this. But, we must have expansion of that system. And that is what we are—that is what our rail working group is suggesting, segment this in these 500-mile corridors, where there is congestion, where there is a lot of people. And if we do that, if we do that, we feel that eventually, eventually, Congress will see that this has been very successful, because we are convinced it will be successful, and then maybe we can talk in terms of what our friends in California are talking about, where they are talking about super high-speed rail.

Ms. KAPTUR. Yes.

Mr. BUSALACCHI. But right now—

Ms. KAPTUR. What they are doing in France is phenomenal.

Mr. BUSALACCHI. It is phenomenal, but I do not think it is realistic for this sector right now. I think we are talking in terms of 90 mile an hour trains here, not 200 mile an hour.

Ms. KAPTUR. I am into the 200–300 mile per hour.

Mr. BUSALACCHI. And I am, too. I love them. I have gone over to Europe. I have been to China. I have been to Japan. I think they are terrific. But, to get this program moving now, we will not be able to do that. I think it is important for us to understand that as the gas prices go up, we are asking ourselves what is the tipping point. What is really going to be that significant point that we are going to get to where people are going to say, I am not going to drive anymore. If I have to go to Pittsburgh from wherever, I am going to take the train. They are doing it in Milwaukee, from Milwaukee to Chicago. And when that happens, though, are we ready? And we are not. Amtrak will come in here right now and they will tell you that they are not ready. If we have a mass exodus of people from the automobile to get on to intercity passenger rail, we are not ready. We need to make this significant investment, add capacity. It will be money that will be well worth it to give people an option, give them an alternative to the car.

Ms. KAPTUR. I think Mr. Schenendorf wanted to comment.

Mr. SCHENENDORF. Yes. I just wanted to say that I think in our studies, we concluded that it was absolutely essential to have high-

speed rail in these dense corridors. You could not solve the transportation problems without that and that is why we recommended paying for it from the trust fund, because it benefitted all of the roads that are in that corridor by taking people off the highways and it was absolutely essential to have that high-speed rail.

Ms. KAPTUR. Let me just place on the record—

Mr. OLVER. We have some votes that are going to be counted. We have two people, who need to make their comments—

Ms. KAPTUR. All right, Mr. Chairman, let me just say that—

Mr. OLVER [continuing]. Here before we can all let these folks off.

Ms. KAPTUR [continuing]. The report only says 110 miles per hour. I would not agree with that. I think it should be double that, minimum.

Mr. OLVER. I am going to take a few minutes and then give a few minutes to Mr. Knollenberg. We probably have 10 or 15 and then we are going to let you go, because we at least have now seen all of your faces and we can get back to you with follow-up questions. Mr. Geddes, the majority here is saying a full set of mechanisms. You have gone, you have indicated for the wide range of funding using tolling, congestion, fuel tax, private-public partnerships, and so on, in whatever form they happen to turn up in and a bunch of other things. The minority, in its minority statement, did not include fuel tax at all. Is that a case where you do not believe fuel tax should go up at all or are you thinking that it should go up in some modest way in the meantime? Because, at one point, you made the comment that it was a key part of the funding mix for a period of time. Are you just seeing that as just becoming an ever smaller piece of the mix with never a change in the 18.4 cent? Because, it looked as if the minority position was no fuel tax addition.

Mr. GEDDES. I think the position that I have, as a member of the minority, is that the fuel taxes will remain in place and they will remain a mechanism—

Mr. OLVER. At 18 or are they going to go up?

Mr. GEDDES. Federal fuel tax at 18.4 cents a gallon.

Mr. OLVER. That is the position of—

Mr. GEDDES. Right.

Mr. OLVER [continuing]. The minority?

Mr. GEDDES. Right. And they will continue to be in place. They will not be reduced.

Mr. OLVER. At the moment, roughly 40 billion dollars a year comes into the trust fund and we send it out into the transit fund and into highway fund, the highway, part of the transit fund—excuse me, the highway fund and the transit fund are part of the whole trust fund. And if we leave that exactly, that portion is going to continue to come down probably—

Mr. GEDDES. The federal portion.

Mr. OLVER [continuing]. The federal portion, as we move to alternative fuels or to more efficient vehicles or whatever it happens to be. Now, the majority is saying, and you sort of—well, you do not agree, the majority is saying we have serious needs for our economy. And I wish I would have time to talk about how you all view the question of whether it is going to be an economic stimulus, because it is being talked about in the short term about economic

stimulus, which is a different question. We have really been talking about the long term sorts of thing. If we do not raise revenues and we are trying to get to anything like the 225, which they are saying, then we are putting all of it on top of congestion pricing and a bunch of—and tolling and public-private partnerships and so forth. So, that is the position that basically, it is going to have to be on these other things, nothing more on the gasoline tax, right?

Mr. GEDDES. Well, there are two issues essentially. One is the use of taxes to fund transportation, as opposed to prices or tolls. That is one. So, use of tax—the tax mechanism or a pricing tolling mechanism.

Mr. OLVER. Well, I must say that I pretty much take the view that Mr. Heminger says, not quite perhaps as violently as Mr. Obey. But, one could go up, if not five cents, in lumps of five cents, one could go up a couple of cents per year, something like that, every couple of years or two or three years and it would be within less than 10 percent of the noise on the variation in gasoline taxes. It goes on. I do not see how we can get out of this without keeping the gasoline tax there, as an item, and I generally agree that it really prices very close to what the market is. You have the choice of whether you want to use your gas or not use your gas.

Mr. GEDDES. As an economist, I simply believe that a more direct user fee is a better way to go to. That is basically it.

Mr. OLVER. Mr. Knollenberg, we are apparently—I am being told that we need to go back, because this vote is going to be reached quickly, most of the people there.

Mr. KNOLLENBERG. So, how much time do I have?

Mr. OLVER. Take two minutes.

Mr. KNOLLENBERG. All right.

Mr. OLVER. I will stand in front of the—

Mr. KNOLLENBERG. This, to me, is a quick response, but let me try it. Thank you. Mr. Geddes, very quickly, if you could just answer this yes, no, maybe, or whatever. But with respect to tolling, do you agree that this would fundamentally alter what has always been a system that provides equal access and equal benefit to all, to one that would provide more access and benefits to the wealthy at the expense of the low and the moderate or low-income families, that tolling would do that?

Mr. GEDDES. No, I absolutely disagree with that.

Mr. KNOLLENBERG. Okay. That is good, that is fine. Now, this next question for Mr. Heminger, if he would. One of the longest running debates that we have it seems is about the size of big government. And the Commission, I believe, recommended the creation of a sort of new federal bureaucracy, is that right—that is what I am calling it—that would operate outside of the executive and the legislative branches of government and it would be essentially in charge of establishing a national surface transportation policy. I am very concerned about that. I am concerned about the fact that—if you would just shed some light on what their power would be. For example, this new independent national service transportation commission, who would sit on this commission and how would those people be selected? My understanding is also that it requires a two-thirds vote, is that right?

Mr. HEMINGER. Congressman, that whole idea came about after a lot of debate. The models we looked at were the BRAC process, which is a way for the Congress to deal with a very difficult political decision in sort of an up or down aggregate way and also at the Postal Regulatory Commission, which now has the power to set postal rates, which used to require an act of Congress. It is clearly probably the most radical idea that we suggested.

Mr. KNOLLENBERG. Is it just a recommendation then?

Mr. HEMINGER. It is a recommendation, as are all of our recommendations. But, I will tell you, Congressman, that it was motivated by our concern about the inability of the Congress to raise the fuel tax and it was also motivated by our concern about the fact that we do not seem to have a national strategy for investing in transportation. We looked to that model of one way to accomplish those two things. There are doubtless other models to do so. So, we would not ask you to throw the whole baby out with the bath water on the basis of that one recommendation.

Mr. KNOLLENBERG. I assume it is something for consideration, then, consideration only, at the moment, and does two-thirds ring a bell, though, about the requirement?

Mr. HEMINGER. Yes.

Mr. KNOLLENBERG. That is two?

Mr. HEMINGER. That is right.

Mr. KNOLLENBERG. Okay. With that, I conclude my questioning. Again, thank you all, very, very much.

Mr. OLVER. Thank you, very much. We will let you go at this point. We all know where we can find you if we have follow-up questions.

## WITNESSES

---

	Page
Busalacchi, Frank .....	857
Geddes, R. R .....	857
Heminger, Steve .....	857
Peters, Hon. M. E .....	1
Ray, James .....	701
Scheinberg, Phyllis .....	701
Schenendorf, Jack .....	857
Simpson, James .....	701
Sturgell, Robert .....	329



# INDEX

## U.S. Department of Transportation, Office of the Secretary

	Page
Access of Rural Airports to NEXTGEN Network Enabled Weather (NNEW) ....	68
Accessibility Issues (STB) .....	313
Administrative Expenses (FTA) .....	71
Air Traffic Control Training .....	41
Air Traffic Control Workforce .....	34
Air Traffic Controller Fatigue .....	64
Air Traffic Controller Hiring .....	54
Airspace Separation .....	40
Alaska Railroad (FTA) .....	233
Alternatives to the Current Gasoline Tax .....	29
Alternatives to Tolling Fees .....	15
Amtrak Presidential Emergency Board .....	37
Annual Accident Data (FTA) .....	103
Appropriations History (MARAD) .....	268
Assistance to Small Shipyards (MARAD) .....	305
Authorized New Start Projects (FTA) .....	94
Ballast Water (MARAD) .....	306
Budget “Object” Classification (STB) .....	309
Carry-Over Balances by Account (MARAD) .....	270
Case Completion Timelines (STB) .....	310
Child Safety Seats .....	13
Common Carrier Obligation (STB) .....	323
Congestion Reduction Initiative (FTA) .....	262
Contingent Commitment Authority (FTA) .....	102
Contracting (FTA) .....	266
Coordination of Transportation Planning .....	69
Corporate Average Fuel Economy .....	11
Corridors of the Future .....	27
Cross Border Trucking.....	28, 31, 39, 42, 56, 66
Dulles Corridor Metrorail Project .....	17
Economic Impact on the Gasoline Tax .....	14
Enrollment in United States Merchant Marine Academy/State Maritime Schools .....	302
Essential Air Service .....	63
Foreign Investment in U.S. Assets .....	35
Formula and Bus Funding (FTA) .....	107
FTE Request, FTE On-Board, and Vacancies (MARAD) .....	273
Full Funding Grant Agreements Funding (FTA) .....	89
Funding for SAFETEA-LU .....	10
Funds Administered by MARAD .....	271
Grants to Mitigate Congestion.....	25, 31

	Page
Highway Bridges .....	44
Highway Congestion .....	57
Information Technology (MARAD) .....	305
Integration of Rural Airports into NEXTGEN .....	68
Job Access and Reverse Commute Program (FTA) .....	228
MARAD Operations Funding Detail (MARAD) .....	270
Marine Trade (MARAD) .....	303
Maritime Guaranteed Loan Program, Title XI (MARAD) .....	290
Motorcycle Safety .....	12
National Surface Transportation Policy and Revenue Study Commission.....	13, 21
New Freedom Program (FTA) .....	230
New Starts Funding for FY 2009 (FTA) .....	80
Non-Defense Discretionary Spending .....	23
North American Free Trade Agreement .....	51
Number of Vessels on Ship Disposal List (MARAD) .....	274
Oil Discharges from Obsolete Vessels (MARAD) .....	277
Opening Statement by Chairman John W. Olver .....	1
Opening Statement by Mary E. Peters, Secretary, Department of Transportation .....	4
Opening Statement by Ranking Member Joe Knollenberg .....	3
Outlay Rates for Designated Projects .....	17
Outreach (STB) .....	317
Oversight Activities (FTA) .....	241
Pending/Proposed Full Funding Grant Agreements Funding (FTA) .....	93
Public-Private Partnership Pilot Program .....	20
Questions for the Record from Chairman John W. Olver .....	47
Questions for the Record for the Federal Transit Administration .....	71
Questions for the Record for the Maritime Administration .....	268
Questions for the Record for the Surface Transportation Board .....	309
Questions for the Record from Congressman Ciro Rodriguez .....	53
Questions for the Record from Congressman Ed Pastor .....	51
Questions for the Record from Congressman Robert B. Aderholt .....	68
Questions for the Record from Congressman Robert E. "Bud" Cramer .....	58
Rail Energy Transportation Advisory Committee (STB) .....	314
Recoveries (FTA) .....	239
Research and University Research Centers (FTA) .....	243
Retirement Projections (MARAD) .....	274
Risk Level and Location of Vessels on Ship Disposal List (MARAD) .....	276
Runway Incursions .....	24
Savannah Disposal (MARAD) .....	288
Schoolship M&R (MARAD) .....	301
Security Issues (FTA) .....	103
Ship Construction Account (MARAD) .....	294
Ship Disposal Appropriations and Distribution of Funds (MARAD) .....	279
Ship Disposal Deadline (MARAD) .....	282
Ship Disposal Funding and Costs (MARAD) .....	289
Staffing (STB) .....	310
Staffing History (MARAD) .....	273
State Maritime Schools (MARAD) .....	294
Status of Vacancies .....	47
STB Calculations and Methodologies (STB) .....	319
Streamlining Regulations .....	61
Title XI Oversight (MARAD) .....	294
Tolling .....	58

	Page
Transit Oriented Development (FTA) .....	264
Transit Small Starts .....	15
Transportation in Parks and Public Lands (FTA) .....	253
Trust Fund (FTA) .....	235
Unobligated Balances for New Starts Projects (FTA) .....	83
User Fee Collection (STB) .....	309
Written Statement by Mary E. Peters, Secretary, Department of Transportation .....	6

### Federal Aviation Administration

Acquisition Workforce .....	646
ADS-B.....	583, 629
Advisory Committees .....	546
Air Traffic Congestion .....	659
Air Traffic Controllers .....	681
Airport and Airway Trust Fund Statistics .....	572
Airport Improvement Plan .....	651
Airport Tower Equipment .....	692
Airspace Redesign .....	561
Annual Leave .....	449
ASDE-X.....	580, 667, 697
Assessments by OST .....	412
Automatic External Defibrillators .....	455
Average FTE Costs .....	400
Average FTE Costs for Controllers .....	501
Aviation Safety .....	688
Collective Bargaining Statute .....	454
Commercial Space Transportation .....	540
Contract Maintenance Support Contracts .....	417
Contract Tower Program .....	548
Contracting .....	586
Controller Attrition .....	494
Controller Incentive Pay .....	443
Controller New Hires .....	490
Controller Retirement Waivers .....	500
Controller Staffing.....	456, 693
Controller Training .....	506
Controller Training Institute Schools .....	510
Executive Compensation System .....	424
Executive Positions .....	391
Executive Positions Unfilled .....	399
Facility Safety .....	633
Faulty Parts Supplied by Aviation Manufacturer's Suppliers .....	634
Field Maintenance—"Other Object" Costs .....	423
Flight Service Stations .....	521
GSA Rent .....	408
Health Benefits .....	401
Inspectors .....	516
John F. Kennedy Airport and Operations CAP .....	616
Low Cost Ground Surveillance .....	617
Managing Major Capital Projects .....	641
National Air Traffic Controller Association (NATCA) Representation .....	439
New York/New Jersey/Philadelphia Airspace Redesign .....	614
NEXTGEN.....	626, 671, 695

	Page
Office of Communications Positions .....	553
Official Time .....	435
On-Board Staffing by Office .....	385
Opening Statement by Chairman John W. Olver .....	329
Opening Statement by Ranking Member Joe Knollenberg .....	330
Opening Statement by Robert Sturgell, Acting Administrator, Federal Aviation Administration .....	332
Operational Error Statistics .....	532
Operations Budget by Organizational Element .....	577
Other Services .....	413
Outsourcing and Safety Oversight .....	631
Overseas Personnel .....	523
Questions for the Record from Chairman John W. Olver .....	380
Questions for the Record from Congressman James T. Walsh .....	696
Questions for the Record from Congressman Robert E. "Bud" Cramer .....	692
Questions for the Record from Ranking Member Joe Knollenberg .....	651
Regional Offices .....	554
Runway Incursions and Low Tech Solutions .....	620
Runway Incursions Statistics .....	537
Runway Safety .....	623, 696
Runway Status Lights .....	585
Short-Term Incentive (Executive Bonus) Awards .....	427
Sick Leave .....	451
Special Pays .....	442
Sunday Premium Pay .....	453
Supervisor Workforce .....	514
Ten Year Tables .....	564
Travel—Operations Funded .....	429
Union Workforces .....	432
Use of Cost-Plus-Award Fee (CPAF) Contracts .....	644
User Fees Credited to Operations Appropriations .....	409
Workers Compensation .....	402
Working Capital Fund .....	410
Workload Measures and Industry Trends .....	380
Written Statement by Robert Sturgell, Acting Administrator, Aviation Administration .....	334

**Highway and Transit Programs: The DOT Perspective on the Urgent Funding Needs for Today and Tomorrow**

Additional Reduction to the Federal-Aid Highway Program .....	766
Appalachian Development Highway System .....	770
BYRD Test .....	768
Clean Fuels Program .....	720
Congestion Initiatives .....	741, 841
Congestion Mitigation .....	727
Congestion Pricing .....	825
Deficient Bridges .....	831
Dulles Metrorail Extension .....	732
Economic Impact of Tolling .....	714
Emergency Relief Program .....	798
Environmental Review .....	815
Federal Highway Administration .....	837
Federal Transit Administration .....	839
FTA Fiscal Year 2009 Budget Request .....	719

	Page
Future of the Highway Trust Fund .....	744, 855
Highway Account Borrowing Authority .....	753
Highway Program at Zero .....	759
Highway Project Delays .....	729
Highway Projects in Alabama .....	728
Highway Public-Private Partnerships .....	805
Highway Trust Fund .....	726, 749
Highway-Railroad Intersection in Hartselle, Alabama .....	722
I-10 and the Corridors of the Future Program .....	739
Infrastructure Investment as Economic Stimulus .....	823
Innovative Finance .....	817
Limitation on Administrative Expenses .....	796
New Toll Road Projects .....	726
Opening Statement by Chairman John W. Olver .....	701
Opening Statement by Phyllis F. Scheinberg, Assistant Secretary for Budget and Programs/Chief Financial Officer, Department of Transportation .....	705
Opening Statement by Ranking Member Joe Knollenberg .....	703
Ownership of the Interstate Right-of-Way .....	737
Pittsburgh-Chicago Corridor .....	734
Public/Private Partnerships .....	732
Questions for the Record from Chairman John W. Olver .....	749
Questions for the Record from Ranking Member Joe Knollenberg .....	837
Reconfiguring I-81 Through Syracuse, NY .....	736
Revenue Aligned Budget Authority .....	719, 760
SC Proposal to Borrow from the Mass Transit Account .....	748
State Gasoline Taxes .....	828
State Matching Funds .....	770
States' Use of Toll Roads .....	715
Strategic Management on Human Capital .....	811
The Federal Role in Highways .....	825
The Policy Commission Report and the Federal Gas Tax .....	827
Tolling and Public/Private Partnerships .....	724
Tolling Flexibility .....	725
Transit Orientated Development .....	738
Transit System User Benefit .....	730
Urban Partnerships .....	805
Use of Fiscal Year 2009 Discretionary Funds .....	743
Written Statement by Phyllis F. Scheinberg, Assistant Secretary for Budget and Programs/Chief Financial Officer, Department of Transportation .....	708
 <b>Thoughts and Recommendations from the National Surface Transportation Policy and Revenue Study Commission</b> 	
Opening Statement by Chairman John W. Olver .....	857
Opening Statement by Ranking Member Joe Knollenberg .....	858
Statement by Frank J. Busalacchi, Commissioner, National Surface Transpor- tation Policy and Revenue Study Commission .....	875
Statement by Jack Schenendorf, Vice Chair, National Surface Transportation Policy and Revenue Study Commission .....	863
Statement by Rick Geddes, Associate Professor, Department of Policy Anal- ysis and Management, College of Human Ecology, Cornell University .....	889
Statement by Steve Heminger, Member, National Surface Transportation Pol- icy and Revenue Study Commission .....	899